AGENDA
October 23, 2019

CITY COUNCIL MEETING
6:00 P.M.
Council Chambers
311 Vernon Street
Roseville, California
www.roseville.ca.us

THE CITY OF ROSEVILLE WELCOMES YOUR PARTICIPATION

If an agenda item is open to public comment, such public comment shall be addressed to the chair of the meeting.

Public Comment - Speakers have three minutes under Public Comment to speak on issues that are not listed on the agenda and are within the City's jurisdiction. The Brown Act does not permit any action or discussion on items not listed on the agenda.

Consent Calendar - If applicable, the Consent Calendar consists of routine items that may be approved by one motion. Any person can remove an item from the Consent Calendar to be discussed separately.

Agenda Items - Speakers have five minutes to address items that are listed on the agenda.

Americans with Disabilities Act - Notify the City Clerk or Secretary at least 72 hours in advance if special assistance is required to participate in a meeting including the need of auxiliary aids or services.

Audio/Visual Presentations - If making a presentation regarding an agenda item, audio/visual materials must be submitted to the City Clerk or Secretary at least 72 hours in advance.

Security procedures are in place to attend Roseville City Council meetings. All attendees must successfully pass through a security metal detector. Any person with a prohibited item will not be allowed entry. Prohibited items include, but are not limited to: firearms (even with valid CCW), knives, pepper spray/mace, explosives of any kind/ any weapons and/or dangerous devices of any kind, illegal drugs and alcohol.

Roseville City Clerk 311 Vernon Street, Roseville, CA 916-774-5200 TDD 916-774-5220

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. MEETING PROCEDURES

5. PRESENTATIONS

5.1. Resolution - Virgil Harrigan

Commend and express appreciation to Virgil Harrigan for his inspirational example and efforts to help local youth in the community.

CONTACT: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

6. PUBLIC COMMENTS

7. CONSENT CALENDAR

BEGINNING OF CONSENT CALENDAR

Minutes

7.1. Minutes of Prior Meetings

Memo from City Clerk Sonia Orozco recommending the City Council approve the Minutes for the August 7, 2019 City Council meeting, the August 21, 2019 City Council meeting, the September 4, 2019 Closed Session/City Council meeting, and the September 18, 2019 City Council meeting.

CC #: 0358

File #: 0102-03

CONTACT: Sonia Orozco 916-774-5269 sorozco@roseville.ca.us

Bids / Purchases / Services

7.2. Vehicle and Equipment Purchases

Memo from Fleet Services Manager Brian Craighead and Public Works Director Jason Shykowski recommending the City Council approve a purchase order to Riverview International Trucks, LLC for one International construction truck utilizing RFQ 10-3230 in the amount of $236,762.83; approve a purchase order to John L. Sullivan Investments, Inc. dba Roseville Toyota for two Toyota Camry hybrids utilizing RFQ 10-3232 in the amount of $60,835.14; approve a purchase order to Holt of California for one Caterpillar (CAT) CB34B-MB asphalt paving roller utilizing Sourcewell contract# 032119-CAT in the amount of $59,972.57; and approve a purchase order to Herrmann Equipment Inc. for one Carlson CP85 asphalt paver as a sole source purchase in the amount of $191,795.00. Funding for these vehicles and equipment is included in the FY2019-20 Automotive Replacement Fund budget.

CC #: 0349

File #: 0203-01

CONTACT: Brian Craighead 916-774-5731 bcraighead@roseville.ca.us

7.3. Ammunition - Sole Source Purchase Order

Memo from Administrative Analyst Shelly Bracco and Police Chief James

Maccoun recommending the City Council authorize the issuance of a purchase order to Miwall Corporation for the purchase of Hornady ammunition. The Police Department has an ongoing requirement for ammunition for its various firearms used by police officers, animal control officers, and the regional SWAT team. Miwall Corporation is the exclusive Northern California distributor for Hornady ammunition, and therefore the department requests a sole-source award to Miwall Corp. The purchase order will be for an amount not to exceed $84,000.00. Sufficient funds have been included for this purpose in the current fiscal year budget.

CC #: 0339

File #: 0203-12

CONTACT: Randy Thompson 916-774-5099 rthompson2@roseville.ca.us

Resolutions

7.4. Surplus Property Disposal

Memo from Management Analyst Troy Holt and Economic Development Director Laura Matteoli recommending the City Council adopt RESOLUTION NO. 19-447 DECLARING 505 ROYER STREET, 300 TAYLOR STREET, 503 BERRY STREET, 1701 PLEASANT GROVE BOULEVARD, 7250 GALILEE ROAD, 7300 GALILEE ROAD, 7400 GALILEE ROAD, 8025 INDUSTRIAL AVENUE, 251 SUNRISE AVENUE, 1203 GABRIELLI DRIVE, AND 290 CONFERENCE CENTER DRIVE AS SURPLUS PROPERTY. The City owns several parcels that are underutilized and there are no current identified future needs for these properties. Sale of underutilized properties can generate quality developments that will result in new businesses, jobs and amenities and help fulfill the City's goal of economic sustainability.

CC #: 0348

File #: 1003

CONTACT: Troy Holt 916-746-1173 tgholt@roseville.ca.us

7.5. Community Needs Assessment - Professional Services Agreement

Memo from Management Analyst Troy Holt and Economic Development Director Laura Matteoli recommending the City Council adopt RESOLUTION NO. 19-444 APPROVING A PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND KONE CONSULTING, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests approval of a professional services agreement with Koné Consulting, LLC to conduct a Community Needs Assessment for the purpose of guiding the use of Citizens Benefit Trust funds and Roseville Employees Annual Charitable Hearts funds. The professional services agreement will not exceed $45,000.00, which is proposed to come from a combination of sources that include an allocation of $17,803.00 in FY2019-20 Citizens' Benefit Trust funds, with the remaining $27,197.00 to come from General Fund Contingency. The General Fund will be then reimbursed by a FY2020-21 allocation from the Citizens' Benefit Trust Fund.

CC #: 0342

File #: 0110 & 0103-34-02 & 0216-02

CONTACT: Troy Holt 916-746-1173 tgholt@roseville.ca.us

7.6. Washington Boulevard/Andora Bridge Improvement Project - Environmental Impact Report Certification and Project Approval

Memo from Principal Engineer Stefanie Kemen and Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 19-452 CERTIFYING A FINAL ENVIRONMENTAL IMPACT REPORT RELATING TO THE WASHINGTON BOULEVARD/ANDORA BRIDGE IMPROVEMENT PROJECT, ADOPTING FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS, APPROVING A MITIGATION MONITORING AND REPORTING PLAN AND APPROVING THE WASHINGTON BOULEVARD/ANDORA BRIDGE IMPROVEMENT PROJECT. Phase 1 is estimated to cost $5.5 million and will be funded with $3.3 million in federal funds and $2.2 million in local transportation funds and traffic mitigation fees. Phase 2 is estimated to cost $30 million and funds have not yet been identified for the project. No General Fund resources will be used for the project.

CC #: 0352

File #: 0900-04-02

CONTACT: Stefanie Kemen 916-746-1300 skemen@roseville.ca.us

7.7. Maidu Park Bike Trail Reconstruction and Resurfacing Project Phase 1 - Notice of Completion

Memo from Assistant Engineer Cathy Gosalvez and Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 19-449 ACCEPTING THE PUBLIC WORK KNOWN AS MAIDU PARK BIKE TRAIL RECONSTRUCTION AND RESURFACING PROJECT, APPROVING THE "NOTICE OF COMPLETION", AND AUTHORIZING THE PUBLIC WORKS DIRECTOR TO EXECUTE SAID NOTICE ON BEHALF OF THE CITY OF ROSEVILLE. The project consisted of patching several sections of asphalt trail and an application of a Type 1 slurry seal treatment over a majority of the existing trail along the perimeter of Maidu Park as well as all of the interior park trails. The final construction cost for the project was $172,390.00 and was funded with local transportation funds. No General Fund resources were used for this project.

CC #: 0351

File #: 0721-05

CONTACT: Cathy Gosalvez 916-746-1300 cgosalvez@roseville.ca.us

7.8. PG&E Gas Transportation Negotiated Rate Agreement

Memo from Electric Resources Analyst David Siao and Electric Utility Director Michelle Bertolino recommending the City Council adopt RESOLUTION NO. 19-448 APPROVING AN EG-LT NEGOTIATED RATE AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND PACIFIC GAS & ELECTRIC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. This item requests approval

of a contract with Pacific Gas & Electric for the cost of delivering natural gas to the Roseville Energy Park and Roseville Power Plant 2. This contract will change Roseville's rate from a high rate based on the amount of gas delivered to a two-part rate with a monthly fixed component and a lower variable component. Overall, Roseville's natural gas power plants will become more economical and annual power supply costs are forecast to be reduced by $2 million.

CC #: 0350

File #: 0800-03

CONTACT: David Siao 916-746-1613 dsiao@roseville.ca.us

7.9. Street Closure Request - 7th Annual Turkey Trot - November 28, 2019

Memo from Parks, Recreation & Libraries Superintendent Jeff Nereson and Assistant City Manager Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-439 OF THE COUNCIL OF THE CITY OF ROSEVILLE APPROVING THE CLOSING OF CERTAIN STREETS FOR THE 7TH ANNUAL TURKEY TROT FUN RUN. Staff requests the closure of multiple streets as outlined in the approving resolution between 5:00 a.m. – 12:00 p.m. for the 7th Annual Turkey Trot Fun Run on Thursday, November 28, 2019. Funding for this event is included in the approved Parks, Recreation & Libraries FY2019-20 Department budget.

CC #: 0337

File #: 0109-02

CONTACT: Jeff Nereson 916-774-5974 jnereson@roseville.ca.us

7.10. Street Closure Request - Christmas Tree Installation - November 13, 2019

Memo from Recreation & Libraries Supervisor Dustin DiPlacito recommending the City Council adopt RESOLUTION NO. 19-441 OF THE COUNCIL OF THE CITY OF ROSEVILLE APPROVING THE CLOSING OF CERTAIN STREETS FOR THE INSTALLATION OF THE CITY CHRISTMAS TREE. Staff requests the closure of Vernon Street between South Grant Street & East Washington Blvd. between 7:00 a.m. – 12:00 p.m. for the installation of the City's Christmas Tree on Wednesday, November 13, 2019. The budget for the purchase and installation of the tree is $11,000.00 and is included in the Parks, Recreation & Libraries Department FY2019-20 budget.

CC #: 0340

File #: 0109-02

CONTACT: Dustin DiPlacito 916-774-5923 ddiplacito@roseville.ca.us

7.11. Street Closure Request - Santa Hustle Fun Run - December 22, 2019

Memo from Parks, Recreation & Libraries Superintendent Jeff Nereson and Assistant City Manager Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-446 APPROVING AN AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND SANTA HUSTLE RACE SERIES, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests street closures as outlined in the approving resolution from 5:00 a.m. – 1:00 p.m. for the Santa

Hustle 5k/Half Marathon on Sunday, December 22, 2019. All costs associated with this event for City services will be reimbursed by the applicant.

CC #: 0344

File #: 0109-02

CONTACT: Jeff Nereson 916-774-5974 jnereson@roseville.ca.us

7.12. After School Education and Safety Program - Memorandum of Understanding

Memo from Parks, Recreation & Libraries Superintendent Kristi La Roche and Assistant City Manager Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-440 APPROVING A MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF ROSEVILLE AND ROSEVILLE CITY SCHOOL DISTRICT AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff is requesting City Council approve the Memorandum of Understanding (MOU) between the City and the Roseville City School District to operate the After School Education and Safety program (ASES). The ASES program provides after school homework assistance and enrichment opportunities for up to 120 students at Cirby and 100 students at Woodbridge Elementary schools at no cost to participating families. The City is reimbursed a maximum of $250,700.00 to offset direct expenses to operate the after school program. This MOU outlines partnership and financial reimbursement terms to operate the ASES program. There is no General Fund impact as the program is funded in the Youth Development fund.

CC #: 0338

File #: 0704 & 0705

CONTACT: Kristi LaRoche 916-774-5962 klaroche@roseville.ca.us

Ceremonial Documents

7.13. Proclamation - Extra Mile Day

Proclaim November 1, 2019, to be Extra Mile Day and urge individuals in the community to take time on this day to “go the extra mile” and to acknowledge those individuals who are inspirational in their commitment to making their organizations, families, communities, and the world a better place.

CC #: 0345

File #: 0102-06

CONTACT: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

7.14. Resolution - Annie's Sno Biz

Commend Annie Bahadursingh and Annie's Sno Biz on dedicated fundraising efforts that contribute to the community and wish them continued success in future endeavors.

CC #: 0354

File #: 0102-10

CONTACT: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

7.15. Proclamation - Small Business Saturday

Proclaim November 30, 2019 as Small Business Saturday and encourage the community to patronize small business and appreciate the value they bring to the community.

CC #: 0346

File #: 0102-06

CONTACT: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

END OF CONSENT CALENDAR

8. RESOLUTIONS

8.1. Roseville Groundwater Program Update

Memo from Assistant Environmental Utilities Director Sean Bigley and Environmental Utilities Director Richard Plecker with an informational presentation regarding Roseville's Groundwater Program's status currently, as well as future activities.

CC #: 0356

File #: 0800-02

CONTACT: Sean Bigley 916-774-5513 sbigley@roseville.ca.us

8.2. Temporary Water Transfer - Reimbursement Agreement

Memo from Assistant Environmental Utilities Director Sean Bigley and Environmental Utilities Director Richard Plecker recommending the City Council adopt RESOLUTION NO. 19-445 APPROVING A REIMBURSEMENT AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND SACRAMENTO MUNICIPAL UTILITY DISTRICT, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. This item recommends that the City Council authorize the City Manager to execute a Reimbursement Agreement to allow for a three-year, limited term, Central Valley Project Improvement Act In-Basin Water Transfer of up to 6,000 acre-feet of water per year from Sacramento Municipal Utility District (SMUD) to the City. Any purchased water will be paid from the Water Construction Fund, as currently budgeted in FY2019-20 in the SMUD Water Reassignment Capital Improvement project. This project is funded from water connection fee revenue.

CC #: 0355

File #: 0800-02

CONTACT: Sean Bigley 916-774-5513 sbigley@roseville.ca.us

9. PUBLIC HEARING

NOTICE TO THE PUBLIC

City Council, when considering the matter scheduled for hearing, will take the following actions:

1. Open the Public Hearing

2. Presentation by Staff
3. Presentation by applicant or Appellant
4. Accept Public Testimony
5. Appellant or Applicant Rebuttal Period
6. Close the Public Hearing
7. City Council Comments and Questions
8. City Council Action

In the future, if you wish to challenge in court any of the matters on this agenda for which a public hearing is to be conducted, you may be limited to raising only those issues, which you, or someone else raised orally at the Public Hearing or in written correspondence received by the City or before the hearing

Public Hearings listed for continuance will be continued as noted and posting of this agenda serves as notice of continuation.

9.1. Community Facilities District No. 3 (Municipal Services) - Annexation 23 (The Ranch at Sierra Vista)

Memo from Administrative Analyst Jeannine Thrash and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-442 A RESOLUTION OF ANNEXATION OF TERRITORY TO COMMUNITY FACILITIES DISTRICT, AUTHORIZING THE LEVY OF A SPECIAL TAX AND SUBMITTING LEVY OF TAX TO QUALIFIED ELECTORS CITY OF ROSEVILLE Community Facilities District No. 3 (Municipal Services) Annexation No. 23 (The Ranch at Sierra Vista); and adopt RESOLUTION NO. 19-443 A RESOLUTION DECLARING RESULTS OF SPECIAL ANNEXATION ELECTION, DETERMINING VALIDITY OF PRIOR PROCEEDINGS, AND DIRECTING RECORDING OF AMENDED NOTICE OF SPECIAL TAX LIEN CITY OF ROSEVILLE Community Facilities District No. 3 (Municipal Services) Annexation No. 23 (The Ranch at Sierra Vista). As a condition of the development agreement between the City and Baseline P&R, LLC, relative to the Sierra Vista Specific Plan, the landowner shall annex into Community Facilities District No. 3 (Municipal Services) (CFD No. 3). The property is being annexed into CFD No. 3 in order to offset the property's impact on the City's General Fund resources available to pay for municipal services citywide, including the annexation area.

CC #: 0341

File #: 0206-03-01

CONTACT: Jeannine Thrash 916-774-5473 jthrash@roseville.ca.us
Dennis Kauffman 916-774-5313 dkauffman@roseville.ca.us

9.2. Creekview Specific Plan General Plan and Specific Plan Amendment, Rezone, and Development Agreement Amendment

Memo from Associate Planner Charity Gold and Development Services Director Mike Isom recommending the City Council Consider the Addendum to the Creekview Specific Plan EIR; adopt RESOLUTION NO. 19-450 AMENDING THE GENERAL PLAN TO CHANGE THE LAND USE DESIGNATION ON CERTAIN REAL PROPERTY IN THE CITY OF ROSEVILLE AND TO CHANGE THE TEXT WITHIN THE LAND USE

ELEMENT; and adopt RESOLUTION NO. 19-451 AMENDING THE CREEKVIEW SPECIFIC PLAN; adopt the two (2) findings of fact and introduce for the first reading an ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING ZONING ORDINANCE NO. 5428 OF THE CITY OF ROSEVILLE CHANGING THE ZONING OF CERTAIN REAL PROPERTY LOCATED WITHIN THE CITY OF ROSEVILLE; and consider five (5) findings of fact and introduce for the first reading an ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE ADOPTING A THE FIRST AMENDMENT TO THE DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF ROSEVILLE AND ANTHEM UNITED CREEKVIEW DEVELOPMENTS LIMITED PARTNERSHIP RELATIVE TO THE CREEKVIEW SPECIFIC PLAN AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. The applicant requests approval of a General Plan Amendment, Specific Plan Amendment, Rezone, and Development Agreement Amendment to amend the text and change the land use designations within the Creekview Specific Plan. The resulting amendment would decrease the acreage dedicated to Community Commercial and Business Professional and increase the acreage dedicated to Residential land uses. No overall change to the residential unit count within the plan area will occur. This action has no significant impacts to the City's General Fund.

CC #: 0353

File #: 0400-04-13-2 & 0400-02 & 0400-03

CONTACT: Charity Gold 916-774-5247 cgold@roseville.ca.us

9.3. Public Input Regarding the Composition of the City's Voting Districts - Public Hearing 3

Memo from City Clerk Sonia Orozco and Assistant City Attorney Michelle Sheidenberger requesting the City Council hold the third public hearing to receive community input on the composition of districts, select two to four "focus" maps, request any desired map revisions, and receive or provide any additional information needed for the fourth public hearing scheduled for Wednesday, November 6, 2019, at 6:00 p.m. in the City Council Chambers, 311 Vernon Street.

CC #: 0357

File #: 0502

CONTACT: Sonia Orozco 916-774-5269 sorozco@roseville.ca.us
M. Sheidenberger 916-774-5325 msheidenberger@roseville.ca.us

10. DEPARTMENT UPDATES

11. COUNCIL REPORTS / PUBLIC COMMENTS

12. ADJOURNMENT

COUNCIL COMMUNICATION

CC #: 0347
File #: 0102-10

Title: Resolution - Virgil Harrigan
Contact: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 5.1.

RECOMMENDATION TO COUNCIL

Commend and express appreciation to Virgil Harrigan for his inspirational example and efforts to help local youth in the community.

BACKGROUND

Not applicable.

FISCAL IMPACT

Not applicable.

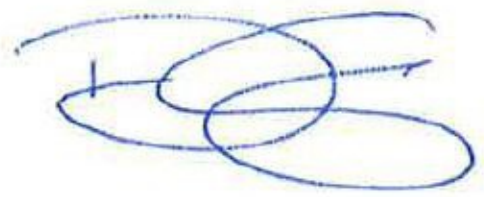
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonable foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3). Ceremonial documents do not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

M. Bettencourt, Deputy City Clerk

Sonia Orozco, City Clerk



Dominick Casey, City Manager

ATTACHMENTS:

Description

Virgil Harrigan

CITY OF ROSEVILLE

RESOLUTION

OF

COMMENDATION

WHEREAS, Virgil Harrigan was a longtime Roseville resident and valued the community; and

WHEREAS, Virgil generously donated his property at 313 High street as the North Roseville Recreation, Education and Cultural Center (REC) in 1997; and

WHEREAS, Virgil's vision helped numerous young boys and girls with afterschool programs including mentoring, hot meals, and a safe place after school; and

WHEREAS, Mike Steele, a Roseville police officer, along with local business leaders and local families, saw a need for a safe site after school program, to feed children and assist with homework, and together they helped start the REC Center; and

WHEREAS, the REC Center became a free afterschool and summer program for youth that offered snacks, home cooked dinners, homework assistance with reading, art, recreation, and a safe center to relax and have fun; and

WHEREAS, the REC name was changed to EXCEL Roseville in 2015 to emphasize education, staying in school, and graduating from high school, and the program became very popular with the help from high school and college students who volunteer along with local volunteers; and

WHEREAS, additional youth in varying ages needed similar assistance after school, encouraging the EXCEL Board to pursue expanding the facility and the vision of the organization; and

WHEREAS, EXCEL Roseville sold the property to the Boys and Girls Club in 2019 in order to continue the vision of Virgil Harrigan; and

WHEREAS, the 313 High Street site is now being planned to expand to a larger facility with the capacity for 75 to 100 youth from 6 to 17 years of age and this will be the first boys and Girls Club location in Roseville; and

WHEREAS, EXCEL Roseville Board Members are honored to donate proceeds from the sale of the property to local 501(3)c nonprofit groups that serve many of our local students. These donations are being made to honor the legacy of Virgil Harrigan and the many community leaders that have supported this organization for over 20 years; and

NOW, THEREFORE, I, JOHN B. ALLARD II, MAYOR OF THE CITY OF ROSEVILLE, CALIFORNIA, do hereby commend and express appreciation to **VIRGIL HARRIGAN** for his inspirational example and efforts to help local youth in the community.

SIGNED this 23rd day of October, 2019.

_____

JOHN B. ALLARD II, MAYOR

ATTEST:

_____

SONIA OROZCO, CITY CLERK
CITY OF ROSEVILLE, CALIFORNIA

COUNCIL COMMUNICATION

CC #: 0358
File #: 0102-03

Title: Minutes of Prior Meetings
Contact: Sonia Orozco 916-774-5269 sorozco@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 7.1.

RECOMMENDATION TO COUNCIL

Recommend the City Council approve the Minutes of the following meetings:

- August 7, 2019 City Council
- August 21, 2019 City Council
- September 4, 2019 Closed Session and City Council
- September 18, 2019 City Council

BACKGROUND

There is no background associated with this item. The request is to approve the minutes of prior meetings.

FISCAL IMPACT

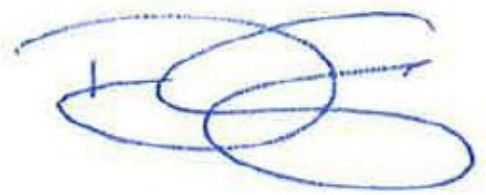
Not applicable.

ENVIRONMENTAL REVIEW

Not applicable.

Respectfully Submitted,

Sonia Orozco, City Clerk



Dominick Casey, City Manager

ATTACHMENTS:

Description

August 7, 2019 City Council Minutes

August 21, 2019 City Council Minutes

September 4, 2019 Closed Session/City Council Minutes

September 18, 2019 City Council Minutes

MINUTES
August 7, 2019

CITY COUNCIL MEETING
6:00 p.m.
Council Chambers
311 Vernon Street
Roseville, California
www.roseville.ca.us

1. CALL TO ORDER

Mayor John B. Allard II called the August 7, 2019 City Council meeting to order at 6:00 p.m.

2. ROLL CALL

Present: Bernasconi, Alvord, Roccucci, Houdesheldt, Allard

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Mayor John B. Allard II.

4. MEETING PROCEDURES

City Clerk Sonia Orozco announced procedures for addressing Council.

5. PUBLIC COMMENTS

No public comment received.

6. CONSENT CALENDAR

BEGINNING OF CONSENT CALENDAR

Motion by Pauline Roccucci, seconded by Scott Alvord, to remove item 6.13 from the Consent Calendar to be discussed separately, and approve the remaining items as recommended. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

Minutes

6.1. Minutes of Prior Meetings

Memo from City Clerk Sonia Orozco recommending the City Council approve the Minutes for the June 3, 2019 City Council Budget Workshop, the June 4, 2019 Cancelation of Budget Workshop, the June 5, 2019 City Council/Finance Authority/Housing Authority meeting, and the June 19, 2019 City Council/Closed Session.

CC #: 0211

File #: 0102-03

CONTACT: Sonia Orozco 916-774-5269 sorozco@roseville.ca.us

Bids / Purchases / Services

6.2. Aluminum Pullbox Lids (RFQ 10-3220) - Purchase Orders

Memo from Buyer Babette Owens and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-342 APPROVING A PURCHASE ORDER FOR ALUMINUM PULLBOX LIDS to Jensen Precast to be purchased on an as-needed basis. The estimated annual cost is $80,000.00. Funding is included in the Electric Department's FY2019-20 budget. Staff requests authorization to renew without further Council approval, contingent upon budget approval each year.

CC #: 0197

File #: 0203-07

CONTACT: Babette Owens 916-774-5704 bowens@roseville.ca.us

6.3. Raychem Gelports (RFQ 10-3215) - Purchase Order

Memo from Buyer Babette Owens and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-348 APPROVING A PURCHASE ORDER FOR RAYCHEM GELPORT CONNECTORS. Staff recommends the City Council authorize purchase orders to OneSource Distributors for the purchase of Raychem gelport connectors on an as-needed basis. The estimated annual cost is $40,000.00 and funding is included in the Electric Department's FY2019-20 budget. Staff requests authorization to renew without further Council approval, contingent upon budget approval each year.

CC #: 0205

File #: 0203-07

CONTACT: Babette Owens 916-774-5704 bowens@roseville.ca.us

6.4. Power Plant Concrete Slabs Addition - Service Agreement Amendment

Memo from Senior Power Plant Engineer Nathan Ribordy and Electric Utility Director Michelle Bertolino recommending the City Council adopt RESOLUTION NO. 19-347 APPROVING AMENDMENT NO. 1 TO SERVICE AGREEMENT BETWEEN CITY OF ROSEVILLE AND PERFORMANCE MECHANICAL, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (S1908208). This amendment will provide an extension to the contract end date which is required for project completion due to unforeseen scheduling conflicts. There is no cost for the amendment, and the project cost remains at $205,142.00. Funding is available in the Electric Capital Improvement Projects budget for FY2019-20.

CC #: 0204

File #: 0203-07

CONTACT: Nathan Ribordy 916-746-1673 nribordy@roseville.ca.us

Resolutions

6.5. Sierra Vista Village JM-04A - Phase 1 Final Map and Subdivision Agreement

Memo from Assistant Engineer Kerry Andrews and Development Services Director Mike Isom recommending the City Council adopt RESOLUTION NO. 19-349 APPROVING A SUBDIVISION AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND JOHN MOURIER CONSTRUCTION, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and approve the Sierra Vista Village JM-04A - Phase 1 final map. Staff has completed its review of the final map and found that it is in compliance with the approved tentative map. This map will create 92 residential lots. The actions requested have no fiscal impact to the City's General Fund.

CC #: 0207

File #: 0400-04-12-1 & 0400-07

CONTACT: Kerry Andrews 916-774-5346 kandrews@roseville.ca.us

6.6. Sierra Vista Village JM-04B - Phase 2 Final Map and Subdivision Agreement

Memo from Assistant Engineer Kerry Andrews and Development Services Director Mike Isom recommending the City Council adopt RESOLUTION NO. 19-350 APPROVING A SUBDIVISION AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND JOHN MOURIER CONSTRUCTION, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and approve the Sierra Vista Village JM-04B - Phase 2 final map. Staff has completed its review of the final map and found that it is in compliance with the approved tentative map. This map will create 40 residential lots and 1 open space lot. The actions requested have no fiscal impact to the City's General Fund.

CC #: 0208

File #: 0400-07 & 0400-04-12-1

CONTACT: Kerry Andrews 916-774-5346 kandrews@roseville.ca.us

6.7. Support Services Program Agreement - Confirmation and Task Order

Memo from Senior Energy Services Account Representative Mark Riffey and Electric Utility Director Michelle Bertolino recommending the City Council adopt RESOLUTION NO. 19-353 APPROVING A TASK ORDER AND CONFIRMATION UNDER THE SUPPORT SERVICES PROGRAM AGREEMENT WITH NORTHERN CALIFORNIA POWER AGENCY, AND AUTHORIZING THE ELECTRIC UTILITY DIRECTOR AND CITY ATTORNEY TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. This item requests approval of a confirmation and Task Order under the Support Services Program Agreement with Northern California Power Agency for the creation and distribution of Home Energy Reports. Home Energy Reports provide valuable education to Roseville residents and are one of the most cost effective programs to achieve the electric utility's energy efficiency objectives mandated by the State of California. The total cost of the services will not exceed $390,572.26 in FY2019-20. Funds are available in the FY2019-20 Electric Department budget.

CC #: 0213

File #: 0800-03

CONTACT: Mark A. Riffey 916-746-1667 mriffey@roseville.ca.us

6.8. Barton Road Water Treatment Plant Communications Facility - Mast Installation Lease Agreement Amendment

Memo from Assistant Information Technology Director Michael Sinor and Chief Information Officer Hong Sae recommending the City Council adopt RESOLUTION NO. 19-354 APPROVING A THIRD AMENDMENT TO MAST INSTALLATION LEASE AGREEMENT, BY AND BETWEEN CITY OF ROSEVILLE AND SACRAMENTO-VALLEY LIMITED PARTNERSHIP DBA VERIZON WIRELESS, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. The third amendment extends the lease beyond the original term and provides options for the tenant to extend the lease for six additional five-year terms, commencing on May 1, 2019. The City will receive a one-time amount of $20,000.00 for execution of the third amendment. The City shall be entitled to 10% of any future subtenant revenue received by the tenant. The monthly rent is currently $1,757.00, commencing on May 1, 2020, the monthly rent will increase by 2% annually.

CC #: 0196

File #: 0708

CONTACT: Michael Sinor 916-774-5183 msinor@roseville.ca.us

6.9. Water Forum Successor Effort FY2019-20 - Cost Share Agreement

Memo from Acting Water Utility Manager Sean Bigley and Environmental Utilities Director Richard Plecker recommending the City Council adopt RESOLUTION NO. 19-351 APPROVING AN INTERAGENCY AGREEMENT, AND

AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests approval of the FY2019-20 interagency cost-sharing agreement for the City's continued support of the Water Forum Successor Effort. The $87,460.00 cost share for the City is in the FY2019-20 Water Administration budget in the Water Operations Fund, which is funded by water utility rate revenue.

CC #: 0209

File #: 0800-02

CONTACT: Sean Bigley 916-774-5513 sbigley@roseville.ca.us

6.10. Lots A, & 4-7, Diamond Creek 30 & 33 - Resolution of Intention to Annex Territory into Community Facilities District No. 3 (Municipal Services) Annexation No. 22

Memo from Administrative Analyst Jeannine Thrash and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-352 A RESOLUTION OF INTENTION TO ANNEX TERRITORY TO COMMUNITY FACILITIES DISTRICT AND TO AUTHORIZE THE LEVY OF SPECIAL TAXES THEREIN CITY OF ROSEVILLE Community Facilities District No. 3 (Municipal Services) Annexation No. 22 (Lots A, & 4-7, Diamond Creek 30 & 33). As part of the conditions of approval for a rezone from nonresidential to residential parcels, the landowner is obligated to annex into Community Facilities District No. 3 (Municipal Services) (CFD No. 3). The property is being annexed into CFD No. 3 in order to offset the property's impact on the City's General Fund resources available to pay for municipal services citywide, including the annexation area, and therefore will not negatively impact the General Fund.

CC #: 0210

File #: 0206-03-01

CONTACT: Jeannine Thrash 916-774-5473 jthrash@roseville.ca.us
Dennis Kauffman 916-774-5313 dkauffman@roseville.ca.us

6.11. Street Closure Request - Lucas & Co. One Year Celebration - August 10, 2019

Memo from Recreation Superintendent Jeff Nereson and Assistant City Manager Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-345 APPROVING AN AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND LUCAS & CO., INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests the closure of South Grant Street between Vernon Street and Atlantic Street, from 4:00 p.m. to 10:00 p.m. on Saturday, August 10, 2019 for the Lucas & Co. One Year Celebration event. All costs associated with this event for City services will be reimbursed by Lucas & Co.

CC #: 0202

File #: 0109-02

CONTACT: Jeff Nereson 916-774-5974 jnereson@roseville.ca.us

6.12. Pistachio Regional Park - Maintenance Agreement

Memo from Parks, Recreation & Libraries Manager Kathy Barsotti and Assistant City Manager Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-346 APPROVING A PISTACHIO REGIONAL PARK MAINTENANCE AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND ROSEVILLE JOINT UNION HIGH SCHOOL DISTRICT, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests the approval of the Pistachio Regional Park Maintenance Agreement. The City has agreed to expedite construction of the fields so West Park High School students may begin utilizing them during the 2020-21 school year. In exchange, the district has agreed to provide landscape maintenance services of the fields for the first four years, including materials, supplies and labor. The term of the agreement is set to expire in December of 2024, at which time the City will assume full responsibility for maintenance of the fields. Fiscal impacts to the City during the first four years may include costs associated with some routine maintenance, large irrigation repairs, repairs to backstops and fencing, and basic operational equipment (bases, pitching plates, etc.). Incidental costs, estimated at $13,000 per year, will be included in the Parks, Recreation & Libraries Department annual budget requests to handle these types of items.

CC #: 0203

File #: 0704-01

CONTACT: Kathy M. Barsotti 916-774-5955 kbarsotti@roseville.ca.us

Ordinances (for introduction and adoption - appropriation/urgency measures)

6.13. Staffing Allocation and Salary Schedule Changes and Budget Adjustment

Memo from Human Resources Director Stacey Peterson recommending the City Council adopt ORDINANCE NO. 6129 OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING ORDINANCE NO. 6117, THE SALARY ORDINANCE FOR MANAGEMENT EMPLOYEES, AS AMENDED BY APPENDIX “E” TO BE EFFECTIVE AUGUST 17, 2019, AS AN URGENCY MEASURE; and adopt ORDINANCE NO. 6130 OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING ORDINANCE NO. 6105, THE SALARY ORDINANCE FOR EMPLOYEES REPRESENTED BY THE INTERNATIONAL UNION OF OPERATING ENGINEERS, STATIONARY ENGINEERS, LOCAL 39, AS AMENDED BY APPENDIX “B” TO BE EFFECTIVE AUGUST 17, 2019, AS AN URGENCY MEASURE; and adopt ORDINANCE NO. 6131 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. Staff recommends the City Council approve Local 39 and Management, A & B Salary Schedules, to reflect the addition of an Administrative Supervisor, Economic Development Project Manager, Hydrogeologist, and Process Engineer classifications, and the deletion of the Economic Development Supervisor classification to best serve the City. Staff also recommends the retitle of two Economic Development Supervisor positions to Economic Development Project Manager, and the reclassification of three Deputy City Attorney positions to the Senior Deputy City Attorney classification,

reclassification of a vacant Library Technician position to an Administrative Technician position, and reclassification of a vacant Principal Engineer to a new Hydrogeologist classification to support the City's current business needs. There is also the need to reduce a vacant full-time Alternative Transportation Analyst II by .25 full-time equivalent (FTE) to add .25 FTE to an existing half-time Community Relations Analyst position. Further, staff recommends the addition of a Department Public Information Officer, Administrative Supervisor, and Process Engineer allocations as a result of classification studies. These new allocations were budgeted in the FY2019-20 budget and will be filled through promotional recruitment with the resulting vacancies being eliminated. The recommended position changes will cost the General Fund approximately $75,000.00 over the remaining 10.5 months of FY2019-20. There are adequate resources available in the FY2019-20 budget to fund this additional cost.

CC #: 0212

File #: 0600-01 & 0201-01

CONTACT:Stacey Peterson 916-774-5374 Slpeterson@roseville.ca.us

Item removed by Teresa Gemignani to request clarification.

Human Resources Director Stacey Peterson made the presentation to Council.

Motion by Bruce Houdesheldt, seconded by Krista Bernasconi, to adopt ORDINANCE NO. 6129 OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING ORDINANCE NO. 6117, THE SALARY ORDINANCE FOR MANAGEMENT EMPLOYEES, AS AMENDED BY APPENDIX "E" TO BE EFFECTIVE AUGUST 17, 2019, AS AN URGENCY MEASURE; and adopt ORDINANCE NO. 6130 OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING ORDINANCE NO. 6105, THE SALARY ORDINANCE FOR EMPLOYEES REPRESENTED BY THE INTERNATIONAL UNION OF OPERATING ENGINEERS, STATIONARY ENGINEERS, LOCAL 39, AS AMENDED BY APPENDIX "B" TO BE EFFECTIVE AUGUST 17, 2019, AS AN URGENCY MEASURE; and adopt ORDINANCE NO. 6131 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE; and approve the staffing allocation schedule. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

Reports / Requests

6.14. League of California Cities Annual Conference 2019 - Voting Delegates

Memo from Government Relations Administrator Mark Wolinski and Public Affairs & Communications Director Megan MacPherson recommending the City Council appoint Mayor John Allard as the voting delegate and Vice Mayor Krista Bernasconi as the alternate to the League of California Cities business meeting of the General Assembly being held October 16-18, 2019 at the Long Beach

Convention Center. The meeting will be held at noon on Friday, October 18, 2019 when the membership takes action on resolutions that establish League policy. Registration, travel and lodging is approximately $2,000.00 for the delegate and alternate. The funds were approved in the City's FY2019-20 adopted budget.

CC #: 0201

File #: 0102-12 & 0106

CONTACT: Mark Wolinski 916-774-5179 mwolinski@roseville.ca.us

END OF CONSENT CALENDAR

7. SPECIAL REQUESTS/REPORTS/PRESENTATION

7.1. Request for Council Discretionary Funds - The Petal Connection

Memo from Management Assistant Heather Blanco and City Clerk Sonia Orozco requesting the City Council consider a request for $4,000.00 from Council Discretionary Funds for The Petal Connection for bedside floral bouquets to homebound seniors and hospice patients in Roseville.

CC #: 0200

File #: 0102

CONTACT: Heather Blanco 916-746-1171 hblanco@roseville.ca.us

City Clerk Sonia Orozco made the presentation to Council.

Jennifer Aery - representing the Petal Connection - spoke in support.

Christie Dilorenzo - spoke in support.

Motion by Krista Bernasconi, seconded by Scott Alvord, to approve $2000 of Council Discretionary funds for the Petal Connection for bedside, floral bouquets to homebound seniors and hospice patients in Roseville. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

8. PUBLIC HEARING

8.1. Appeal of Roseville Old Town Lofts Mitigated Negative Declaration, Design Review Permit, Tentative Subdivision Map, Tree Permit, General Plan Amendment

Memo from Associate Planner Kinarik Shallow and Development Services Director Mike Isom recommending the City Council adopt RESOLUTION NO. 19-339 DENYING THE APPEAL FROM THE JUNE 13, 2019 APPROVALS BY THE PLANNING COMMISSION; ADOPTING THE FOUR (4) FINDINGS OF FACT AND APPROVING THE DESIGN REVIEW PERMIT SUBJECT TO SIXTY-NINE (69) CONDITIONS OF APPROVAL; ADOPTING THE THREE (3) FINDINGS OF FACT AND APPROVING THE TENTATIVE SUBDIVISION

MAP SUBJECT TO SIXTY-EIGHT (68) CONDITIONS OF APPROVAL; AND ADOPTING THE TWO (2) FINDINGS OF FACT AND APPROVING THE TREE PERMIT SUBJECT TO TWENTY-ONE (21) CONDITIONS OF APPROVAL; and adopt RESOLUTION NO. 19-340 ADOPTING A MITIGATED NEGATIVE DECLARATION AND APPROVING THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE ROSEVILLE OLD TOWN LOFTS; and adopt RESOLUTION NO. 19-341 AMENDING THE GENERAL PLAN TO CHANGE THE LAND USE DESIGNATION ON CERTAIN REAL PROPERTY IN THE CITY OF ROSEVILLE AND TO CHANGE THE TEXT WITHIN THE LAND USE ELEMENT. The proposed project includes a request for a General Plan Amendment to allow for a change in land use for a 0.89-acre parcel located on Parcel 246 of the City's Infill planning area, from Business Professional to High Density Residential (26 units/acre). This land use change requires amending the text of the General Plan to reflect the changes in residential and commercial acreage. The project also includes a request for a Design Review Permit to construct 23 attached single-family units and to modify the development standards of the existing attached Housing (R3) zone; a Tentative Subdivision Map to create the 23 lots; and a Tree Permit to authorize the removal of 12 native oak trees. This action has no significant impact to the City's General Fund.

CC #: 0195

File #: 0400-07 & 0400-08 & 0400-04-17-1 & 0400-03 & 0400-06-02

CONTACT: Kinarik Shallow 916-746-1309 kshallow@roseville.ca.us

Mayor John Allard opened the public hearing

Development Services Director Mike Isom, Planning Manager Greg Bitter, City Engineer Marc Stout and Assistant Planner Kinarik Shallow made the presentation to Council.

Philip Harvey - Kuchman Architects - representing applicant and property owner - spoke in support.

Donah Fry - representing appellants - spoke in opposition focusing on density, zoning discrepancies, traffic and parking.

The following spoke on height of structure, emissions, inadequate parking, safety and traffic concerns, wrong way traffic, access to public transportation, diminished quality of infrastructure, needed sidewalks, project changing character of neighborhood, sound walls, visibility and privacy issues:
Werner Kuehn
Donald Snelling
Christie Delorenzo
Laura Willbourh
Kathy Goddard
Ed Lamanna

Appellant Donah Fry made final comments and requested Council deny the project.

Philip Harvey - Kuchman Architects, representing the applicant and property owner, offered rebuttal comments.

Mayor John Allard closed the public hearing.

Motion by Bruce Houdesheldt, seconded by Scott Alvord, to adopt RESOLUTION NO. 19-339 DENYING THE APPEAL FROM THE JUNE 13, 2019 APPROVALS BY THE PLANNING COMMISSION; ADOPTING THE FOUR (4) FINDINGS OF FACT AND APPROVING THE DESIGN REVIEW PERMIT SUBJECT TO SEVENTY ONE (71) CONDITIONS OF APPROVAL; ADOPTING THE THREE (3) FINDINGS OF FACT AND APPROVING THE TENTATIVE SUBDIVISION MAP SUBJECT TO SIXTY-EIGHT (68) CONDITIONS OF APPROVAL; AND ADOPTING THE TWO (2) FINDINGS OF FACT AND APPROVING THE TREE PERMIT SUBJECT TO TWENTY-ONE (21) CONDITIONS OF APPROVAL; and adopt RESOLUTION NO. 19-340 ADOPTING A MITIGATED NEGATIVE DECLARATION AND APPROVING THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE ROSEVILLE OLD TOWN LOFTS; and adopt RESOLUTION NO. 19-341 AMENDING THE GENERAL PLAN TO CHANGE THE LAND USE DESIGNATION ON CERTAIN REAL PROPERTY IN THE CITY OF ROSEVILLE AND TO CHANGE THE TEXT WITHIN THE LAND USE ELEMENT. The proposed project includes a request for a General Plan Amendment to allow for a change in land use for a 0.89-acre parcel located on Parcel 246 of the City's Infill planning area, from Business Professional to High Density Residential (25 units/acre). This land use change requires amending the text of the General Plan to reflect the changes in residential and commercial acreage. The project also includes a request for a Design Review Permit to construct twenty-two (22) attached single-family units and to modify the development standards of the existing Housing (R3) zone; a Tentative Subdivision Map to create twenty-two (22) lots; and a Tree Permit to authorize the removal of 12 native oak trees. The motion includes modifying Conditions DRP #25 and SUBD #17, found in RESOLUTION NO. 19-339 and adding Conditions DRP #70 and DRP #71 to RESOLUTION NO. 19-339. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Houdesheldt

Nays: Bernasconi, Roccucci

8.2. Appeal of Police Chief Order of Destruction

Memo from Public Information Officer Rob Baquera and Police Chief James Maccoun recommending the City Council adopt RESOLUTION NO. 19-344 DENYING THE APPEAL FROM ANDREA CUEVAS; and approve the destruction of an animal deemed to be vicious and a threat to public safety. The Police Chief has denied an appeal regarding the destruction of a dog. The appeal hearing was held on May 22, 2019, where the victim, witnesses, and dog owners were allowed to testify. There is a fiscal impact related to this action regarding the costs associated with impound, quarantine, and vicious hold fees. The final cost is still to be determined, but will exceed $1,600.00 based on a $20.00 per day fee.

CC #: 0199
File #: 0300
CONTACT: Brian Lewis 916-746-1051 blewis@roseville.ca.us

Recess at 8:32 p.m.

Reconvene at 8:37 p.m.

Mayor John Allard opened the public hearing.

Police Chief James Maccoun made the presentation to Council.

Animal Control Officer Sarah DeRego continued the presentation to Council requesting the City Council uphold the destruction of dog named Shade.

Andrea Cuevas - owner of Shade - spoke in opposition to destruction and in opposition to cremation.

Patty Hill - mother of victim - spoke on incident and on trauma caused to her daughter by dog attack.

Missy Morris - Lieutenant for Roseville Police Department - spoke on her interactions with Shade as she lives in the neighborhood stating Shade is perpetually violent and needs to be put to sleep.

City Attorney Robert Schmitt - spoke on comment of potential waiving of fees if appellant agrees not to appeal to the court.

Mayor John Allard closed the public hearing.

Motion by Bruce Houdesheldt, seconded by Pauline Roccucci, to adopt RESOLUTION NO. 19-344 DENYING THE APPEAL FROM ANDREA CUEVAS; and approve the destruction of an animal deemed to be vicious and a threat to public safety. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

8.3. Appeal of Police Chief Denial of Massage Business Permit

Memo from Administrative Analyst Shelly Bracco and Police Chief James Maccoun recommending the City Council adopt RESOLUTION NO. 19-343 DENYING THE APPEAL FROM WEN LI. The Police Chief denied the massage business permit based on a prior history of violations, denial of her massage permit in another jurisdiction, and a general non-conformity with the standards in the Massage Business Permit Ordinance.

CC #: 0198

File #: 0300

CONTACT: Marc Glynn 916-774-5095 mglynn@roseville.ca.us

Mayor John Allard opened the public hearing.

Police Captain Marc Glynn made the presentation to Council.

Appellant was not present for appeal.

No public comment received.

Mayor John Allard closed the public hearing.

Motion by Bruce Houdesheldt, seconded by Pauline Roccucci, to adopt RESOLUTION NO. 19-343 DENYING THE MASSAGE PERMIT APPEAL FROM WEN LI. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

9. DEPARTMENT UPDATES

No Department updates presented.

10. COUNCIL REPORTS/ PUBLIC COMMENTS

Johnson Pool Rededication - Councilmember Pauline Roccucci reported on event.

Neighborhood Night Out - Councilmember Pauline Roccucci reported on event.

Six Month Anniversary of Appointment to City Council - Councilmember Bruce Houdesheldt thank constituents on ability to serve.

Sun City Board of Directors Swearing In - Vice Mayor Krista Bernasconi spoke on attendance where Mayor John Allard administered the oath of office to the new members.

McClintock Roundtable - Vice Mayor Krista Bernasconi spoke on attendance.

Tech Teen Graduation - Councilmember Scott Alvord spoke on participation.

US National Girls U14 Softball Championships - Councilmember Scott Alvord spoke on event.

Library Hours - Mayor John Allard announced extension of additional hours libraries will be open.

American Public Works Association Sacramento Chapter - Mayor John Allard congratulated staff for being honored with 2019 Project of the Year awards for the following:

- Downtown Bridges and Trail Project
- Roller Compacted Concrete Pavement Project

- Woodcreek Widening Project

11. ADJOURNMENT

Mayor John Allard adjourned the meeting at 9:35 p.m.

MINUTES
August 21, 2019

CITY COUNCIL MEETING
6:00 p.m.
Council Chambers
311 Vernon Street
Roseville, California
www.roseville.ca.us

1. CALL TO ORDER

Mayor John B. Allard II called the August 21, 2019 City Council meeting to order.

2. ROLL CALL

Present: Bernascoi, Alvord, Roccucci, Houdesheldt, Allard

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Roseville Area Chamber of Commerce Chief Executive Officer Wendy Gerig.

4. MEETING PROCEDURES

City Clerk Sonia Orozco announced the procedures for addressing Council.

5. PRESENTATIONS

5.1. Resolution for 2019 Sylvia Besana Award

Commend Kimberly Steinman-Elmquist for being recipient of the City of Roseville 2019 Sylvia Besana Community Volunteer Award.

CONTACT: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

Councilmember Scott Alvord made the presentation to Kimberly Steinman-Elmquist, who responded.

6. PUBLIC COMMENTS

No public comment received.

7. CONSENT CALENDAR

BEGINNING OF CONSENT CALENDAR

Motion by Krista Bernasconi, seconded by Pauline Roccucci, to approve the Consent Calendar as recommended. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

Minutes

7.1. Minutes of Prior Meetings

Memo from City Clerk Sonia Orozco recommending the City Council approve Minutes for the July 10, 2019 City Council/Closed Session, and the July 17, 2019 City Council meeting.

CC #: 0241

File #: 0102-03

CONTACT: Sonia Orozco 916-774-5269 sorozco@roseville.ca.us

Bids / Purchases / Services

7.2. 2019 Residential Resurfacing Project - Award of Contract and Budget Adjustment

Memo from Assistant Engineer Paul Anderson and Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 19-356 APPROVING AN AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND AMERICAN PAVEMENT SYSTEMS, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and adopt ORDINANCE NO. 6132 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. The scope of this project consists of resurfacing various City streets within the Woodcreek Oaks, Woodcreek Oaks and Foothills Junction, Maidu, and South Cirby neighborhoods, and Automall Drive. The $3 million project is funded with Gas Tax and Utility Impact Reimbursement funds and no General Fund resources will be used.

CC #: 0215

File #: 0900-04-01 & 0201-01

CONTACT: Paul Anderson 916-746-1300 pranderson@roseville.ca.us

7.3. 645 Riverside Avenue Demolition - Service Agreement Amendment

Memo from Assistant Engineer Daniel Lierly and Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 19-358 APPROVING AMENDMENT NO. 1 TO SERVICE AGREEMENT BETWEEN CITY OF ROSEVILLE AND ANTHEM BUILDERS, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (S1908238). During construction, Anthem Builders encountered unexpected fill material requiring disposal of the material and the import of new suitable fill material and has requested an increase of $5,024.57 to their service agreement to complete the remaining work. There are sufficient funds in the project to cover the amendment amount. No General Fund resources will be used.

CC #: 0219

File #: 0501-03 & 0203-13

CONTACT: Daniel Lierly 916-746-1376 delierly@roseville.ca.us

7.4. Security Control Systems - Service Agreement Renewal

Memo from Office Assistant Tisha Chin and Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 19-367 APPROVING A SERVICE AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND JOHNSON CONTROLS, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (S2004006). Johnson Controls will provide maintenance, repair, installation of hardware, and software programming of Cardkey access and security control systems on an as-needed basis throughout the City. The total value of the one-year renewal is $350,000.00. The funds will be encumbered one year at a time pending Council approval of budgets for each year. Staff requests authorization to continue using the contract without further Council approvals until the contract expires, or until City staff determines that continuing with the same vendor is not in the City's best interest. This includes authorization for the City Manager to sign optional renewal agreements pending Council approval of budgets for that year.

CC #: 0230

File #: 0203-14

CONTACT: Tisha Chinn 916-774-5702 tchinn@roseville.ca.us

7.5. Data Storage Device Replacements - Service Agreements and Budget Adjustment

Memo from Information Technology Program Manager Matt Donaldson and Chief Information Officer Hong Sae recommending the City Council adopt RESOLUTON NO. 19-359 APPROVING A SERVICE AGREEMENT

BETWEEN THE CITY OF ROSEVILLE AND CDW GOVERNMENT LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (S1904328); and adopt RESOLUTION NO. 19-360 APPROVING A SERVICE AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND COMPUTACENTER FUSIONSTORM, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (S1904329); and adopt ORDINANCE NO. 6133 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. Staff recommends a service agreement with CDW Government to purchase and install new Nimble data storage devices for both the Citywide and Public Safety infrastructure. This agreement will not exceed $450,000.00. Staff also recommends a service agreement with Computacenter Fusionstorm to purchase and install/upgrade Dell data storage devices and software for the backup infrastructure. This agreement will not exceed $250,000.00. Funding for Citywide and Public Safety infrastructure storage devices will come from the FY2019-20 Technology Capital Improvement Project. A budget adjustment of $200,000.00 is required to re-appropriate funds from the FY2018-19 budget to the FY2019-20 budget.

CC #: 0220

File #: 0203-06 & 0201-01

CONTACT: Matt Donaldson 916-774-5405 mdonaldson@roseville.ca.us

Resolutions

7.6. Diamond Oaks Golf Course Roof Replacement Project - Notice of Completion

Memo from Project Coordinator Lori Hogan and Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 19-361 ACCEPTING THE PUBLIC WORK KNOWN AS DIAMOND OAKS GOLF COURSE ROOF REPLACEMENT PROJECT, APPROVING THE "NOTICE OF COMPLETION", AND AUTHORIZING THE PUBLIC WORKS DIRECTOR TO EXECUTE SAID NOTICE ON BEHALF OF THE CITY OF ROSEVILLE. Staff recommends the City Council accept the Diamond Oaks Golf Course Roof Replacement project as complete. The total cost of the project was $62,163.00 with no contingency and was paid for out of the Diamond Oaks Golf Course Operations FY2018-19 approved budget.

CC #: 0221

File #: 0702-01

CONTACT: Lori Hogan 916-774-5707 lhogan@roseville.ca.us

7.7. Maidu Regional Park Dugout Expansion Project - Notice of Completion

Memo from Park Development Analyst Joel De Jong and Assistant City Manager Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-366 ACCEPTING THE PUBLIC WORK KNOWN AS MAIDU REGIONAL PARK DUGOUT EXPANSION PROJECT, APPROVING THE "NOTICE OF COMPLETION", AND AUTHORIZING THE ASSISTANT CITY MANAGER

TO EXECUTE SAID NOTICE ON BEHALF OF THE CITY OF ROSEVILLE. The Parks, Recreation & Libraries Department has made a final inspection of the Maidu Regional Park Dugout Expansion project and has found that all contract work has been completed in accordance with the approved plans and specifications. The project is now ready for acceptance. The project scope of work included modifications to the existing chain link fence dugouts, new metal roofing, and accessibility upgrades to the adjacent parking lot. In accordance with City specifications, the contractor shall guarantee the installation of these improvements for a period of twelve (12) months from the date of this Notice of Completion.

CC #: 0226

File #: 0704-01

CONTACT: Joel De Jong 916-774-5924 jdejong@roseville.ca.us

7.8. Street Closure Agreement - 30th Annual Polish American Folk Festival - September 7, 2019

Memo from Recreation Superintendent Jeff Nereson and Assistant City Manager Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-368 APPROVING AN AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND THE POLISH AMERICAN CLUB OF SACRAMENTO, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests the closure of Berkeley Avenue between Main Street and North Grant Street between 6:00 a.m. – 10:00 p.m. on Saturday, September 7, 2019 for the 30th Annual Polish American Folk Festival event. All costs associated with this event for City services will be reimbursed by the Polish American Club.

CC #: 0231

File #: 0109-02

CONTACT: Jeff Nereson 916-774-5974 jnereson@roseville.ca.us

7.9. F-101 Pocket Park - Master Plan and Park Development Agreement

Memo from Park Planning & Development Superintendent Tara Gee and Assistant City Manager Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-365 APPROVING A PARK DEVELOPMENT AGREEMENT FOR F-101 POCKET PARK SITE AND PARK IMPROVEMENTS, BY AND BETWEEN THE CITY OF ROSEVILLE AND ATC REALTY ONE, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Consistent with the approved 2003 Development Agreement for West Roseville/Fiddyment Ranch, pocket parks within the West Roseville Specific Plan are to be constructed by the developer concurrent with the construction of the adjacent villages. F-101 is the pocket park located within Fiddyment Ranch phase 2, Villages 11A1 and 12, on the north side of North Hayden Parkway at Hollis Way. The entitlements for these villages have been approved and construction of those villages are underway. Maintenance of this pocket park is included in the Fiddyment Ranch Community Facilities District No. 2 (Public Services). There is no General Fund impact with this request.

CC #: 0225

File #: 0704-01

CONTACT: Tara Gee 916-774-5253 tgee@roseville.ca.us

7.10. Shadowbrook Lift Station and Force Main Phase 2 Project - Notice of Completion

Memo from Associate Engineer Jonathan Cummings and Environmental Utilities Director Rich Plecker recommending the City Council adopt RESOLUTION NO. 19-374 ACCEPTING THE PUBLIC WORK KNOWN AS SHADOWBROOK LIFT STATION AND FORCE MAIN PHASE 2 PROJECT, APPROVING THE "NOTICE OF COMPLETION", AND AUTHORIZING THE ENVIRONMENTAL UTILITIES DIRECTOR TO EXECUTE SAID NOTICE ON BEHALF OF THE CITY OF ROSEVILLE. This item requests approval of the Notice of Completion for Phase 2 of the Shadowbrook Lift Station and Force Main Project. The total cost for the construction contract was $309,066.72. The project was funded by the Wastewater Rehabilitation Fund.

CC #: 0238

File #: 0900-02

CONTACT: Jonathan Cummings 916-774-5566 jcummings@roseville.ca.us

7.11. Environmental Utilities Customer Satisfaction and Awareness Survey - Professional Services Agreement

Memo from Department Public Information Officer Maurice Chaney and Environmental Utilities Director Richard Plecker recommending the City Council adopt RESOLUTION NO. 19-364 APPROVING A PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND REICHMAN-KARTEN-SWORD, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests approval of a professional services agreement with Reichman-Karten-Sword, Inc. for the development and execution of Environmental Utilities' customer satisfaction and awareness survey. The total cost for consultant services shall not exceed $32,000.00. Funding is included in Environmental Utilities FY2019-20 budget.

CC #: 0224

File #: 0800-02

CONTACT: Maurice Chaney 916-774-5539 mchaney@roseville.ca.us

7.12. Property Tax Management and Information Services – Professional Services Agreement

Memo from Budget Manager Scott Pettingell and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-372 APPROVING A PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND HDL COREN & CONE, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff recommends City Council approve a one-year professional services agreement with HdL Coren & Cone to conduct property tax management and information services. The base fee in the agreement is not to

exceed $22,250.00. Additionally, the consultant is entitled to twenty-five percent (25%) of any new net property tax revenues recovered for the City. The FY2019-20 budget includes adequate funds for this agreement.

CC #: 0235

File #: 0210, 0200

CONTACT: Scott Pettingell 916-746-1306 spettingell@roseville.ca.us
Dennis Kauffman 916-774-5313 dkauffman@roseville.ca.us

7.13. California Greenhouse Gas Cap-and-Trade Program – 2020 Directly Allocated Allowances

Memo from Electric Resource Analyst David Siao and Electric Utility Director Michelle Bertolino recommending the City Council adopt RESOLUTION NO. 19-370 APPROVING THE ALLOCATION OF 458,208 OF CITY'S 2020 GREENHOUSE CAP-AND-TRADE PROGRAM ALLOWANCES. This item requests City Council approval to direct all 458,208 of the City's 2020 directly allocated allowances under the state's Greenhouse Gas Cap-and-Trade Program to the City's compliance account for its direct compliance obligation. Under state law, the City is required to allocate its allowances annually. Allocating all allowances towards compliance rather than auction will result in an estimated revenue shortfall of approximately $1.7 million. However, purchased power and power generation costs are estimated to be reduced by $2.3 million, there is a projected $600,000.00 net cost savings in fiscal year 2020.

CC #: 0233

File #: 0800-03

CONTACT: David Siao 916-746-1613 dsiao@roseville.ca.us

7.14. Dry Creek Greenway East Trail Project - Grant Application

Memo from Administrative Analyst Alison Winter and Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 19-355 AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO SUBMIT A GRANT APPLICATION TO THE CALIFORNIA NATURAL RESOURCES AGENCY, AND TO EXECUTE ALL RELATED FORMS AND AGREEMENTS ON BEHALF O F THE CITY OF ROSEVILLE . Staff requests approval to submit a grant application for the Dry Creek Greenway East Phase 1 Trail project and to execute all related forms and agreements that will allow the City to receive up to $4,000,000.00 from the State of California through the Trails and Greenways Grant Program, administrated by the California Natural Resources Agency.

CC #: 0240

File #: 0721-05 & 0214

CONTACT: Alison Winter 916-746-1316 awinter@roseville.ca.us

Ordinances (for introduction and adoption - appropriation/urgency measures)

7.15. Fire Department Tactical Casualty Care Equipment - Grant Acceptance and Budget Adjustment

Memo from Fire Division Chief Jason Rizzi and Fire Chief Rick Bartee recommending the City Council adopt ORDINANCE NO. 6135 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. Staff is requesting a General Fund budget adjustment to approve the addition of $7,198.13 in grant funds from the Placer County Ambulance Advisory Committee and S-SV EMS Agency to purchase tactical casualty care equipment for use on violent and active shooter emergency incidents. There is no net impact to the City's General Fund.

CC #: 0237

File #: 0324 & 0214 & 0201-01

CONTACT: Jason Rizzi 916-774-5802 jrizzi@roseville.ca.us

7.16. 100 Vernon Street - Acquisition of Real Property and Budget Adjustment

Memo from Development Services Director Mike Isom recommending the City Council adopt RESOLUTION NO. 19-369 APPROVING AN AGREEMENT FOR SALE OF REAL PROPERTY AND ESCROW INSTRUCTIONS, BY AND BETWEEN THE CITY OF ROSEVILLE AND CONSOLIDATED COMMUNICATIONS OF CALIFORNIA COMPANY, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT AND ALL RELATED ESCROW DOCUMENTS ON BEHALF OF THE CITY OF ROSEVILLE; and adopt ORDINANCE NO. 6136 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. This item concerns a request for a budget adjustment and Council approval to purchase approximately 0.35 acres of property at 100 Vernon Street, near the convergence of Vernon and Atlantic Streets. In March 2019, Consolidated Communications approached the City with an offer to sell its surface parking lot at 100 Vernon Street to the City. The property is in an area being studied for future traffic and pedestrian safety improvements, which may require additional right of way. Consolidated's offer to sell presents a timely opportunity to purchase property needed for future right-of-way, saving significant time and cost associated with the right-of-way acquisition process. Until such time as traffic and safety improvements are constructed, the lot would provide additional publicly-owned parking on the 100 block of Vernon Street. The proposed purchase price is $250,000.00 (plus applicable escrow and title fees), which would be funded through Transportation Development Act funds. No General Fund resources would be used to complete the purchase.

CC #: 0232

File #: 1002 & 0201-01

CONTACT: Mike Isom 916-774-5527 misom@roseville.ca.us

7.17. Dry Creek Wastewater Treatment Plant Nitrate Reduction Improvements Project – Professional Design Services Agreement Amendment and Budget Adjustment

Memo from Senior Engineer Todd Jordan and Environmental Utilities Director Richard Plecker recommending the City Council adopt RESOLUTION NO. 19-

363 APPROVING A THIRD AMENDMENT TO PROFESSIONAL DESIGN SERVICES AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND BROWN AND CALDWELL, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and adopt ORDINANCE NO. 6134 ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. Staff is requesting approval of the Third Amendment to the Professional Design Services Agreement to support completion of the project. The funds will be available from the requested budget adjustment of $234,880.00 in the Wastewater Rehabilitation Fund.

CC #: 0223

File #: 0900-02-02-1 & 0201-01

CONTACT: Todd Jordan 916-746-1829 tjordan@roseville.ca.us

Reports / Requests

7.18. Out-of-State Travel Request - Environmental Utilities Department

Memo from Interpretive Services Supervisor Rachel Tooker and Environmental Utilities Director Richard Plecker recommending the City Council approve out-of-state travel for the Utility Exploration Center Marketing and Communications Analyst to attend the City-County Communications and Marketing Association Conference in Denver, Colorado in September 2019. The estimated total travel, lodging, and registration cost is $2,434.00. The $2,090.00 that had been allocated for the Adobe MAX Conference will be applied to this cost and the difference can be covered from the current budget.

CC #: 0228

File #: 0600-02

CONTACT: Rachel Tooker 916-746-1551 rtooker@roseville.ca.us

7.19. Out-of-State Travel Request - Environmental Utilities Department

Memo from Interpretive Services Supervisor Rachel Tooker and Environmental Utilities Director Richard Plecker recommending the City Council approve out-of-state travel for two Utility Exploration Center staff members to attend the Water Environment Federation Conference in Chicago, Illinois in September 2019. The estimated total travel, lodging, and registration cost of $5,779.04 will be covered in the Utility Exploration Center and Wastewater Utility budgets.

CC #: 0227

File #: 0600-02

CONTACT: Rachel Tooker 916-746-1551 rtooker@roseville.ca.us

END OF CONSENT CALENDAR

8. ORDINANCES

8.1. Pleasant Grove Wastewater Treatment Plant - Purchase and Sale Agreement and Budget Adjustment

Memo from Refuse & Stormwater Manager Devin Whittington and Environmental Utilities Director Richard Plecker recommending the City Council adopt RESOLUTION NO. 19-373 APPROVING A PURCHASE AND SALE AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND WEST ROSEVILLE, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT AND ALL ESCROW RELATED DOCUMENTS ON BEHALF OF THE CITY OF ROSEVILLE; and adopt ORDINANCE NO. 6137 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. This item will allow the City to enter into a purchase agreement with West Roseville, LLC to acquire 21.11 acres south of the Pleasant Grove Wastewater Treatment Plant for buffer space in the amount of $4,828,000.00 funded by the Environmental Utilities Land Acquisition Capital Improvement Project in the FY2019-20 budget. Staff also requests a budget adjustment in the amount of $1,500,000.00 to increase the contribution from the Wastewater Operations Fund to the Environmental Utilities Land Acquisition Project to fully fund this purchase.

CC #: 0236

File #: 1002 & 1002-1 & 0201-01

CONTACT: Devin Whittington 916-774-5783 dwhittington@roseville.ca.us

Environmental Utilities Director Richard Plecker make the presentation to Council.

Teresa Gemignani - Spoke to concerns regarding acquiring buffer property for project.

Motion by Pauline Roccucci, seconded by Krista Bernasconi, to adopt Motion RESOLUTION NO. 19-373 APPROVING A PURCHASE AND SALE AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND WEST ROSEVILLE, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT AND ALL ESCROW RELATED DOCUMENTS ON BEHALF OF THE CITY OF ROSEVILLE; and adopt ORDINANCE NO. 6137 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

9. RESOLUTIONS

9.1. Downtown Security Patrol - Professional Services Agreement

Memo from Police Captain Troy Bergstrom and Police Chief James Maccoun recommending the City Council adopt RESOLUTION NO. 19-362 APPROVING A PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND FIRST ALARM SECURITY & PATROL, INC. DBA FIRST SECURITY SERVICES, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. The Police Department is the lead for developing a contract security service to assist in the Downtown and Historic Old Town areas of the City. The contracted security company will provide 7 day a week, 12-hour per day security coverage in these areas, assist with security at City facilities in the area, assist with security at City Council meetings, and provide assistance to business owners within the area. Following a competitive bid process, First Alarm Security & Patrol Inc. dba First Security Services was selected as the contractor. The first year contract cost is $155,010.80 and was included in the Police Department's FY2019-20 budget.

CC #: 0222

File #: 0203-12

CONTACT: Troy Bergstrom 916-774-5058 tbergstrom@roseville.ca.us

Police Captain Troy Bergstrom made the presentation to Council.

Teresa Gemignani - Spoke to communicating with downtown organizations regarding parking concerns, and staffing of parking patrol.

Lisa Peters - Spoke to day porters and cooperation with First Alarm and Security

Sam Ansari - Spoke on message that a private firm is patrolling downtown as opposed to Roseville Police Department.

Kathryn Crawford - Spoke to concerns regarding parking enforcement.

Motion by Bruce Houdesheldt, seconded by Scott Alvord, to adopt RESOLUTION NO. 19-362 APPROVING A PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND FIRST ALARM SECURITY & PATROL, INC. DBA FIRST SECURITY SERVICES, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

10. SPECIAL REQUESTS/REPORTS/PRESENTATION

10.1. District-Based Elections

Memo from Assistant City Clerk Audrey Byrnes, City Clerk Sonia Orozco and Assistant City Attorney Michelle Sheidenberger with a request for Council direction on either implementing a district-based election system or maintaining the existing at-large election system.

CC #: 0218

File #: 0502

CONTACT: Audrey Byrnes 916-774-5268 abyrnes@roseville.ca.us
Sonia Orozco 916-774-5269 sorozco@roseville.ca.us
M. Sheidenberger 916-774-5325 msheidenberger@roseville.ca.us

City Clerk Sonia Orozco made the presentation to Council.

Assistant City Attorney Michelle Sheidenberger continued the presentation to Council.

Kara Ueda from Best, Best and Krieger Law continued the presentation to Council.

City Clerk Sonia Orozco continued the presentation to Council.

Teresa Gemignani - Spoke to concerns regarding financial discrimination impacts.

Sam Ansari - Spoke on probability of the California Voting Rights Act being overturned.

Kathryn Crawford - Spoke in support of district elections.

Lisa Larkin - Spoke in support of district elections.

Motion by Bruce Houdesheldt, seconded by Scott Alvord, Authorize staff to return with a resolution of intention to transition to by-district elections. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

10.2. Demographer Services - Professional Services Agreement

Memo from Assistant City Attorney Michelle Sheidenberger and City Clerk Sonia Orozco recommending the City Council adopt RESOLUTION NO. 19-357 APPROVING A PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND NATIONAL DEMOGRAPHICS, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. The consultant will provide district election project services including preparation of district election maps, district plan development, plan presentation and plan implementation. The total cost for consultant services shall not exceed $30,750.00. Funding is included in City

Manager's FY2019-20 General Fund contingency budget.

CC #: 0216

File #: 0502

CONTACT: Sonia Orozco 916-774-5269 sorozco@roseville.ca.us
M. Sheidenberger 916-774-5325 msheidenberger@roseville.ca.us

City Clerk Sonia Orozco made the presentation to Council.

No public comment received.

Motion by Pauline Roccucci, seconded by Krista Bernasconi, to adopt RESOLUTION NO. 19-357 APPROVING A PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND NATIONAL DEMOGRAPHICS, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

11. PUBLIC HEARING

11.1. Tax Equity and Fiscal Responsibility Act Hearing for St. Albans Country Day School

Memo from Administrative Analyst Jeannine Thrash and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-371 OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE APPROVING THE REISSUANCE OF THE CALIFORNIA MUNICIPAL FINANCE AUTHORITY REVENUE BONDS (ST. ALBANS COUNTRY SCHOOL), SERIES 2013, IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED $2,260,000, TO REFINANCE CERTAIN EDUCATIONAL FACILITIES AND CERTAIN OTHER MATTERS RELATING THERETO. The issuance of reissued bonds must be approved by the City because the project is located within the territorial limits of the City. Additionally, for all or a portion of the reissued bonds to qualify as tax-exempt bonds, the City must conduct a public hearing providing the members of the community an opportunity to speak in favor of or against the use of tax-exempt bonds for the financing of the project. There is no impact on the City's General Fund.

CC #: 0239

File #: 0200 & 0110

CONTACT: Jeannine Thrash 916-774-5473 jthrash@roseville.ca.us
Dennis Kauffman 916-774-5313 dkauffman@roseville.ca.us

Mayor John Allard opened the public hearing.

Chief Financial Officer Dennis Kauffman made the presentation to Council.

Matthew McGoldrick - President of St. Albans Day School Executive Board was present.

No public comment received.

Mayor John Allard closes the public hearing.

Motion by Scott Alvord, seconded by Pauline Roccucci, to adopt RESOLUTION NO. 19-371 OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE APPROVING THE REISSUANCE OF THE CALIFORNIA MUNICIPAL FINANCE AUTHORITY REVENUE BONDS (ST. ALBANS COUNTRY SCHOOL), SERIES 2013, IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED $2,260,000, TO REFINANCE CERTAIN EDUCATIONAL FACILITIES AND CERTAIN OTHER MATTERS RELATING THERETO. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

12. DEPARTMENT UPDATES

12.1. Department Update - Public Works
CONTACT: Jason Shykowski 916-746-1300 jshykowski@roseville.ca.us

Public Works Director Jason Shykowski make the presentation to Council.

No pubic comment received.

Item for information only. No action required.

13. COUNCIL / STAFF / REPORTS/ COMMENTS

Roseville Police Activities League (RPAL) / Shop with a Cop Event - Councilmember Scott Alvord and Councilmember Bruce Houdesheldt reported on positive activity.

Commendation of City Staff - Vice Mayor Krista Bernasconi thanked staff and stated working with staff made her proud to serve as a Councilmember.

Condolences for Passing of Gilbert Duran - Councilmember Pauline Roccucci spoke on Duran's lifetime achievements and contributions to community service.

Roadway Resurfacing Projects - Councilmember Pauline Roccucci spoke on upcoming projects.

RPAL Carwash and Bacon and Brew Bash - Councilmember Bruce Houdesheldt announced upcoming projects.

Staffing of Placer County Transportation Planning Agency Booth - Councilmember Bruce Houdesheldt spoke on opportunity.

Plecker son opening for stones

Music in the Park - Mayor John Allard announced event.

14. ADJOURNMENT

Motion by Krista Bernasconi, seconded by Pauline Roccucci, to adjourn the meeting at 7:50. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

MINUTES
September 4, 2019

CITY COUNCIL CLOSED SESSION
4:45 p.m.
CITY COUNCIL MEETING
6:00 p.m.
311 Vernon Street
Roseville, California
www.roseville.ca.us

CLOSED SESSION

4:45 p.m.

Conference with Legal Counsel – Anticipated Litigation
Pursuant to Government Code Section 54956.9(d)(2):
Significant exposure to litigation – one case
CONTACT: Robert Schmitt 916-774-5325 rschmitt@roseville.ca.us

Closed Session Disclosure: City Attorney Robert Schmitt reported no action was taken in Closed Session.

1. CALL TO ORDER

Mayor John B. Allard II called the meeting to order at 6:00 p.m.

2. ROLL CALL

Present: Bernasconi, Alvord, Roccucci, Houdesheldt, Allard

3. PLEDGE OF ALLEGIANCE

Mayor John B. Allard requested recognition and moment of silence for former Councilmember and Mayor Jim Gray.

The Pledge of Allegiance was led by Mayor John Allard.

4. MEETING PROCEDURES

City Clerk Sonia Orozco announced the procedures for addressing Council.

5. PRESENTATIONS

5.1. Proclamation - Prostate Cancer Awareness Month

Proclaim September 2019 as Prostate Cancer Awareness Month and urge citizens and civic organizations to acquaint themselves with the issues involved in Prostate Cancer Awareness.

CONTACT: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

Mayor John Allard made the presentation to California Prostate Cancer Coalition Board of Directors member, Beverly Nicholson, who responded.

6. PUBLIC COMMENTS

Stan Bollinger - representing the Roseville Historical Society - Spoke in support of restoration of old fire house as a museum.

7. CONSENT CALENDAR

BEGINNING OF CONSENT CALENDAR

Motion by Krista Bernasconi, seconded by Pauline Roccucci, to approve the Consent Calendar as recommended. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

Bids / Purchases / Services

7.1. Alarm Permitting and False Alarm Reduction Program - Service Agreement

Memo from Department Public Information Officer Rob Baquera and Police Chief James Maccoun recommending the City Council adopt RESOLUTION NO. 19-

375 APPROVING A SERVICE AGREEMENT BETWEEN CITY OF ROSEVILLE AND PM AM CORPORATION, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (S2004079). PM AM Corporation will provide processing, monitoring and collection of alarm permits and false alarm fines on behalf of the City. The new agreement authorizes PM AM to retain 20% of all collections and remit 80% to the City from the total of actual revenues generated and collected for the City during the life of the contract. The total cost of the agreement is estimated not to exceed $75,000.00 based on previous contract history.

CC #: 0243

File #: 0203-12

CONTACT: Marc Glynn 916-774-5095 mglynn@roseville.ca.us

7.2. Radio System Upgrade - Service Agreement

Memo from Power Generation Superintendent Matthew Garner and Electric Utility Director Michelle Bertolino recommending the City Council adopt RESOLUTION NO. 19-382 APPROVING A SERVICE AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND SILKE COMMUNICATIONS SOLUTIONS, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (S1904119). This item requests a service agreement with Silke Communications Solutions for trunk radio components and services for the Roseville Electric Utility generation facilities. Silke Communications Solutions is the authorized parts and services vendor for the City's radio system used by the utility. The total cost is $43,107.47 and will be funded by the Roseville Energy Park Critical System Rehab Capital Improvement project.

CC #: 0253

File #: 0203-07

CONTACT: Matthew Garner 916-746-1691 mgarner@roseville.ca.us

7.3. Fire Station #2 Restroom Remodel and ADA Improvements (RFQ 10-3212) - Service Agreement and Budget Adjustment

Memo from Buyer Tiffany Valdez and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-380 APPROVING A SERVICE AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND BULLARD INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (S1908245); and adopt ORDINANCE NO. 6139 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. Staff recommends approval of a service agreement with Bullard, Inc. for the materials and labor to complete interior improvements and accessibility upgrades at Fire Station #2. Total cost of the agreement is $180,040.00 including approval of change order requests for this project up to 10% ($18,004.00) as a construction contingency, for a grand total of $198,044.00. A budget adjustment is also requested to appropriate available resources in the Facilities Rehabilitation Fund to the Fire Station #2 Restroom

Remodel and ADA Improvement project.

CC #: 0249

File #: 0900-05 & 0201-01

CONTACT: Tiffany Valdez 916-774-5708 tvaldez@roseville.ca.us

7.4. Behavior Based Safety Process - Service Agreement

Memo from Power Generation Superintendent Matthew Garner and Electric Utility Director Michelle Bertolino recommending the City Council adopt RESOLUTION NO. 19-379 APPROVING A SERVICE AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND PROACT SAFETY, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (S1904321). ProAct Safety, Inc. will provide the products, consultation, and training services needed to implement a Behavior Based Safety process for the Roseville Electric Utility. The cost of the services will not exceed $104,300.00. Funding for the agreement is included in the FY2019-20 Electric budget.

CC #: 0248

File #: 0203-07 & 0800-03

CONTACT: Matthew Garner 916-746-1691 mgarner@roseville.ca.us

Resolutions

7.5. The Ranch at Sierra Vista - Resolution of Intention to Annex into Community Facilities District No.3 (Municipal Services) Annexation No. 23

Memo from Administrative Analyst Jeannine Thrash and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-383 A RESOLUTION OF INTENTION TO ANNEX TERRITORY TO COMMUNITY FACILITIES DISTRICT AND TO AUTHORIZE THE LEVY OF SPECIAL TAXES THEREIN CITY OF ROSEVILLE Community Facilities District No. 3 (Municipal Services) Annexation No. 23 (The Ranch at Sierra Vista). The development agreement between the City and Baseline P&R, LLC relative to the Sierra Vista Specific Plan has conditioned that the landowner shall annex into the Community Facilities District (CFD) No. 3 (Municipal Services). The annexation into CFD No. 3 helps offset the property's impact on the City's General Fund resources available to pay for municipal services and therefore will not negatively impact the General Fund.

CC #: 0256

File #: 0400-04-12 & 0400-09-01

CONTACT: Jeannine Thrash 916-774-5473 jthrash@roseville.ca.us
Dennis Kauffman 916-774-5313 dkauffman@roseville.ca.us

7.6. Indirect Cost Study - Professional Services Agreement Amendment

Memo from Budget Manager Scott Pettingell and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-381 APPROVING A FIRST AMENDMENT TO PROFESSIONAL SERVICES

AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND MGT OF AMERICA CONSULTING, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff recommends Council approve a two-year amendment to a professional services agreement with MGT of America Consulting, LLC to prepare the City's indirect cost rates and cost allocation plan. This amendment will increase the not-to-exceed amount of the agreement by $54,800.00, from $27,400.00 for FY2019-20 and $27,400.00 for FY2020-21, increasing the original agreement from $82,200.00 to $137,000.00. The FY2019-20 budget includes adequate funds for this agreement.

CC #: 0250

File #: 0200

CONTACT: Scott Pettingell 916-746-1306 spettingell@roseville.ca.us

7.7. Mobility Management - Professional Services Agreement Amendment

Memo from Community Relations Analyst Tricia Litts and Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 19-386 APPROVING A THIRD AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND PARATRANSIT, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. This item requests authorization to execute a third amendment to the professional services agreement with Paratransit Inc. to provide professional transit travel training services for eligible seniors or people with special needs for a period of one year. The not-to-exceed cost of the one-year amendment is $41,223.00 and will be wholly paid for with Federal Transit Administration Section 5310 grant funds. No General Fund resources will be used for this project.

CC #: 0260

File #: 0721

CONTACT: Tricia Litts 916-746-1308 tlitts@roseville.ca.us

7.8. Balancing Authority of Northern California Energy Imbalance Market - Participation Agreement

Memo from Power Supply and Portfolio Administrator William Forsythe and Electric Utility Director Michelle Bertolino recommending the City Council adopt RESOLUTION NO. 19-378 APPROVING A FIRST AMENDED AND RESTATED ENERGY IMBALANCE MARKET PARTICIPATION AGREEMENT BETWEEN THE BALANCING AUTHORITY OF NORTHERN CALIFORNIA (BANC) AND THE MODESTO IRRIGATION DISTRICT, CITY OF REDDING, CITY OF ROSEVILLE, SACRAMENTO MUNICIPAL UTILITY DISTRICT AND THE UNITED STATES DEPARTMENT OF ENERGY - WESTERN AREA POWER ADMINISTRATION (WAPA), AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. This Participation Agreement is a 40-year agreement that establishes the Balancing Authority of Northern California (BANC) Energy Imbalance Market (EIM) Phase 2 model, authorizes BANC to enter into an agreement with California Independent System Operator (CAISO) for Roseville

Electric to join EIM, establishes a cost allocation methodology for BANC EIM participants, and provides EIM implementation support and on-going services to Roseville. Based on the cost allocation methodology in the Agreement, Roseville anticipates upfront costs, payable in FY2019-20, to be $1,025,341.00, and ongoing costs, payable in FY2020-21 and beyond to be about $300,000.00 per year. Funds are available in the Electric Department FY2019-20 budget for the upfront costs and will be in future years' budget requests for ongoing costs. All costs are expected to be recovered by reduced power supply expenses within two to four years.

CC #: 0247

File #: 0800-03

CONTACT: Bill Forsythe 916-774-5619 wforsythe@roseville.ca.us

7.9. Street Closure Agreement - Bacon & Brew Bash - September 28, 2019

Memo from Parks, Recreation & Libraries Superintendent Jeff Nereson and Assistant City Manager Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-376 APPROVING AN AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND ROSEVILLE POLICE ACTIVITIES LEAGUE, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests the closure of South Grant Street between Vernon Street and Oak Street from 12:00 p.m. – 11:00 p.m. on Saturday, September 28, 2019 for the Roseville Police Activities League (RPAL) Bacon & Brew Bash event. All costs associated with this event for City services will be reimbursed by RPAL.

CC #: 0244

File #: 0109-02

CONTACT: Jeff Nereson 916-774-5974 jnereson@roseville.ca.us

Ordinances (for introduction and adoption - appropriation/urgency measures)

7.10. Park Rehabilitation Projects - Budget Adjustment

Memo from Park Development Analyst Rjahja Canlas and Assistant City Manager Dion Louthan recommending the City Council adopt ORDINANCE NO. 6140 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. Staff requests a budget adjustment appropriating $449,690.00 from the Parks, Recreation & Libraries Rehabilitation Fund to complete Council-approved park projects.

CC #: 0251

File #: 0704 & 0201-01

CONTACT: Rjahja Canlas 916-774-5342 rcanlas@roseville.ca.us

7.11. Adventure Club Modular Facility - Interfund Loan and Budget Adjustment

Memo from Parks, Recreation & Libraries Superintendent Rob Nakamura and

Assistant City Manager Dion Louthan recommending the City Council adopt ORDINANCE NO. 6138 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. An interfund loan and budget adjustment is requested to fund the purchase and installation of a modular facility to operate Adventure Club programs on the Riego Creek Elementary School campus. This action will result in an interfund loan from the Automotive Replacement Fund to the Youth Development Fund in the amount of $340,000.00 and an appropriation to the Adventure Club Modular Facilty Capital Improvement project. The Youth Development Fund's repayment schedule is approximately $60,000.00 annually to the Automotive Replacement Fund from program fees.

CC #: 0246

File #: 0704 & 0201-01

CONTACT: Rob Nakamura 916-774-5135 rnakamura@roseville.ca.us

Reports / Requests

7.12. Out-of-State Travel Request - Fire Department

Memo from Fire Chief Rick Bartee and Assistant Fire Chief Greg James recommending the City Council approve out-of-state travel for one firefighter to attend the Advanced Tank Car Safety Course September 23-27, 2019. This course is held at the Association of American Railroad's Security and Emergency Response Training Center located near Pueblo, CO. The course focuses on technical damage assessment and field repair of damaged hazardous materials and railcars in order to rapidly and effectively mitigate emergencies. The approximate total cost of $7,000.00, including tuition, travel, and lodging, will be covered by Union Pacific. The total City cost for staffing backfill and per diem is approximately $1,775.00 and funds are available in the Fire Department's FY2019-20 budget.

CC #: 0265

File #: 0600-02

CONTACT: Greg James 916-774-5806 gjames@roseville.ca.us

Ceremonial Documents

7.13. Resolution - Carolyn Hanson

Commend Carolyn Hanson for her 22 years of outstanding service and dedication to the City of Roseville and extend wishes for a long, healthy, and enjoyable retirement.

CC #: 0254

File #: 0102-10

CONTACT: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

7.14. Resolution - Philip McAvoy

Commend Philip McAvoy for his 23 years of outstanding service and dedication to the City of Roseville and extend wishes for a long, healthy, and enjoyable retirement.

CC #: 0255

File #: 0102-10

CONTACT: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

7.15. Resolution - Roseville Police Activities League

Commend the Roseville Police Activities League on their 25th anniversary and support their mission to positively enrich the lives of Roseville youth.

CC #: 0268

File #: 0102-10

CONTACT: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

7.16. Resolution - Thomas Knudtson

Commend Thomas Knudtson on completing his rank of Eagle Scout, and congratulate him on his outstanding achievements in qualifying for that high honor, and encourage him to continue his efforts to serve the community.

CC #: 0270

File #: 0102-10

CONTACT: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

END OF CONSENT CALENDAR

8. SPECIAL REQUESTS/REPORTS/PRESENTATION

8.1. Request for Council Discretionary Funds - The Salvation Army

Memo from Management Assistant Heather Blanco and City Clerk Sonia Orozco requesting the City Council consider a request for any sponsorship level from Council Discretionary Funds to assist with the costs of the Salvation Army annual Kettle Kickoff Luncheon.

CC #: 0269

File #: 0102

CONTACT: Heather Blanco 916-746-1171 hblanco@roseville.ca.us

City Clerk Sonia Orozco made the presentation to Council.

Marjorie Lafferty - representing the Salvation Army - spoke in support.

Motion by Scott Alvord, seconded by Pauline Roccucci, to approve $1,500.00 of Council Discretionary Funds for The Salvation Army for costs of the Salvation Army annual Kettle Kickoff luncheon. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

9. RESOLUTIONS

9.1. Transit Advertising Services Agreement

Memo from Department Public Information Officer Helen Dyda and Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 19-387 APPROVING AN AGREEMENT FOR TRANSIT ADVERTISING SERVICES, BY AND BETWEEN THE CITY OF ROSEVILLE AND IRON HORSE MEDIA, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff is requesting approval of an agreement for transit advertising services between Iron Horse Media, LLC and the City. The term of the agreement is five years, with one optional two-year term. The agreement includes a guaranteed minimum payment to the City for each year of advertising in the amount of $121,500.00 or 40% of the total yearly advertising revenue, whichever is greater. Per federal regulations, the revenue earned from advertising must be placed in the Transit Fund and used for transit operations.

CC #: 0266

File #: 0721

CONTACT: Helen Dyda 916-774-5443 hdyda@roseville.ca.us

Public Works Director Jason Shykowski made the presentation to Council.

Transportation Manager Mike Dour continued the presentation to Council.

No public comment received.

Motion by Bruce Houdesheldt, seconded by Pauline Roccucci, to adopt RESOLUTION NO. 19-387 APPROVING AN AGREEMENT FOR TRANSIT ADVERTISING SERVICES, BY AND BETWEEN THE CITY OF ROSEVILLE AND IRON HORSE MEDIA, LLC AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

9.2. Fiddyment Ranch Community Facilities District No. 5, Series 2019 Bond Issuance

Memo from Administrative Analyst Jeannine Thrash and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-385 AUTHORIZING THE ISSUANCE OF SPECIAL TAX BONDS FOR AND ON BEHALF OF THE CITY OF ROSEVILLE FIDDYMENT RANCH COMMUNITY FACILITIES DISTRICT NO. 5 (PUBLIC FACILITIES), APPROVING AND DIRECTING THE EXECUTION OF A SUPPLEMENTAL AGREEMENT TO FISCAL AGENT AGREEMENT AND BOND PURCHASE AGREEMENT, APPROVING THE FORM OF PRELIMINARY OFFICIAL STATEMENT, APPROVING SALE OF SUCH BONDS, AND APPROVING OTHER RELATED DOCUMENTS AND ACTIONS. Fiddyment Ranch CFD No. 5 (Public Facilities) was formed March 16, 2016. The district was authorized to incur bonded indebtedness in an aggregate principal amount not to exceed $75,000,000. In June 2017, the first series of bonds were issued in the amount of $23,845,000. The current outstanding principal balance is $23,770,000. The 2019 bonds are being issued at the developer's request in an amount not to exceed $20,000,000 to construct and acquire certain public facilities of benefit to the district, establish a debt service reserve fund for the 2019 bonds, and pay the costs of issuing the 2019 bonds. The 2019 bonds are the second series of bonds being issued for the district. The CFD will generate special taxes that will be paid by the property owners sufficient to pay the costs of the debt service, CFD administration, and any authorized pay-as-you-go facilities. The issuance of these bonds will not impact the City's General Fund.

CC #: 0259

File #: 0206-03-01

CONTACT: Jeannine Thrash 916-774-5473 jthrash@roseville.ca.us
Dennis Kauffman 916-774-5313 dkauffman@roseville.ca.us

Chief Financial Officer Dennis Kauffman made the presentation to Council.

No public comment received.

Motion by Bruce Houdesheldt, seconded by Krista Bernasconi, to adopt RESOLUTION NO. 19-385 AUTHORIZING THE ISSUANCE OF SPECIAL TAX BONDS FOR AND ON BEHALF OF THE CITY OF ROSEVILLE FIDDYMENT RANCH COMMUNITY FACILITIES DISTRICT NO. 5 (PUBLIC FACILITIES); APPROVING AND DIRECTING THE EXECUTION OF A SUPPLEMENTAL AGREEMENT TO FISCAL AGENT AGREEMENT AND BOND PURCHASE AGREEMENT, APPROVING THE FORM OF PRELIMINARY OFFICIAL STATEMENT APPROVING SALE OF SUCH BONDS, AND APPROVING OTHER RELATED DOCUMENTS AND ACTIONS. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

9.3. Health Benefits Revision

Memo from Human Resources Director Stacey Peterson recommending the City

Council adopt RESOLUTION NO. 19-388 APPROVING A SIDE LETTER TO THE MASTER MEMORANDUM OF UNDERSTANDING FOR EMPLOYEES REPRESENTED BY ROSEVILLE FIREFIGHTERS, LOCAL 1592 AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and adopt RESOLUTION NO. 19-389 APPROVING A SIDE LETTER TO THE MEMORANDUM OF UNDERSTANDING FOR EMPLOYEES REPRESENTED BY THE ROSEVILLE POLICE ASSOCIATION, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and adopt RESOLUTION NO. 19-390 APPROVING A SIDE LETTER TO THE MASTER MEMORANDUM OF UNDERSTANDING FOR SWORN EMPLOYEES REPRESENTED BY THE ROSEVILLE POLICE OFFICERS ASSOCIATION, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and adopt RESOLUTION NO. 19-391 APPROVING A SIDE LETTER TO THE MASTER MEMORANDUM OF UNDERSTANDING FOR EMPLOYEES REPRESENTED BY THE INTERNATIONAL UNION OF OPERATING ENGINEERS, STATIONARY ENGINEERS, LOCAL 39, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and adopt RESOLUTION NO. 19-392 APPROVING A SIDE LETTER TO THE MASTER MEMORANDUM OF UNDERSTANDING FOR EMPLOYEES REPRESENTED BY THE INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, LOCAL 1245, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and adopt RESOLUTION NO. 19-393 APPROVING AN AMENDMENT TO THE TERMS, CONDITIONS, AND UNDERSTANDINGS FOR MANAGEMENT AND CONFIDENTIAL EMPLOYEES, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests Council approve a revised Flex Credit benefit to establish a tiered benefit contribution amount. This is based on significantly higher than normal rate increases from CalPERS for medical plans. This measure helps support recruitment and retention efforts. Administrative updates are also recommended to the Terms, Conditions, and Understandings for Management and Confidential Employees to establish a reduced cap for compensatory time off for confidential employees and remove Columbus Day as a paid holiday and add 8.0 hours of floating holiday, consistent with other City bargaining groups. The Flex Credit benefit change will be effective January 1, 2020, and there is an estimated fiscal impact of $89,941.00 to the General Fund for FY2019-20 budget, which will be covered by salary savings or the contingency budget, as needed, and an estimated $79,059.00 impact to the City's other funds will be absorbed through salary savings or other cost savings in the FY2019-20 budget.

CC #: 0267

File #: 0600-04

CONTACT: Stacey Peterson 916-774-5374 slpeterson@roseville.ca.us

Human Resources Director Stacey Peterson makes the presentation to Council.

No public comment received.

Motion by Krista Bernasconi, seconded by Pauline Roccucci, to adopt RESOLUTION NO. 19-388 APPROVING A SIDE LETTER TO THE MASTER MEMORANDUM OF UNDERSTANDING FOR EMPLOYEES REPRESENTED BY ROSEVILLE FIREFIGHTERS, LOCAL 1592 AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and adopt RESOLUTION NO. 19-389 APPROVING A SIDE LETTER TO THE MEMORANDUM OF UNDERSTANDING FOR EMPLOYEES REPRESENTED BY THE ROSEVILLE POLICE ASSOCIATION, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and adopt RESOLUTION NO. 19-390 APPROVING A SIDE LETTER TO THE MASTER MEMORANDUM OF UNDERSTANDING FOR SWORN EMPLOYEES REPRESENTED BY THE ROSEVILLE POLICE OFFICERS ASSOCIATION, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and adopt RESOLUTION NO. 19-391 APPROVING A SIDE LETTER TO THE MASTER MEMORANDUM OF UNDERSTANDING FOR EMPLOYEES REPRESENTED BY THE INTERNATIONAL UNION OF OPERATING ENGINEERS, STATIONARY ENGINEERS, LOCAL 39, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and adopt RESOLUTION NO. 19-392 APPROVING A SIDE LETTER TO THE MASTER MEMORANDUM OF UNDERSTANDING FOR EMPLOYEES REPRESENTED BY THE NATIONAL BROTHERHOOD OF ELECTRICAL WORKERS , LOCAL 1245, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and adopt RESOLUTION NO. 19-393 APPROVING AN AMENDMENT TO THE TERMS, CONDITIONS, AND UNDERSTANDINGS FOR MANAGEMENT AND CONFIDENTIAL EMPLOYEES, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE and remove Columbus Day as a paid holiday and add 8 hours of floating holiday, consistent with other City bargaining groups. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

9.4. District-Based Elections - Resolution of Intention

Memo from Assistant City Attorney Michelle Sheidenberger and City Clerk Sonia Orozco recommending the City Council adopt RESOLUTION NO. 19-377 OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE, CALIFORNIA, DECLARING ITS INTENT TO INITIATE PROCEDURES TO TRANSITION FROM AT-LARGE ELECTIONS TO DISTRICT-BASED ELECTIONS PURSUANT TO CALIFORNIA ELECTIONS CODE SECTION 10010 AND AUTHORIZING RELATED ACTIONS. The fiscal impact is estimated to be between $35,000.00 to $50,000.00 for demographer services and increased election costs. Funds are available in the City Manager's Contingency budget to pay for these costs.

CC #: 0245

File #: 0502

CONTACT: Sonia Orozco 916-774-5269 sorozco@roseville.ca.us
M. Sheidenberger 916-774-5325 msheidenberger@roseville.ca.us

City Clerk Sonia Orozco makes the presentation to Council.

No public comment received.

Motion by Scott Alvord, seconded by Bruce Houdesheldt, to adopt RESOLUTION NO. 19-377 OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE, CALIFORNIA, DECLARING ITS INTENT TO INITIATE PROCEDURES TO TRANSITION FROM AT-LARGE ELECTIONS TO BY-DISTRICT-BASED ELECTIONS PURSUANT TO CALIFORNIA ELECTIONS CODE SECTION 10010 AND AUTHORIZING RELATED ACTIONS. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

10. DEPARTMENT UPDATES

Environmental Utilities Director Rich Plecker made battery recycling presentation to Council.

Item for information only. No official action taken.

11. COUNCIL REPORTS / PUBLIC COMMENTS

Northern California Power Agency Monthly Meeting (Legislative and Regulatory) - Councilmember Pauline Roccucci reported on attendance.

Placer County Transportation Planning Agency - Councilmember Bruce Houdesheldt spoke on current and future roadway improvements.

Roseville Electric Substation Tour - Councilmember Bruce Houdesheldt reported.

Roseville Police Activities League Bacon and Brew Fest Event - Councilmember Scott Alvord announced event to be held on September 28, 2019.

Sacramento Metro Study Mission to Indianapolis - Vice Mayor Krista Bernasconi reported she would be representing Roseville.

Highway 65 Roadway Improvement Ribbon Cutting - Mayor John Allard spoke on event.

Downtown Bridges and Trails Grand Opening and Downtown Festival - Mayor John Allard announced event scheduled for September 21, 2019.

State of the City Event at Adventist Health - Mayor John Allard announced October 4, 2019 event.

City Council Strategic Planning and Goals Workshop - Mayor John Allard announced meetings schedule on October 9 and October 10 at the Martha Riley Library.

12. ADJOURNMENT

Motion by Pauline Roccucci, seconded by Bruce Houdesheldt, to adjourn adjourn the meeting at 7:15 p.m. in honor and memory of Marilee Denio. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

MINUTES
September 18, 2019

CITY COUNCIL MEETING
6:00 p.m.
Council Chambers
311 Vernon Street
Roseville, California
www.roseville.ca.us

1. CALL TO ORDER

Mayor John B. Allard II called the September 18, 2019 meeting to order at 6:00 p.m.

2. ROLL CALL

Present: Bernasconi, Alvord, Roccucci, Houdesheldt, Allard

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Daughters of the American Revolution representative Peg "Winney" Williams.

4. MEETING PROCEDURES

City Clerk Sonia Orozco announced the procedures for addressing Council.

5. PRESENTATIONS

5.1. Proclamation - Constitution Week - September 17-23, 2019

Proclaim September 17-23, as Constitution Week and encourage all citizens to reaffirm the ideals of the framers of the Constitution by vigilantly protecting the

freedoms guaranteed to all through the Constitution of the United States of America.

CONTACT: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

Councilmember Bruce Houdesheldt made the presentation to Peg "Winney" Williams, representative of the Daughters of the American Revolution, who responded.

5.2. Resolution - FamilyGreenSurvival Commendation

Commend FamilyGreenSurvival on their mission to provide healthy meals to those in need and wish them continued success in future endeavors.

CONTACT: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

Councilmember Pauline Roccucci made the presentation to Gopal Kapur, President of Family Green Survival, who responded.

6. PUBLIC COMMENTS

Joanne Overgaard- Spoke to concerns regarding barricade located on Burnahm Street and requested access and requested future agenda item.

7. CONSENT CALENDAR

BEGINNING OF CONSENT CALENDAR

Motion by Bruce Houdesheldt, seconded by Scott Alvord, to remove item 7.21 from the Consent Calendar to be discussed separately, and approve the remaining items as recommended. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

Bids / Purchases / Services

7.1. Exterior Lighting Maintenance and Repair (RFP 01-028) - Contract Purchase Agreements

Memo from Office Assistant Tisha Chinn and Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 19-413 APPROVING A CONTRACT PURCHASE AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND CENTURY COMMERCIAL SERVICE DBA CENTURY LIGHTING & ELECTRIC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (3000021); and adopt RESOLUTION NO. 19-414 APPROVING A CONTRACT PURCHASE AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND VASKO ELECTRIC INC., AND AUTHORIZING THE CITY MANAGER TO

EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (3000023). Staff recommends the award of contract purchase agreements to Vasko Electric and Century Commercial Service for exterior lighting maintenance and repair services. The total annual cost is $300,000.00, $150,000.00 per agreement, not to exceed annual budgeted amounts. The funding is included in the Facilities and Park Maintenance FY2019-20 budgets.

CC #: 0310

File #: 0203-04

CONTACT: Tisha Chinn 916-774-5702 tchinn@roseville.ca.us

7.2. Fire System Services - Contract Purchase Agreement

Memo from Office Assistant Tisha Chinn and Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 19-406 APPROVING A CONTRACT PURCHASE AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND SIERRA BUILDING SYSTEMS, INC., A LOW VOLTAGE INTEGRATOR, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (3000012). Staff recommends approval of a contract purchase agreement with Sierra Building Systems Inc., a Low Voltage Integrator, to provide fire system services in the amount of $80,000.00. The agreement will provide the City with inspection, testing, maintenance, and repairs of fire systems on an as-needed basis at multiple locations. Funding for the agreement is included in the Building Maintenance and Facility Rehabilitation FY2019-20 budget. Staff requests authorization to utilize the four optional renewal years of the contract without further Council approvals until the contract expires, contingent upon budget approval each year, or until City staff determines that continuing with the same vendor is not in the City's best interest.

CC #: 0284

File #: 0203-13

CONTACT: Tisha Chinn 916-774-5702 tchinn@roseville.ca.us

7.3. Police K9 Purchase and Training - Service Agreement Renewal and Budget Adjustment

Memo from Administrative Analyst Shelly Bracco and Police Chief James Maccoun recommending the City Council adopt RESOLUTION NO. 19-415 APPROVING A SERVICE AGREEMENT RENEWAL BETWEEN CITY OF ROSEVILLE AND JOHN RIBONI SPORT DOG TRAINING, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE (S2004190); and adopt ORDINANCE NO. 6142 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE FISCAL YEAR 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. Staff recommends Council approve a service agreement renewal for the purchase of two additional police K9's, and adopt an ordinance to authorize a budget adjustment increasing the Police Department's FY2019-20 budget by $20,000.00. The total cost of the service agreement renewal for the K9 purchase is $48,000.00. Funding of $28,000.00 is included in the FY2019-20 Police Department budget, and $20,000.00 will be funded by the

Supplemental Law Enforcement Services Fund. There will be no additional fiscal impact on the City's General Fund.

CC #: 0302

File #: 0203-12 & 0201-01

CONTACT: Troy Bergstrom 916-774-5058 tbergstrom@roseville.ca.us

7.4. Vehicle Purchases (RFQ 10-3226 & RFQ 10-3227)

Memo from Fleet Manager Brian Craighead and Public Works Director Jason Shykowski recommending the City Council approve a purchase order to Oroville Ford, Inc. for five Ford F150 trucks utilizing RFQ 10-3226 in the amount of $131,753.60; and approve a purchase order to Future Nissan, Inc. for five Nissan Frontier trucks utilizing RFQ 10-3227 in the amount of $121,947.78; and approve a purchase order to Winner Chevrolet, Inc. for one Chevrolet Tahoe Special Services Vehicle utilizing RFQ 10-3229 in the amount of $53,333.37. Funding for these vehicles is included in the FY2019-20 Auto Replacement budget.

CC #: 0296

File #: 0203-01

CONTACT: Brian Craighead 916-774-5731 bcraighead@roseville.ca.us

7.5. Asphalt Sealant and Filler - Annual Blanket Purchase Order

Memo from Street Maintenance Superintendent Jerry Dankbar and Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 19-419 APPROVING A PURCHASE ORDER FOR ASPHALT SEALANT AND FILLER. Staff recommends authorization of an annual blanket purchase order to Crafco Inc. for asphalt sealant and fillers. The Sourcewell cooperative purchasing contract is good through October 2, 2021, which will be utilized to purchase this sealant product. This contract allows for one optional renewal through October 2, 2022. The estimated purchase price for asphalt materials is $125,000.00 annually. Funding is included in the Public Works Street Maintenance Division FY2019-20 budget. Pending future Council approved budgets, staff also requests authorization to continue utilizing the contract without further Council approvals until the contract expires, or until City staff determines that continuing with the same vendor is not in the City's best interest.

CC #: 0307

File #: 0203-13-01

CONTACT: Bill Shisler 916-774-5793 bshisler@roseville.ca.us

Resolutions

7.6. Community Development Block Grant - Labor Compliance Monitoring - On-Call Professional Services Agreement

Memo from Housing Manager Danielle Foster and Economic Development Director Laura Matteoli recommending the City Council adopt RESOLUTION NO. 19-399 APPROVING AN ON-CALL PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND

SILVEIRA CONSULTING, INC., AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff recommends that the City Council approve an on-call professional services agreement with Silveira Consulting, Inc. for the purpose of providing labor monitoring for four projects funded by the Community Development Block Grant (CDBG). The cost is $36,927.50 and will be funded by CDBG funds. No General Fund resources will be used.

CC #: 0277

File #: 0709

CONTACT: Danielle Foster 916-774-5446 dfoster@roseville.ca.us

7.7. Street Closure Request - Hot Pink Fun Run - September 29, 2019

Memo from Parks, Recreation & Libraries Superintendent Jeff Nereson and Assistant City Manager Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-410 APPROVING AN AGREEMENT BY AND BETWEEN THE CITY OF ROSEVILLE AND PLACER BREAST CANCER FOUNDATION AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff requests closure of City streets as outlined in the requested resolution from 5:00 a.m. - 12:00 p.m. for the Hot Pink Fun Run on Sunday, September 29, 2019. All costs associated with this event for City services will be reimbursed by the applicant.

CC #: 0293

File #: 0109-02

CONTACT: Jeff Nereson 916-774-5974 jnereson@roseville.ca.us

7.8. Street Closure Request - Celebrate Downtown Bridges and Trail Grand Opening Event - September 21, 2019

Memo from Recreation & Library Supervisor Scott Marchetti and Assistant City Manager Dion Louthan recommending the City Council adopt RESOLUTION NO. 19-397 OF THE COUNCIL OF THE CITY OF ROSEVILLE APPROVING THE CLOSING OF CERTAIN STREETS TO CELEBRATE THE DOWNTOWN BRIDGES AND TRAIL GRAND OPENING EVENT. Staff requests the closure of the following streets on Saturday, September 21, 2019 for the Celebrate Downtown Bridges and Trail Grand Opening event: Oak Street, between 411 Oak Street to the roundabout at Washington Boulevard from 6:30 a.m. – 3:00 p.m; South Grant Street between Oak Street and Vernon Street from 6:30 a.m. – 10:30 p.m; Crosswalks at Washington Boulevard north of the roundabout and Oak Street east of the roundabout from 6:30 a.m. – 3:00 p.m. The budget for the Downtown Celebration event is included in the Parks, Recreation & Libraries Department and the Alternative Transportation FY2019-20 budgets.

CC #: 0275

File #: 0109-02

CONTACT: Scott Marchetti 916-774-5971 smarchetti@roseville.ca.us

7.9. Business License Tax Compliance Services and Ordinance Study - Professional

Services Agreement Amendment

Memo from Accounting Supervisor Nicholas Rosas and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-396 APPROVING A SECOND AMENDMENT TO AGREEMENT FOR PROFESSIONAL CONSULTANT SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND HDL SOFTWARE, LLC AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. Staff recommends amending the business license tax consulting services agreement with HdL Software LLC to add tax compliance services and a business license tax ordinance study. The cost of the compliance services is 35 percent (35%) of any additional business license tax revenue discovered and collected for the City's General Fund. The cost of the business license tax ordinance study will not exceed $10,000.00. No additional General Fund resources are required to fund these additional services.

CC #: 0274

File #: 0210 & 0200

CONTACT: Nicholas Rosas 916-774-5314 nrosas@roseville.ca.us

7.10. Transmission Agency of Northern California Project Agreement Number 6

Memo from Electric Resource Analyst David Siao and Electric Utility Director Michelle Bertolino recommending the City Council adopt RESOLUTION NO. 19-412 APPROVING A TRANSMISSION AGENCY OF NORTHERN CALIFORNIA PROJECT AGREEMENT NO. 6, BETWEEN THE CITY OF ROSEVILLE AND TRANSMISSION AGENCY OF NORTHERN CALIFORNIA AND ITS PARTICIPATING MEMBERS AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE. The agreement includes a cost allocation which apportions to the City a 3 percent share of the Transmission Agency of Northern California's (TANC) costs of engagement in Transmission Owner (TO) rate cases. In FY2019-20, Roseville's share of TANC's budgeted cost for TO rate cases is approximately $23,500.00. Funds are available in the Electric Department's FY2019-20 budget.

CC #: 0295

File #: 0800-03

CONTACT: David Siao 916-746-1613 dsiao@roseville.ca.us

7.11. Junction Boulevard and Park Regency Drive Signalization Project – Notice of Completion

Memo from Assistant Engineer Daniel Lierly and Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 19-407 ACCEPTING THE PUBLIC WORK KNOWN AS JUNCTION BOULEVARD AND PARK REGENCY DRIVE SIGNALIZATION PROJECT, APPROVING THE "NOTICE OF COMPLETION", AND AUTHORIZING THE PUBLIC WORKS DIRECTOR TO EXECUTE SAID NOTICE ON BEHALF OF THE CITY OF ROSEVILLE. The project installed a new traffic signal and multi-use path across Junction Boulevard. The final construction cost was $338,566.86 and was fully funded with Transportation Development Act funds. No General Fund

resources were used for this project.

CC #: 0287

File #: 0900-04-03

CONTACT: Daniel Lierly 916-746-1376 delierly@roseville.ca.us

7.12. Oak Ridge Drive Bridge Replacement Over Linda Creek Project - Property Acquisition and Temporary Construction Easements

Memo from Assistant Engineer Paul Anderson and Public Works Director Jason Shykowski recommending the City Council adopt RESOLUTION NO. 19-416 APPROVING AN AGREEMENT FOR SALE OF REAL PROPERTY AND SEVEN TEMPORARY CONSTRUCTION EASEMENTS FOR THE OAK RIDGE DRIVE BRIDGE REPLACEMENT PROJECT. Staff requests approval of the purchase and sales agreement for the purchase of real property, and approve seven temporary construction easements (TCEs). These transactions are required in preparation for the replacement of the Oak Ridge Bridge over Linda Creek in 2020. The total purchase price for the one property acquisition and seven TCE's is $26,400.00. All aspects of the project are fully funded by the federal Highway Bridge Program and toll credit funds. No General Fund resources will be used on this project.

CC #: 0303

File #: 1002 & 1002-06

CONTACT: Paul Anderson 916-746-1300 pranderson@roseville.ca.us

7.13. Street Name Change - Federico Drive to Earl Rush Drive

Memo from GIS Analyst Scott Miller and Development Services Director Mike Isom recommending the City Council adopt RESOLUTION NO. 19-411 APPROVING THE RENAMING OF FEDERICO DRIVE TO EARL RUSH DRIVE. This item concerns a request from Westpark Communities and JMC Homes / Mourier Land Investment Company to change the name of Federico Drive to Earl Rush Drive within the Sierra Vista Specific Plan area. All costs associated with the street name change are paid by development, resulting in no impact to the City's General Fund.

CC #: 0294

File #: 0800-06

CONTACT: Scott Miller 916-774-5491 smiller@roseville.ca.us

7.14. Northwest Roseville Specific Plan Parcel 11, Breton Village - Notice of Completion

Memo from Construction Inspector Masoud Fayeq and Development Services Director Mike Isom recommending the City Council adopt RESOLUTION NO. 19-408 OF THE COUNCIL OF THE CITY OF ROSEVILLE ACCEPTING THE PUBLIC WORK KNOWN AS NWRSP PARCEL 11, BRETON VILLAGE PROJECT, APPROVING THE "CERTIFICATE OF COMPLETION", AND AUTHORIZING AND DIRECTING THE CITY ENGINEER TO EXECUTE SAID NOTICE ON BEHALF OF THE CITY OF ROSEVILLE, THEREFORE, AND ACCEPTING ALL DEDICATIONS OFFERED ON THE RECORDED

MAP OF THE SUBDIVISION. The Engineering Division has made final inspection of the project and has found the roadway infrastructure work complete in accordance with the improvement plans and City specifications. This action has no impact to the City's General Fund. Construction costs were paid by the developer.

CC #: 0288

File #: 0400-04-03-1

CONTACT: Masoud Fayeq 916-774-5347 mfayeq@roseville.ca.us

7.15. Fiddyment Ranch Phase 2 Village 11-A1 Final Map and Subdivision Agreement

Memo from Assistant Engineer Kerry Andrews and Development Services Director Mike Isom recommending the City Council adopt RESOLUTION NO. 19-402 APPROVING A SUBDIVISION AGREEMENT BETWEEN THE CITY OF ROSEVILLE, OLYMPIA INVESTMENTS, INC., AND ATC REALTY ONE, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and approve the Fiddyment Ranch Phase 2, Village 11-A1 final map. Engineering has completed its review of the final map and found that it is in compliance with the approved tentative map. This map will be creating 47 residential lots and 2 landscape lots. The actions requested have no fiscal impact to the City's General Fund.

CC #: 0279

File #: 0400-04-09-1 & 0400-07

CONTACT: Kerry Andrews 916-774-5346 kandrews@roseville.ca.us

7.16. Fiddyment Ranch Phase 2 Village 11-A2 Final Map and Subdivision Agreement

Memo from Assistant Engineer Kerry Andrews and Development Services Director Mike Isom recommending the City Council adopt RESOLUTION NO. 19-403 APPROVING A SUBDIVISION AGREEMENT BETWEEN THE CITY OF ROSEVILLE, OLYMPIA INVESTMENTS, INC., AND ATC REALTY ONE, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and approve the Fiddyment Ranch Phase 2, Village 11-A2 final map. Engineering has completed its review of the final map and found that it is in compliance with the approved tentative map. This map will create 57 residential lots and 1 landscape lot. The actions requested have no fiscal impact to the City's General Fund.

CC #: 0280

File #: 0400-04-09-01 & 0400-07

CONTACT: Kerry Andrews 916-774-5346 kandrews@roseville.ca.us

7.17. Fiddyment Ranch Phase 2 Village 11-A3 Final Map and Subdivision Agreement

Memo from Assistant Engineer Kerry Andrews and Development Services Director Mike Isom recommending the City Council adopt RESOLUTION NO. 19-404 APPROVING A SUBDIVISION AGREEMENT BETWEEN THE CITY OF ROSEVILLE, OLYMPIA INVESTMENTS, INC., AND ATC REALTY ONE, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and approve the Fiddyment Ranch

Phase 2, Village 11-A3 final map. Engineering has completed its review of the final map and found that it is in compliance with the approved tentative map. This map will create 71 residential lots and 2 landscape lots. The actions requested have no fiscal impact to the City's General Fund.

CC #: 0281

File #: 0400-04-09-01 & 0400-07

CONTACT: Kerry Andrews 916-774-5346 kandrews@roseville.ca.us

7.18. Fiddyment Ranch Phase 2 Village 12 Final Map and Subdivision Agreement

Memo from Assistant Engineer Kerry Andrews and Development Services Director Mike Isom recommending the City Council adopt RESOLUTION NO. 19-405 APPROVING A SUBDIVISION AGREEMENT BETWEEN THE CITY OF ROSEVILLE, OLYMPIA INVESTMENTS, INC., AND ATC REALTY ONE, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and approve the Fiddyment Ranch Phase 2, Village 12 final map. Engineering has completed its review of the final map and found that it is in compliance with the approved tentative map. This map will create 97 residential lots and 2 landscape lots. The actions requested have no fiscal impact to the City's General Fund.

CC #: 0282

File #: 0400-04-09-1 & 0400-07

CONTACT: Kerry Andrews 916-774-5346 kandrews@roseville.ca.us

Ordinances (for introduction and first reading)

7.19. 2019 Speed Limit Ordinance

Memo from Senior Engineer Jana Cervantes and Public Works Director Jason Shykowski recommending the City Council introduce for first reading ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING SECTION 11.28.010 OF CHAPTER 11.28 OF TITLE 11 OF THE ROSEVILLE MUNICIPAL CODE REGARDING SPEED LIMITS. To justify a posted speed limit other than 65 mph that is radar enforceable, local jurisdictions are required to conduct and approve an engineering and traffic survey every five to ten years, or when there is a major change to a roadway. The cost of changing the speed limit signs is included in existing operating budgets.

CC #: 0272

File #: 0316-04

CONTACT: Jana Cervantes 916-774-5498 jcervantes@roseville.ca.us

Ordinances (for introduction and adoption - appropriation/urgency measures)

7.20. Fiscal Year 2019-20 Community Development Block Grant - Budget Adjustment

Memo from Administrative Analyst Melissa Hagan and Economic Development Director Laura Matteoli recommending the City Council adopt ORDINANCE NO. 6141 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING

CERTAIN AMENDMENTS TO THE FISCAL YEAR 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. This item requests that the City Council approve a budget adjustment in the amount of $151,522.00 for the Community Development Block Grant federal grant program, as a result of unspent availability from the prior year, bringing the total budget to $812,758.00 for FY2019-20. Funds are awarded through an annual entitlement grant from the federal Housing and Urban Development Department. No General Fund resources are being used.

CC #: 0285

File #: 0201-01 & 0113-02

CONTACT: Melissa Hagan 916-774-5476 mhagan@roseville.ca.us

7.21. Placer County Health and Human Services - Contract Amendment and Budget Adjustment

Memo from Administrative Analyst Shelly Bracco and Police Chief James Maccoun recommending the City Council adopt RESOLUTION NO. 19-418 APPROVING A CONTRACT AMENDMENT WITH PLACER COUNTY DEPARTMENT OF HEALTH & HUMAN SERVICES REGARDING THE COMMERCIALLY SEXUALLY EXPLOITED CHILDREN (CSEC) INTERVENTION PROGRAM, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and adopt ORDINANCE NO. 6144 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE FISCAL YEAR 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. Staff requests approval of a contract amendment with Placer County Health and Human Services (HHS) Department and adoption of an ordinance amending the FY2019-20 Police Department budget. The Police Department has been awarded additional state funding, via the Placer County HHS, for an amount not to exceed $134,500.00 on a multi-year grant, in the pursuit of preventing human trafficking operations. The budget adjustment of $74,298.00 will cover overtime personnel expenses, costs for training, travel, transportation, lodging, meals, supplies and equipment. After each operation is completed, the City will be reimbursed by Placer County HHS. There will be no net impact on the General Fund.

CC #: 0309

File #: 0323 & 0201-01

CONTACT: Shelly Bracco 916-774-5018 sbracco@roseville.ca.us

Item removed by Councilmember Pauline Roccucci for presentation.

Police Chief James Maccoun made the presentation to Council.

Police Captain Marc Glynn continued the presentation to Council.

Police Sergeant Darren Kato continued the presentation to Council.

Motion by Pauline Roccucci, seconded by Scott Alvord, to adopt RESOLUTION NO. 19-418 APPROVING A CONTRACT AMENDMENT WITH PLACER COUNTY DEPARTMENT OF HEALTH & HUMAN SERVICES REGARDING THE COMMERCIALLY SEXUALLY EXPLOITED CHILDREN (CSEC) INTERVENTION PROGRAM, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and adopt ORDINANCE NO. 6144 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE FISCAL YEAR 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

7.22. Family Mobile Crisis Team - Contract Amendment and Budget Adjustment

Memo from Administrative Analyst Shelly Bracco and Police Chief James Maccoun recommending the City Council adopt RESOLUTION NO. 19-417 APPROVING A CONTRACT AMENDMENT WITH PLACER COUNTY DEPARTMENT OF HEALTH AND HUMAN SERVICES REGARDING THE CO-LOCATION AND LIAISON FOR FAMILY MOBILE CRISIS TEAM (FMCT) PROGRAM, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE; and adopt ORDINANCE NO. 6143 OF THE COUNCIL OF THE CITY OF ROSEVILLE AUTHORIZING CERTAIN AMENDMENTS TO THE FISCAL YEAR 2019-20 BUDGET AND DECLARING THIS ORDINANCE TO BE IMMEDIATELY EFFECTIVE AS AN APPROPRIATION MEASURE. Staff requests an amendment of the Family Mobile Crisis Team Contract between the County of Placer Health and Human Services Department and the City to reflect the correct dollar amount for reimbursement, and adopt an ordinance amending the budget based on funding from this contract. The budget adjustment will add $19,460.00 to the Police Department's FY2019-20 budget.

CC #: 0308

File #: 0323 & 0201-01

CONTACT: Brian Lewis 916-746-1051 blewis@roseville.ca.us

Reports / Requests

7.23. Housing Authority Status Report - Housing Choice Voucher Program Activity

Memo from Housing Analyst Suzanne Acrell and Economic Development Director Laura Matteoli with a quarterly report on the Housing Authority's Housing Choice Voucher Program. This report is for informational purposes only and has no impact on the City's General Fund.

CC #: 0286

File #: 0709-02-01

CONTACT: Suzanne Acrell 916-774-5469 sacrell@roseville.ca.us

7.24. Out-of-State Travel Request - Police Department

Memo from Public Safety Program Coordinator Traci Drake and Police Chief James Maccoun recommending the City Council approve a police officer to travel to Socorro, New Mexico from October 21, 2019 to October 24, 2019 for a course in incident response to terrorist bombings. The Department of Homeland Security pays all costs associated with the course, including tuition, airfare, lodging and meals. There will be no cost to the City.

CC #: 0290

File #: 0600-02

CONTACT: Traci Drake 916-746-1081 tdrake@roseville.ca.us

7.25. Out-of-State Travel Request - Environmental Utilities Department

Memo from Principal Engineer Bryan Buchanan and Environmental Utilities Director Richard Plecker recommending the City Council approve out-of-state travel for three Environmental Utilities Department staff members to attend the LOGI Training Conference in Washington, D.C. on October 22 and 23, 2019. Total costs are estimated to be $7,950.00. Funding is included in the Historical Data Repository Replacement Project budget.

CC #: 0289

File #: 0600-02

CONTACT: Bryan Buchanan 916-746-1812 bbuchanan@roseville.ca.us

7.26. Fiddyment Ranch Phase 3 Large Lot Subdivision Final Map

Memo from Assistant Engineer Kerry Andrews and Development Services Director Mike Isom recommending the City Council approve the Fiddyment Ranch Phase 3 Large Lot Subdivision final map. Engineering has completed its review of the final map and found that it is in compliance with the approved tentative map. This map will be creating 6 large lots for future development, 1 public park lot, 2 public open space lots and 1 school lot. The actions requested have no fiscal impact to the City's General Fund.

CC #: 0283

File #: 0400-07

CONTACT: Kerry Andrews 916-774-5346 kandrews@roseville.ca.us

Ceremonial Documents

7.27. Proclamation - Childhood Cancer Awareness Month - September 2019

Proclaim September 2019 as Childhood Cancer Awareness Month and encourage Roseville residents to learn more about childhood cancers and consider what we all can do to support children with cancer and their families.

CC #: 0306

File #: 0102-06

CONTACT: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

7.28. Proclamation - Suicide Prevention Awareness Month - September 2019

Proclaim September 2019 as Suicide Prevention Month and September 10, 2019 as worldwide suicide prevention day and encourage the community support dedicated to suicide prevention.

CC #: 0300

File #: 0102-06

CONTACT: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

7.29. Resolution - Charles G. Stetter Commendation

Commend Charles G. Stetter for his 50+ years of outstanding service and dedication to the United States Army and extend condolences to his loved ones.

CC #: 0297

File #: 0102-10

CONTACT: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

END OF CONSENT CALENDAR

8. RESOLUTIONS

8.1. 920 Parry Street - Foreclosure Proceedings for City Housing Loan

Memo from Housing Analyst Trisha Isom and Economic Development Director Laura Matteoli recommending the City Council adopt RESOLUTION NO. 19-395 APPROVING INITIATION OF FORECLOSURE PROCEEDINGS ON CERTAIN PROPERTY AND AUTHORIZING THE CITY MANAGER TO EXECUTE ANY REQUIRED DOCUMENTS TO INITIATE AND COMPLETE THE FORECLOSURE PROCEEDINGS. Staff requests approval to initiate foreclosure proceedings on property addressed at 920 Parry Street, Roseville, CA. The costs associated with this foreclosure will be reimbursed through the sale of the property.

CC #: 0273

File #: 0709-07

CONTACT: Danielle Foster 916-774-5446 dfoster@roseville.ca.us

Housing Manager Danielle Foster made the presentation to Council.

No public comment received.

Motion by Bruce Houdesheldt, seconded by Krista Bernasconi, to adopt RESOLUTION NO. 19-395 APPROVING INITIATION OF FORECLOSURE PROCEEDINGS ON CERTAIN PROPERTY AND AUTHORIZING THE CITY MANAGER TO EXECUTE ANY REQUIRED DOCUMENTS TO INITIATE AND COMPLETE THE FORECLOSURE PROCEEDINGS. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

8.2. Retired Annuitant 180-Day Wait Period Exception

Memo from Assistant Human Resources Director Hedy Dehghan and Human Resources Director Stacey Peterson recommending the City Council adopt RESOLUTION NO. 19-409 FOR EXCEPTION TO THE 180-DAY WAIT PERIOD GOVERNMENT CODE SECTIONS 7522.56 AND 21224. Staff requests Council approve retired Wastewater Treatment Plant Chief Operator, Alfred Robert Lawrence, to be rehired as an annuitant, without the 180-days after retirement waiting period as his specialized skills and knowledge to provide consulting support for completion of the Dry Creek Nitrate Reduction project. The maximum fiscal impact is estimated to be $60,352.61 and can be absorbed in the Environmental Utilities Department's Wastewater FY2019-20 operating budget due to salary savings from vacancies. The recommended action will not result in an increase to the City's pension liability.

CC #: 0292

File #: 0600

CONTACT: Hedy Dehghan 916-774-5205 hdehghan@roseville.ca.us

Human Resources Director Stacey Peterson made the presentation to Council.

Kathryn Crawford - inquired as to retired annuitant scheduling and time and hours not to exceed amount.

Motion by Bruce Houdesheldt, seconded by Pauline Roccucci, to adopt RESOLUTION NO. 19-409 FOR EXCEPTION TO THE 180-DAY WAIT PERIOD GOVERNMENT CODE SECTIONS 7522.56 AND 21224. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

9. SPECIAL REQUESTS/REPORTS/PRESENTATION

9.1. Request for Council Discretionary Funds - Placer Breast Cancer Foundation

Memo from Management Assistant Heather Blanco and City Clerk Sonia Orozco requesting the City Council consider a request for $2,000.00 from Council Discretionary Funds for Placer Breast Cancer Foundation for its annual Hot Pink Fun Run. The event provides Roseville families and visitors an opportunity to enjoy the outdoor event in Roseville and learn more about breast cancer awareness and

prevention.

CC #: 0301

File #: 0102

CONTACT: Heather Blanco 916-746-1171 hblanco@roseville.ca.us

City Clerk Sonia Orozco made the presentation to Council.

Kelly Ramirez - representing the Placer County Breast Cancer Foundation - spoke in support of request and explained event specifics.

Motion by Krista Bernasconi, seconded by Bruce Houdesheldt, to approve $2,000.00 of Council Discretionary Funds for the Placer Breast Cancer Foundation's Hot Pink Fun Run sponsorship. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

10. PUBLIC HEARING

10.1. 1513 Eureka Road Medical Office Building - Fee Deferral

Memo from Economic Development Director Laura Matteoli recommending the City Council adopt RESOLUTION NO. 19-394 APPROVING FEE DEFERRAL FOR THE 1513 EUREKA ROAD MEDICAL OFFICE BUILDING. Staff requests a fee deferral of the project in the amount of $1,864,622.25 until final of building permit/building occupancy. An annual interest rate of 2.5%, prorated on the length of the deferral, will be charged on the monies deferred to cover the City's cost of loss of interest income on the fee deferral and an administrative processing fee of $783.00 is to be charged to each building permit.

CC#: 0271

File #: 0215-07

CONTACT: Laura Matteoli 916-774-5284 lmatteoli@roseville.ca.us

Mayor John B. Allard II opened the public hearing.

Economic Development Director Laura Matteoli made the presentation to Council.

Travis Batts - representing Pappas Investments - spoke in support

Mayor John B. Allard closed the public hearing.

Motion by Scott Alvord, seconded by Pauline Roccucci, to adopt RESOLUTION NO. 19-394 APPROVING FEE DEFERRAL FOR THE 1513 EUREKA ROAD MEDICAL OFFICE BUILDING. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

10.2. Community Facilities District No. 3 (Municipal Services)-Annexation No. 22 (Lots A, & 4-7, Diamond Creek 30 & 33)

Memo from Administrative Analyst Jeannine Thrash and Chief Financial Officer Dennis Kauffman recommending the City Council adopt RESOLUTION NO. 19-400 A RESOLUTION OF ANNEXATION OF TERRITORY TO COMMUNITY FACILITIES DISTRICT, AUTHORIZING THE LEVY OF A SPECIAL TAX AND SUBMITTING LEVY OF TAX TO QUALIFIED ELECTORS CITY OF ROSEVILLE, Community Facilities District No. 3 (Municipal Services) Annexation No. 22 (Lots A, & 4-7, Diamond Creek 30 & 33); and adopt RESOLUTION NO. 19-401 A RESOLUTION DECLARING RESULTS OF SPECIAL ANNEXATION ELECTION, DETERMINING VALIDITY OF PRIOR PROCEEDINGS, AND DIRECTING RECORDING OF AMENDED NOTICE OF SPECIAL TAX LIEN CITY OF ROSEVILLE, Community Facilities District No. 3 (Municipal Services) Annexation No. 22 (Lots A, & 4-7, Diamond Creek 30 & 33). As part of the conditions of approval for a rezone from nonresidential to residential parcels, the landowner is obligated to annex into Community Facilities District No. 3 (Municipal Services) (CFD No. 3). The property is being annexed into CFD No. 3 in order to offset the property's impact on the City's General Fund resources available to pay for municipal services citywide, including the annexation area. The annexation into CFD No. 3 helps offset the property's impact on the City's General Fund resources available to pay for municipal services and therefore will not negatively impact the General Fund.

CC #: 0278

File #: 0206-03-01 & 0400-09-01

CONTACT: Jeannine Thrash 916-774-5473 jthrash@roseville.ca.us
Dennis Kauffman 916-774-5313 dkauffman@roseville.ca.us

Mayor John B. Allard opened the public hearing.

Chief Financial Officer Dennis Kauffman made the presentation to Council.

No public comment received.

City Clerk Sonia Orozco announced the ballot results for formation of Lots A, & 4-7, Diamond Creek 30 & 33, Community Facilities District No. 3 as follows:
Number of votes Yes: 9
Number of votes No: 0
Number of votes Eligible: 9
Percent of Votes in Favor: 100%
And declared the ballot measure passed by a majority of vote.

City Clerk Sonia Orozco announced the ballot results for Communities Facilities District No. 3 annexation No. 22 Lots A, &4-7, Diamond Creek 30 & 33 as follows::
Number of votes Yes: 9
Number of votes No: 0
Number of votes Eligible: 9

Percent of Votes in Favor: 100%
And declared the ballot measure passed by a majority of vote.

Mayor John B. Allard closed the public hearing.

Motion by Bruce Houdesheldt, seconded by Scott Alvord, to adopt RESOLUTION NO. 19-400 A RESOLUTION OF ANNEXATION OF TERRITORY TO COMMUNITY FACILITIES DISTRICT, AUTHORIZING THE LEVY OF A SPECIAL TAX AND SUBMITTING LEVY OF TAX TO QUALIFIED ELECTORS CITY OF ROSEVILLE; and adopt RESOLUTION NO. 19-401 A RESOLUTION DECLARING RESULTS OF SPECIAL ANNEXATION ELECTION, DETERMINING VALIDITY OF PRIOR PROCEEDINGS, AND DIRECTING RECORDING OF AMENDED NOTICE OF SPECIAL TAX LIEN CITY OF ROSEVILLE. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

10.3. Community Development Block Grant - 2018 Consolidated Annual Performance and Evaluation Report

Memo from Housing Manager Danielle Foster and Economic Development Director Laura Matteoli recommending the City Council adopt RESOLUTION NO. 19-398 APPROVING THE 2018 CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER) AND AUTHORIZING THE ECONOMIC DEVELOPMENT DIRECTOR TO SUBMIT THE COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) 2018 CAPER TO THE U.S. DEPARTMENT OF HOUSING & URBAN DEVELOPMENT (HUD). This item requests approval of the City's Consolidated Annual Performance and Evaluation Report (CAPER) for the federal Community Development Block Grant Program and authorization to submit the CAPER to the federal Department of Housing and Urban Development. This item does not result in any impact to the City's General Fund.

CC #: 0276

File #: 0709-01 & 0113

CONTACT: Danielle Foster 916-774-5446 dfoster@roseville.ca.us

Mayor John B. Allard opened the public hearing.

Housing Manager Danielle Foster made the presentation to Council.

No public comment received.

Mayor John B. Allard closed the public hearing.

Motion by Krista Bernasconi, seconded by Pauline Roccucci, to adopt RESOLUTION NO. 19-398 APPROVING THE 2018 CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER) AND

AUTHORIZING THE ECONOMIC DEVELOPMENT DIRECTOR TO SUBMIT THE COMMUNITY DEVELOPMENT BLOCK GRANT (CBDG) 2018 CAPER TO THE U.S. DEPARTMENT OF HOUSING & URBAN DEVELOPMENT (HUD). The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

10.4. Public Input Regarding the Composition of the City's Voting Districts - Public Hearing 1

Memo from City Clerk Sonia Orozco and Assistant City Attorney Michelle Sheidenberger recommending the City Council conduct Public Hearing 1 - a hearing to receive and consider public input concerning transitioning to by-district elections. City Council is also requested to receive a presentation from National Demographics, Inc. who will provide information and criteria for the future creation of district maps.

CC #: 0311

File #: 0502

CONTACT: Sonia Orozco 916-774-5269 sorozco@roseville.ca.us
M. Sheidenberger 916-774-5325 msheidenberger@roseville.ca.us

Mayor John B. Allard opened the public hearing.

City Clerk Sonia Orozco made the presentation to Council.

Doug Johnson - President of National Demographics made the presentation to Council.

Robert McIntyre - National Demographics continued the presentation to Council.

Richard Roccucci - spoke in support of 5 districts with a rotating mayor.

Kathryn Crawford - thanked Council for fiscal approach and spoke in support of rotating mayor system with 5 districts.

Lisa Larkin - spoke in support of 5 districts, questioned district line redrawing following 2020 census, and inquired who is final authority of district map approval.

Steve Cho - spoke in support of presenting information in town hall informal meetings at various parts of the city and in support of an at-large mayor with multiple districts.

Susan Rohan - spoke on concern of voters who may or may not be able to vote in multiple upcoming election cycles.

Emily - spoke in support of districts and questioned efforts to engage young people in the process

Mayor John B. Allard closed the public hearing.

Item for information only. No formal action taken.

11. DEPARTMENT UPDATES

No department update presented.

12. COUNCIL REPORTS / PUBLIC COMMENTS

Regional Water Authority - Councilmember Pauline Roccucci and Councilmember Bruce Houdesheldt reported on meeting attendance and topics discussed.

Downtown Bridges Grand Opening - Councilmember Pauline Roccucci announced event to be held on Saturday, September 21, 2019.

Public Outreach and Participation - Councilmember Bruce Houdesheldt welcomed high school student participation in the districting process.

Sac Metro Chamber Study Mission - Vice Mayor Krista Bernasconi spoke on attendance and take-aways from visit.

Placer County Economic Development Board - Councilmember Scott Alvord reported on attendance at meeting and spoke to activities of the board.

Widening of Highway 65/80 to Pleasant Grove - Councilmember Scott Alvord spoke on project.

13. ADJOURNMENT

Motion by Pauline Roccucci, seconded by Krista Bernasconi, to adjourn the meeting at 8:25 p.m. The Motion Passed.

Roll call vote: Ayes: Allard II, Alvord, Bernasconi, Houdesheldt, Roccucci

COUNCIL COMMUNICATION

CC #: 0349
File #: 0203-01

Title: Vehicle and Equipment Purchases
Contact: Brian Craighead 916-774-5731 bcraighead@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 7.2.

RECOMMENDATION TO COUNCIL

RFQ 10-3230
Staff recommends Council approve a purchase order to Riverview International Trucks, LLC for one International construction truck utilizing RFQ 10-3230 as an addition to the fleet approved in the FY2019-20 Auto Replacement Budget. The total cost including options and sales tax is $236,762.83.

RFQ 10-3232
Staff recommends Council approve a purchase order to John L. Sullivan Investments, Inc. dba Roseville Toyota for two Toyota Camry hybrids utilizing RFQ 10-3232 to replace Fleet ID 08-046 and 12-091 approved in the FY2019-20 Auto Replacement Budget. The total cost including options and sales tax is $60,835.14.

Sourcewell
Staff recommends Council approve a purchase order to Holt of California for one Caterpillar (CAT) CB34B-MB asphalt paving roller utilizing Sourcewell contract# 032119-CAT to replace Fleet ID 06-643. The total cost including options and sales tax is $59,972.57.

Sole Source
Staff recommends Council approve a purchase order to Herrmann Equipment Inc. for one Carlson CP85 asphalt paver as a sole source purchase to replace Fleet ID 08-715. The total cost including options and sales tax is $191,795.00.

BACKGROUND

RFQ 10-3230
The Environmental Utilities Department's Water Distribution Division is purchasing one International construction truck as a fleet addition. This vehicle is assigned to the Water utility construction crew for routine and emergency repairs on City water distribution systems.

A formal bid was issued with the following vendor responses:

Vendor	Unit Price (without options)
Sacramento Truck Center Sacramento, CA	$235,763.59
Peterson Trucks, Inc. San Leandro, CA	$246,724.61
Riverview International Trucks West Sacramento, CA	**$234,572.83**

RFQ 10-3232

The Police Department is purchasing two Toyota Camry hybrids as replacements for Fleet ID 08-046 and 12-091. One vehicle will be used by a unit in the Services Division to conduct various law enforcement activities including, but not limited to, operations and investigations. The second vehicle will be assigned to the Social Services Lieutenant. The Social Services Lieutenant is subject to callout at all hours of the day. This vehicle will be used as a daily driver for this position and also used in the case for callouts.

A formal bid was issued with the following vendor response:

Vendor	Unit Price (without options)
Roseville Toyota Roseville, CA	**$60,835.14**

Sourcewell

The Public Works Department's Street Maintenance Division is purchasing one CAT CB34B-MB asphalt paving roller as a replacement for Fleet ID 06-643. The equipment is used by the paving crews to compact asphalt pavement surfaces and aggregate base materials.

Sole Source

The Public Works Department's Streets Maintenance Division is purchasing one Carlson CP85 asphalt paver as a replacement for Fleet ID 08-715. Sole source is necessary because Herrmann Equipment Inc. is the sole distributor of Carlson paving equipment in the State of California. The equipment is used by the paving crews to pave City streets in preparation for annual residential and arterial pavement resurfacing projects. The paver will also be used to maintain the City's bike trail system and City-owned parking lots.

Vehicle replacements are based on the Fleet Scoring System which considers factors such as age, mileage, reliability, prior maintenance and repair costs, and current condition. Below are the vehicle replacement scores. A score of 23 or more indicates the vehicle is eligible for replacement.

Fleet ID	Replacement Score	Vehicle Condition
08-046	26	Meets City replacement criteria
12-091	31	Meets City replacement criteria
06-643	23	Meets City replacement criteria
08-715	24	Meets City replacement criteria

FISCAL IMPACT

RFQ 10-3230
The total cost of one International construction truck including options and sales tax is $236,762.83. Funding is included in the FY2019-20 Automotive Replacement Fund budget.

RFQ 10-3232
The total cost of two Toyota Camry hybrids including options and sales tax is $60,835.14. Funding is included in the FY2019-20 Automotive Replacement Fund budget.

Sourcewell
The total cost of one CAT CB34B-MB asphalt paving roller including options and sales tax is $59,972.57. Funding is included in the FY2019-20 Automotive Replacement Fund budget.

Sole Source
The total cost of one Carlson CP85 asphalt paver including options and sales tax is $191,795.00. Funding is included in the FY2019-20 Automotive Replacement Fund budget.

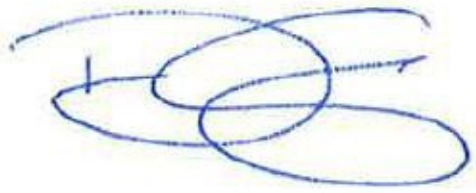
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. The purchase of vehicles and equipment meets the above criteria and is not subject to CEQA. No additional environmental review is required.

Respectfully Submitted,

Brian Craighead, Fleet Manager

Jason Shykowski, Public Works Director



_____
Dominick Casey, City Manager

ATTACHMENTS:
Description

COUNCIL COMMUNICATION

CC #: 0339
File #: 0203-12

Title: Ammunition - Sole Source Purchase Order
Contact: Randy Thompson 916-774-5099 rthompson2@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 7.3.

RECOMMENDATION TO COUNCIL

Authorize the issuance of a purchase order to Miwall Corporation for the purchase of Horady ammunition for an amount not to exceed $84,000.00.

BACKGROUND

The Police Department has an ongoing requirement for ammunition for its Police personnel. The purchase is for pistol, revolver, and rifle caliber rounds of ammunition to be used in Glock Model 22, 23 and 35 pistols, duty pistols, revolvers, AR-15 rifles, and Colt M-4's. These various weapons are used by the City's patrol officers, Regional SWAT team, and Animal Control officers. The Police Department continues to face delays in acquiring ammunition from vendors due to worldwide shortages of raw materials and an unprecedented demand from law enforcement, military, and civilian markets. Quoted delivery times of eight to seventeen months are now commonplace.

In addition to increased delivery delays and backorders, ammunition prices have continued to rise. The Police Department's current inventory of pistol ammunition is expected to last through this fiscal year. Ordering additional duty ammunition at this time will help inventory levels continue to meet training needs, and will secure pricing at current cost levels.

Hornady Ammunition has an exclusive distributorship agreement with Miwall Corporation in Northern California, and therefore is the City's only available source for the purchase of the Hornady ammunition.

FISCAL IMPACT

Total estimated cost of the ammunition is $84,000.00. Funding has been approved in the Police Department's FY2019-20 departmental budget.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not Applicable

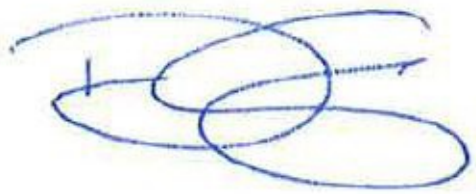
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. A purchase order for ammunition meets the above criteria and is not subject to CEQA. No additional environmental review is required.

Respectfully Submitted,

Shelly Bracco, Administrative Analyst

James Maccoun, Police Chief



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Dominick Casey, City Manager

ATTACHMENTS:

Description

Miwall Corporation Quote

Miwall Corporation

PO Box 2809
Grass Valley, CA 95945
P.530.273.1047
F.530.273.1107

Quote

Quote #: 3715
Account #: 0000023
Page: 1 of 1
Date: 7/10/2019

Bill To: City Of Roseville PD
Accounts Payable
311 Vernon St
Roseville, CA 95687
916-774-5099

Ship To: City Of Roseville
2075 Hilltop Circle
Roseville, CA 95747
916-774-5720

Reference: Request for quote
Comment: Randy Thompson

Rep	Item Lookup Code	Description	Quantity	Price	Extended
	90225	Horn 9mm 135gr +P FLX DUTY 50	1700	$19.00	$32,300.00
	91375	Horn 40 S&W 175gr FLX DUTY 50	600	$19.00	$11,400.00
	90925	Horn 45ACP +P220gr Crit Duty50	120	$23.00	$2,760.00
	8125C	Horn 5.56 62gr TAP BAR, 50	1060	$25.00	$26,500.00
	80725	HORN 308 Win 168gr ELDM TAP 20	263	$19.00	$4,997.00

Terms: Due Upon Receipt Unless Otherwise Noted
Thank You For Shopping Miwall Corp!
Past due invoices are subject to 1 1/2% per month finance charge

Sub Total	$77,957.00
Roseville Sales Tax 7.75	$6,041.67
Shipping Charge	$0.00
Total	$83,998.67
Change Due	$0.00

COUNCIL COMMUNICATION

CC #: 0348
File #: 1003

Title: Surplus Property Disposal
Contact: Troy Holt 916-746-1173 tgholt@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 7.4.

RECOMMENDATION TO COUNCIL

Recommend the City Council adopt a resolution to declare the following properties as surplus:

- 505 Royer Street (APN: 013-290-005-000)
- 300 Taylor Street (APN: 013-290-006-000)
- 503 Berry Street (APN: 015-100-058-000)
- 1701 Pleasant Grove Blvd. (APN: 017-162-074-000)
- 7250 Galilee Road (APN: 017-410-070-000)
- 7300 Galilee Road (APN: 017-410-020-000)
- 7400 Galilee Road (APN: 017-410-019-000)
- 8025 Industrial Avenue (APN: 017-410-068-000)
- 251 Sunrise Avenue (APN: 014-440-090-000)
- 1203 Gabrielli Drive (APN: 470-250-002-000), and
- 290 Conference Center Drive (APN: 363-011-086-000)

Additionally, recommend City Council adopt a finding that it is in the best interest of the City to dispose of properties located at 505 Royer Street, 300 Taylor Street, 503 Berry Street, 1701 Pleasant Grove Boulevard, 7250 Galilee Road, 7300 Galilee Road, 7400 Galilee Road, 8025 Industrial Avenue, 251 Sunrise Avenue, 1203 Gabrielli Drive, and 290 Conference Center Drive.

BACKGROUND

The City owns several parcels that are underutilized and there are no current identified future needs for these properties. See Attachment 1 for maps and information on each property. Sale of underutilized properties can generate quality developments that will result in new businesses, jobs and amenities and help fulfill the City's goal of economic sustainability.

According to Roseville Municipal Code §4.12.110(B), the City may dispose of real property without sealed bids..."pursuant to a finding by the city council that such disposition is in the city's best interest. Provided, however, that notice of the terms and conditions of such proposed sale or disposition pursuant to this subsection and the date of confirmation thereof shall be published in a newspaper of general circulation in the city at least 10 days prior to final approval and confirmation of the proposed sale or disposition. Such sales and dispositions shall be confirmed and approved

upon a four-fifths' affirmative vote of the city council."

Properties intended for surplus and sale include:

• 505 Royer Street (APN: 013-290-005-000), 300 Taylor Street (APN: 013-290-006-000) – these properties house the abandoned Placer Municipal Court building and parking lot. The building at 505 Royer Street was constructed in 1969 and was originally built as a courthouse, operating as such until January 2009. The building has been vacant since that time. The broker opinion of value for the combined parcels is $420,000.

• 503 Berry Street (APN: 015-100-058-000) – this parcel is currently under a use agreement with the organization What Would Jesus Do, Inc. until October 21, 2020. There has been interest to purchase the property from both an adjacent land owner and a private developer. The value of opinion for the parcel is up to $115,000.

• 1701 Pleasant Grove Blvd. (APN: 017-162-074-000) – this parcel has the potential for projects such as affordable housing. The Environmental Utilities Department has expressed interest in possibly locating a water well on a small portion of this property. Economic Development will work with Environmental Utilities regarding this interest. The broker opinion of value for the parcel is $475,000.

• 7250 Galilee Road (APN: 017-410-070-000), 7300 Galilee Road (APN: 017-410-020-000), 7400 Galilee Road (APN: 017-410-019-000), 8025 Industrial Avenue (APN: 017-410-068-000) – this group of adjacent properties has high commercial potential. The Environmental Utilities Department has expressed interest in possibly locating a water well on a small portion of one of these properties. Economic Development will work with Environmental Utilities regarding this interest. The broker opinion of value for the combined parcels is $1,750,000.

• 251 Sunrise Avenue (APN: 014-440-090-000) – this parcel has commercial potential, perhaps a drive-through fast food restaurant or an electric vehicle charging facility. The broker opinion of value for the parcel is $300,000.

• 1203 Gabrielli Drive (APN: 470-250-002-000) – this parcel is currently utilized by the Lion's Club; however the lease with the club has expired. Previous lease agreements indicated that the Lion's Club owns the Community Center building on the parcel and leases the land from the City. Declaring the property surplus would allow the Lion's Club to purchase the parcel if they choose. The broker opinion of value for the parcel is $20,000.

• 290 Conference Center Drive (APN: 363-011-086-000) – this parcel is 11 acres in size and is currently undeveloped. The site has commercial/business professional land use and commercial zoning, and has utility and traffic capacity for up to 500,000 square feet of conference center/hotel or professional office development potential. Building height up to ten stories is permitted. The broker opinion of value for the parcel is $5 million to $6 million.

If the City Council declares the parcels surplus, the next step will be to notify other public agencies (schools, parks, and affordable housing providers), as required by California Government Code Section 54222 (Surplus Land Act). Those agencies will have the first option to negotiate the purchase of the properties. If none of the notified agencies express interest within 60 days, the properties may be sold or otherwise disposed of in the best interest of the City.

Purchase and sale agreements will be negotiated for each of the above properties and then

brought back to the City Council for authorization.

FISCAL IMPACT

There are no costs or fiscal impacts associated with this request. The action to deem property surplus does not directly have a fiscal impact on the City's budget. However, the development or redevelopment of the subject sites will result in reinvestment of money into the community and will result in opportunities for additional revenue that includes increased sales tax, higher property tax revenue and job growth. As previously noted, purchase and sale agreements for future property sales will be brought back to Council for review and approval identifying the direct fiscal benefit to the City of that property sale.

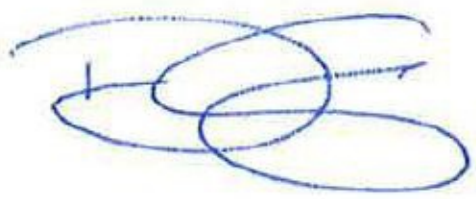
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. Declaring these properties as surplus meets the above criteria and is not subject to CEQA. Therefore, no additional environmental review is required at this time. The sale of surplus property is categorically exempt from CEQA as a Class 12 Exemption (State CEQA Guidelines Section 15312). Thus, when Council considers purchase and sale agreements at a later date(s), the appropriate exemption will be prepared.

Respectfully Submitted,

Troy Holt, Management Analyst

Laura Matteoli, Economic Development Director



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-447

Property Maps and Reports

RESOLUTION NO. 19-447

DECLARING 505 ROYER STREET, 300 TAYLOR STREET, 503 BERRY STREET, 1701 PLEASANT GROVE BOULEVARD, 7250 GALILEE ROAD, 7300 GALILEE ROAD, 7400 GALILEE ROAD, 8025 INDUSTRIAL AVENUE, 251 SUNRISE AVENUE, 1203 GABRIELLI DRIVE, AND 290 CONFERENCE CENTER DRIVE AS SURPLUS PROPERTY

WHEREAS, the City owns several parcels that are underutilized and there are no current identified future needs for these properties; and

WHEREAS, the sale of underutilized properties can generate quality developments that will result in new businesses, jobs and amenities and help fulfill the City's goal of economic sustainability; and

WHEREAS, according to Roseville Municipal Code §4.12.110(B), the City may dispose of real property without sealed bids… "pursuant to a finding by the city council that such disposition is in the city's best interest…"; and

WHEREAS, staff recommends City Council declare the following properties as surplus:

- 505 Royer Street (APN: 013-290-005-000)
- 300 Taylor Street (APN: 013-290-006-000)
- 503 Berry Street (APN: 015-100-058-000)
- 1701 Pleasant Grove Blvd. (APN: 017-162-074-000)
- 7250 Galilee Road (APN: 017-410-070-000)
- 7300 Galilee Road (APN: 017-410-020-000)
- 7400 Galilee Road (APN: 017-410-019-000)
- 8025 Industrial Avenue (APN: 017-410-068-000)
- 251 Sunrise Avenue (APN: 014-440-090-000)
- 1203 Gabrielli Drive (APN: 470-250-002-000), and
- 290 Conference Center Drive (APN: 363-011-086-000)

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Roseville finds and declares the properties listed above as surplus; and

BE IT FURTHER RESOLVED that the Council of the City of Roseville finds that it is in the best interest of the City to dispose of the properties listed above.

PASSED AND ADOPTED by the Council of the City of Roseville this____day of _____, 20_, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

505 ROYER STREET AND 300 TAYLOR STREET

THE INFORMATION DEPICTED IN THIS MAP HAS BEEN GATHERED FROM SOURCES DEEMED RELIABLE. THOUGH WE DO NOT DOUBT ITS ACCURACY, WE DO NOT GUARANTEE IT. NOTE PROPERTY DESIGNATION ARE APPROXIMATE

Property Report

Asessor's Parcel Number: 013-290-005-000 **09/16/2019**

Situs Address	Owner Address
505 ROYER ST ROSEVILLE, CA 95678	ROSEVILLE CITY OF 311 VERNON ST ROSEVILLE CA 95678

Secondary Addresses

Location

Neighborhood Association:	FOLSOM ROAD
Elementary School District:	ROSEVILLE ELEMENTARY SCHOOL DISTRICT
High School District:	ROSEVILLE JOINT UNION HIGH SCHOOL DISTRICT

General Planning

Project Stage:	
Subdivision:	ORIGINAL ROSEVILLE
Subdivision Code:	577
302 Number:	302-024
Lot Number:	
Redevelopment Area:	MAIN
Redevelopment Dist:	VERNON
Existing Use:	GOVERNMENT
Existing Use Class:	PUBLIC QUASI-PUBLIC INSTITUTIONAL

Characteristics

Lot Area (Sq Ft):	16,425
Lot Area (Acres):	0.38
Lot Perimeter (Ft):	519
Developed Bldg (Sq Ft):	
Undeveloped Bldg (Sq Ft):	
Potential Bldg (Sq Ft):	
Developed Buildings:	
Developed Units:	
Undeveloped Units:	
Potential Units:	

*Primary Planning Area	*Primary Parcel Number	*Primary Zoning	*Primary Landuse
Downtown Specific Plan	DT-7	CMU/SA-DT CMU/FF/SA-DT	CC-27.4

**The Zoning and Land Use designations provided in this property report are limited to the primary designations associated with this parcel, and are not necessarily the only applicable designations for this property. Please refer to the map display or an official Zoning and/or Land Use map to determine any subordinate designation applicable to this parcel. Visit http://www.roseville.ca.us/zonlu11 for detailed landuse and zoning code information.*

Disclaimer: This document was prepared for general inquiries only. The City of Roseville gains access from multi-jurisdictional databases and is not liable for errors or omissions that might occur. Official information concerning specific parcels should be obtained from recorded or adopted City documents.

Property Report

Asessor's Parcel Number: 013-290-006-000 **09/16/2019**

Situs Address	Owner Address
300 TAYLOR ST ROSEVILLE, CA 95678	ROSEVILLE CITY OF 311 VERNON ST ROSEVILLE CA 95678

Secondary Addresses

Location

Neighborhood Association:	FOLSOM ROAD
Elementary School District:	ROSEVILLE ELEMENTARY SCHOOL DISTRICT
High School District:	ROSEVILLE JOINT UNION HIGH SCHOOL DISTRICT

General Planning

Project Stage:	
Subdivision:	ORIGINAL ROSEVILLE
Subdivision Code:	577
302 Number:	302-024
Lot Number:	
Redevelopment Area:	MAIN
Redevelopment Dist:	VERNON
Existing Use:	PARKING LOT
Existing Use Class:	OTHER

Characteristics

Lot Area (Sq Ft):	34,053
Lot Area (Acres):	0.78
Lot Perimeter (Ft):	809
Developed Bldg (Sq Ft):	
Undeveloped Bldg (Sq Ft):	
Potential Bldg (Sq Ft):	
Developed Buildings:	
Developed Units:	
Undeveloped Units:	
Potential Units:	

*Primary Planning Area	*Primary Parcel Number	*Primary Zoning	*Primary Landuse
Downtown Specific Plan	DT-7	CMU/FF/SA-DT CMU/SA-DT	CC-27.4

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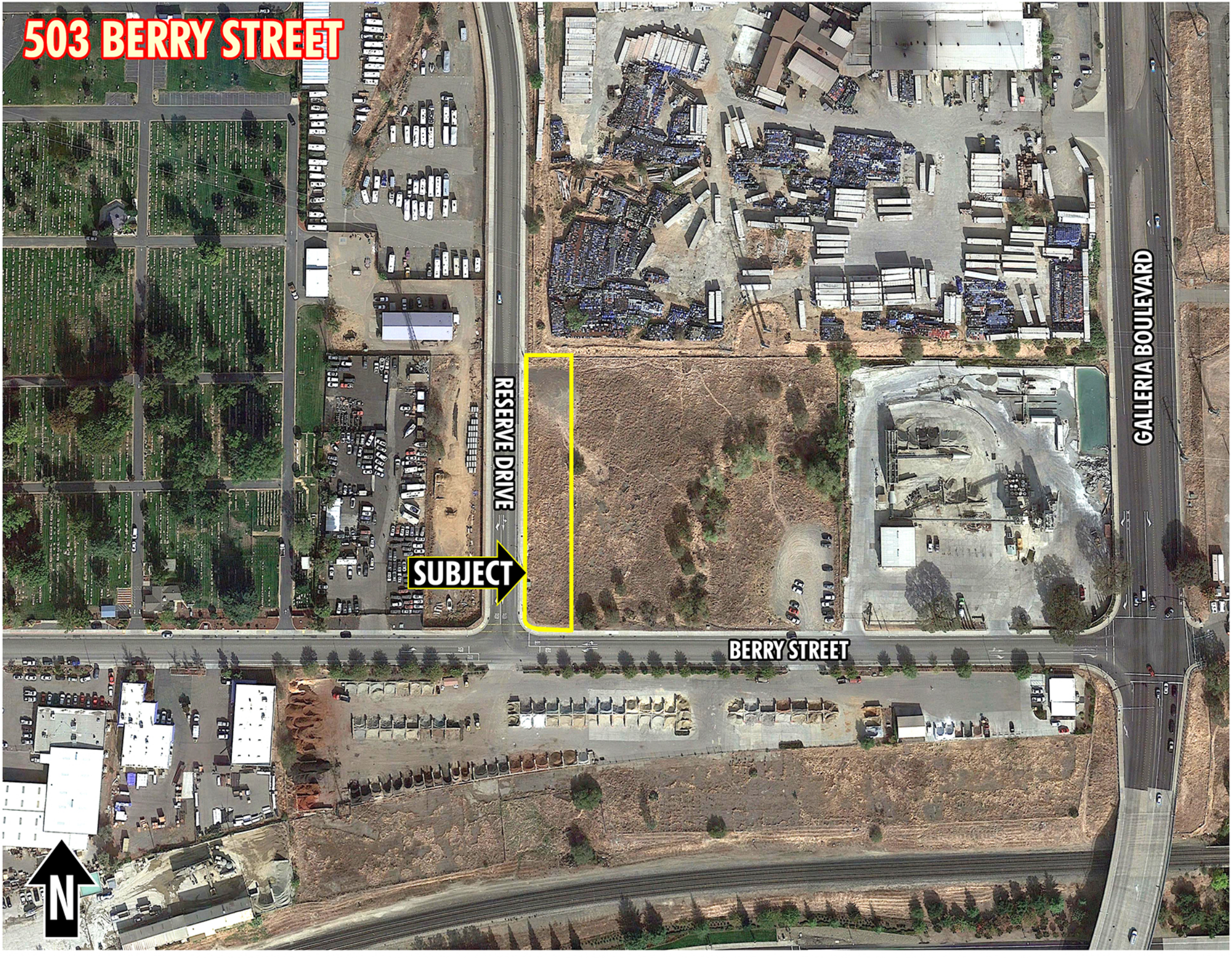

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Property Report

Asessor's Parcel Number: 015-100-058-000 **09/16/2019**

Situs Address	Owner Address
503 BERRY ST ROSEVILLE, CA 95678	ROSEVILLE CITY OF 311 VERNON ST ROSEVILLE CA 95678

Secondary Addresses

Location

Neighborhood Association:	HARDING
Elementary School District:	ROSEVILLE ELEMENTARY SCHOOL DISTRICT
High School District:	ROSEVILLE JOINT UNION HIGH SCHOOL DISTRICT

General Planning		Characteristics	
Project Stage:		Lot Area (Sq Ft):	53,473
Subdivision:		Lot Area (Acres):	1.23
Subdivision Code:		Lot Perimeter (Ft):	1,130
302 Number:		Developed Bldg (Sq Ft):	
Lot Number:	A	Undeveloped Bldg (Sq Ft):	
Redevelopment Area:	MAIN	Potential Bldg (Sq Ft):	
Redevelopment Dist:		Developed Buildings:	
Existing Use:	EASEMENT OR RIGHT OF WAY	Developed Units:	
Existing Use Class:	OTHER	Undeveloped Units:	
		Potential Units:	

*Primary Planning Area	*Primary Parcel Number	*Primary Zoning	*Primary Landuse
Infill	267	M2	LI

**The Zoning and Land Use designations provided in this property report are limited to the primary designations associated with this parcel, and are not necessarily the only applicable designations for this property. Please refer to the map display or an official Zoning and/or Land Use map to determine any subordinate designation applicable to this parcel. Visit http://www.roseville.ca.us/zonlu11 for detailed landuse and zoning code information.*

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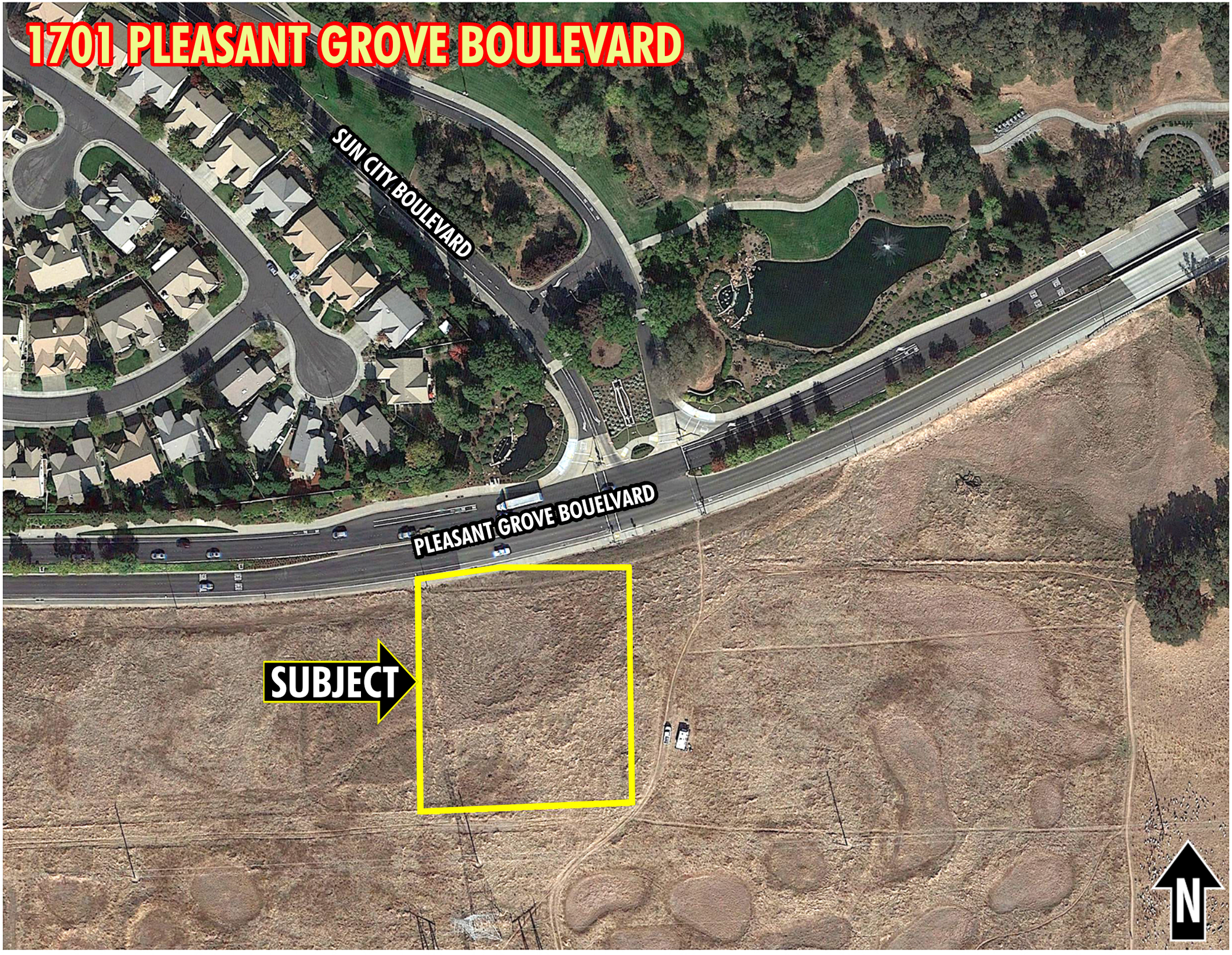

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Property Report

Asessor's Parcel Number: 017-162-074-000 **09/16/2019**

Situs Address	Owner Address
1701 PLEASANT GROVE BL ROSEVILLE, CA 95747	ROSEVILLE CITY OF 2000 HILLTOP CIR ROSEVILLE CA 95747

Secondary Addresses

Location

Neighborhood Association:	JUNCTION WEST
Elementary School District:	DRY CREEK JOINT ELEMENTARY SCHOOL DISTRICT
High School District:	ROSEVILLE JOINT UNION HIGH SCHOOL DISTRICT

General Planning		Characteristics	
Project Stage:		Lot Area (Sq Ft):	67,855
Subdivision:		Lot Area (Acres):	1.56
Subdivision Code:		Lot Perimeter (Ft):	1,036
302 Number:		Developed Bldg (Sq Ft):	
Lot Number:	72	Undeveloped Bldg (Sq Ft):	
Redevelopment Area:		Potential Bldg (Sq Ft):	
Redevelopment Dist:		Developed Buildings:	
Existing Use:	PUBLIC QUASI-PUBLIC POTENTIAL	Developed Units:	
Existing Use Class:	VACANT	Undeveloped Units:	
		Potential Units:	

*Primary Planning Area	*Primary Parcel Number	*Primary Zoning	*Primary Landuse
North Roseville Specific Plan	WW-72	P/QP	P/QP

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7400 GALILEE ROAD

Includes 7250 Galilee Road, 7300 Galilee Road, 7400 Galilee Road, 8025 Industrial Avenue

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Property Report

Asessor's Parcel Number: 017-410-070-000 **09/16/2019**

Situs Address	Owner Address
7250 GALILEE RD ROSEVILLE, CA 95678	CITY OF ROSEVILLE 311 VERNON ST ROSEVILLE CA 95678

Secondary Addresses

Location

Neighborhood Association:	INDUSTRIAL AREA EAST
Elementary School District:	ROSEVILLE ELEMENTARY SCHOOL DISTRICT
High School District:	ROSEVILLE JOINT UNION HIGH SCHOOL DISTRICT

General Planning

Project Stage:	
Subdivision:	DIAMOND PLAZA
Subdivision Code:	586
302 Number:	302-340
Lot Number:	
Redevelopment Area:	
Redevelopment Dist:	
Existing Use:	INDUSTRIAL POTENTIAL
Existing Use Class:	VACANT

Characteristics

Lot Area (Sq Ft):	13,756
Lot Area (Acres):	0.32
Lot Perimeter (Ft):	674
Developed Bldg (Sq Ft):	
Undeveloped Bldg (Sq Ft):	
Potential Bldg (Sq Ft):	
Developed Buildings:	
Developed Units:	
Undeveloped Units:	
Potential Units:	

*Primary Planning Area	*Primary Parcel Number	*Primary Zoning	*Primary Landuse
North Industrial Plan Area	29	GC	CC

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Property Report

Asessor's Parcel Number: 017-410-020-000 **09/16/2019**

Situs Address	Owner Address
7300 GALILEE RD ROSEVILLE, CA 95678	CITY OF ROSEVILLE 311 VERNON ST ROSEVILLE CA 95678

Secondary Addresses

Location

Neighborhood Association:	INDUSTRIAL AREA EAST
Elementary School District:	ROSEVILLE ELEMENTARY SCHOOL DISTRICT
High School District:	ROSEVILLE JOINT UNION HIGH SCHOOL DISTRICT

General Planning

Project Stage:	
Subdivision:	DIAMOND PLAZA
Subdivision Code:	586
302 Number:	302-340
Lot Number:	10
Redevelopment Area:	
Redevelopment Dist:	
Existing Use:	COMMERCIAL POTENTIAL
Existing Use Class:	VACANT

Characteristics

Lot Area (Sq Ft):	87,176
Lot Area (Acres):	2.00
Lot Perimeter (Ft):	1,181
Developed Bldg (Sq Ft):	
Undeveloped Bldg (Sq Ft):	
Potential Bldg (Sq Ft):	
Developed Buildings:	
Developed Units:	
Undeveloped Units:	
Potential Units:	

*Primary Planning Area	*Primary Parcel Number	*Primary Zoning	*Primary Landuse
North Industrial Plan Area	29	GC	CC

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Property Report

Asessor's Parcel Number: 017-410-019-000 **09/16/2019**

Situs Address	Owner Address
7400 GALILEE RD ROSEVILLE, CA 95678	CITY OF ROSEVILLE 311 VERNON ST ROSEVILLE CA 95678

Secondary Addresses

Location

Neighborhood Association:	INDUSTRIAL AREA EAST
Elementary School District:	ROSEVILLE ELEMENTARY SCHOOL DISTRICT
High School District:	ROSEVILLE JOINT UNION HIGH SCHOOL DISTRICT

General Planning

Project Stage:	
Subdivision:	DIAMOND PLAZA
Subdivision Code:	586
302 Number:	302-340
Lot Number:	9
Redevelopment Area:	
Redevelopment Dist:	
Existing Use:	COMMERCIAL POTENTIAL
Existing Use Class:	VACANT

Characteristics

Lot Area (Sq Ft):	100,428
Lot Area (Acres):	2.31
Lot Perimeter (Ft):	1,250
Developed Bldg (Sq Ft):	
Undeveloped Bldg (Sq Ft):	
Potential Bldg (Sq Ft):	
Developed Buildings:	
Developed Units:	
Undeveloped Units:	
Potential Units:	

*Primary Planning Area	*Primary Parcel Number	*Primary Zoning	*Primary Landuse
North Industrial Plan Area	29	GC	CC

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Property Report

Asessor's Parcel Number: 017-410-068-000 **09/16/2019**

Situs Address	Owner Address
8025 INDUSTRIAL AV ROSEVILLE, CA 95678	CITY OF ROSEVILLE 311 VERNON ST ROSEVILLE CA 95678

Secondary Addresses

Location

Neighborhood Association:	INDUSTRIAL AREA EAST
Elementary School District:	ROSEVILLE ELEMENTARY SCHOOL DISTRICT
High School District:	ROSEVILLE JOINT UNION HIGH SCHOOL DISTRICT

General Planning

Project Stage:	
Subdivision:	
Subdivision Code:	
302 Number:	
Lot Number:	
Redevelopment Area:	
Redevelopment Dist:	
Existing Use:	RESIDENTIAL POTENTIAL
Existing Use Class:	VACANT

Characteristics

Lot Area (Sq Ft):	98,356
Lot Area (Acres):	2.26
Lot Perimeter (Ft):	1,406
Developed Bldg (Sq Ft):	
Undeveloped Bldg (Sq Ft):	
Potential Bldg (Sq Ft):	
Developed Buildings:	
Developed Units:	
Undeveloped Units:	
Potential Units:	

*Primary Planning Area	*Primary Parcel Number	*Primary Zoning	*Primary Landuse
North Industrial Plan Area	29	GC	CC

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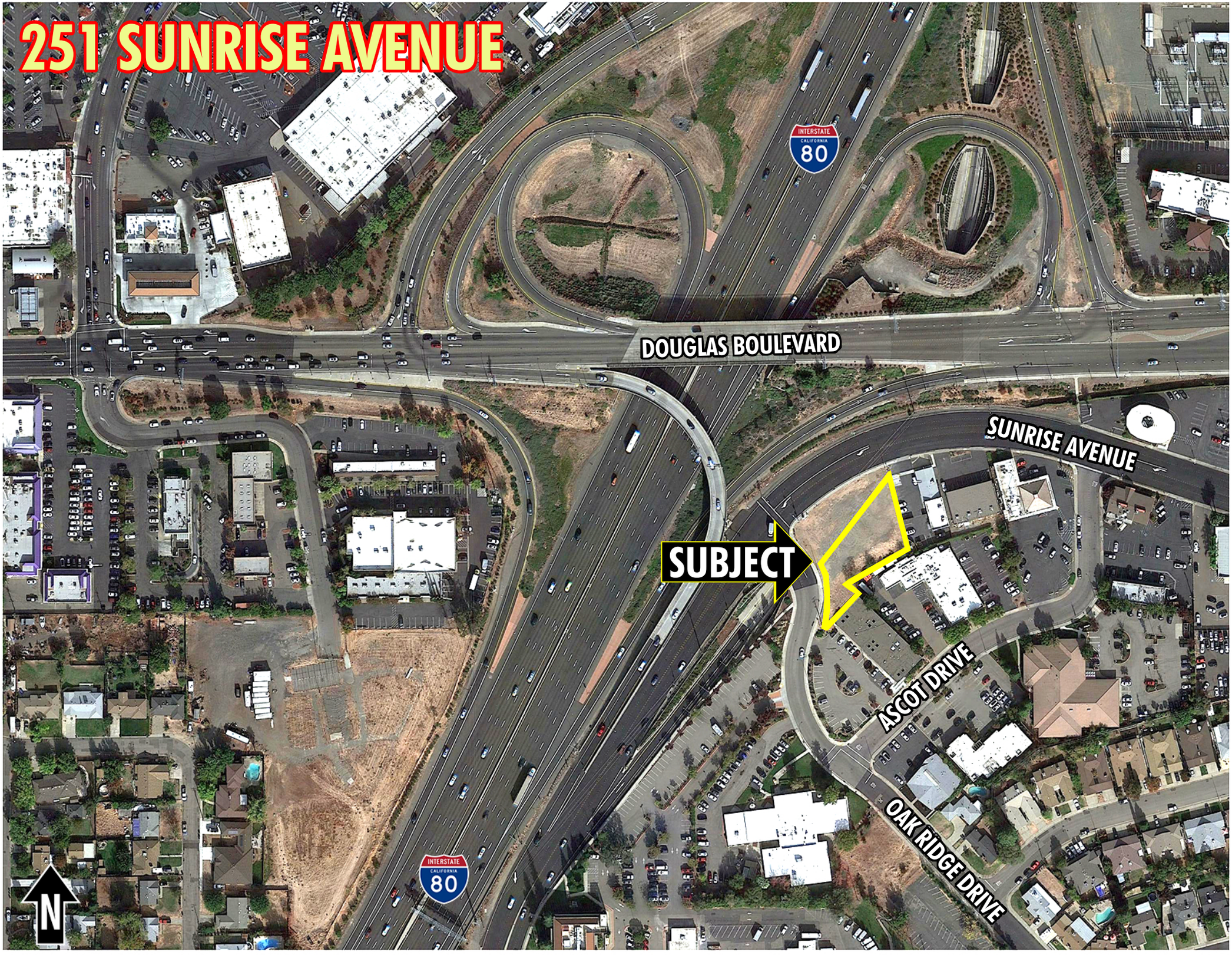

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Property Report

Asessor's Parcel Number: 014-440-090-000 **09/16/2019**

Situs Address	Owner Address
251 SUNRISE AV ROSEVILLE, CA 95661	ROSEVILLE CITY OF 311 VERNON ST ROSEVILLE CA 95678

Secondary Addresses

259 SUNRISE AV 261 SUNRISE AV

Location

Neighborhood Association:	SIERRA GARDENS
Elementary School District:	ROSEVILLE ELEMENTARY SCHOOL DISTRICT
High School District:	ROSEVILLE JOINT UNION HIGH SCHOOL DISTRICT

General Planning		Characteristics	
Project Stage:		Lot Area (Sq Ft):	16,728
Subdivision:		Lot Area (Acres):	0.38
Subdivision Code:		Lot Perimeter (Ft):	671
302 Number:		Developed Bldg (Sq Ft):	
Lot Number:		Undeveloped Bldg (Sq Ft):	
Redevelopment Area:		Potential Bldg (Sq Ft):	
Redevelopment Dist:		Developed Buildings:	
Existing Use:	EASEMENT OR RIGHT OF WAY	Developed Units:	
Existing Use Class:	OTHER	Undeveloped Units:	
		Potential Units:	

*Primary Planning Area	*Primary Parcel Number	*Primary Zoning	*Primary Landuse
Infill	191	NC	CC
	238		BP

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Property Report

Asessor's Parcel Number: 470-250-002-000 **09/16/2019**

Situs Address	Owner Address
1203 GABRIELLI DR ROSEVILLE, CA 95661	ROSEVILLE CITY OF 311 VERNON ST STE 200 ROSEVILLE CA 95678

Secondary Addresses

Location

Neighborhood Association:	CIRBY RANCH
Elementary School District:	ROSEVILLE ELEMENTARY SCHOOL DISTRICT
High School District:	ROSEVILLE JOINT UNION HIGH SCHOOL DISTRICT

General Planning		Characteristics	
Project Stage:		Lot Area (Sq Ft):	7,416
Subdivision:		Lot Area (Acres):	0.17
Subdivision Code:		Lot Perimeter (Ft):	367
302 Number:		Developed Bldg (Sq Ft):	
Lot Number:	B	Undeveloped Bldg (Sq Ft):	
Redevelopment Area:		Potential Bldg (Sq Ft):	
Redevelopment Dist:		Developed Buildings:	
Existing Use:	CLUB	Developed Units:	
Existing Use Class:	PARK AND RECREATIONAL	Undeveloped Units:	
		Potential Units:	

*Primary Planning Area	*Primary Parcel Number	*Primary Zoning	*Primary Landuse
Infill	367	R1	P/QP

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290 Conference Center Drive
The Home Depot
Party City
Home Consignment Center - Roseville
Stanford Ranch
McDonald's
The Terraces at Highland Reserve
Guitar Center
Total Wine & More
Five Star Blvd
JOANN Fabrics and Crafts
Costco Wholesale
Staples
Harold T. Bizz Johnson Expy
FlexCare Medical Staffing
Venu at Galleria Condominium Rentals
Gibson Dr
Roseville Bypass
Galleria Blvd
Roseville Pkwy
Alden Way
Alden Ct
Conference Center Dr
Hyatt Place Sacramento/Roseville
Galleria Cir

Property Report

Asessor's Parcel Number: 363-011-086-000 **09/16/2019**

Situs Address	Owner Address
290 CONFERENCE CENTER DR ROSEVILLE, CA 95678	ROSEVILLE CITY OF 311 VERNON ST ROSEVILLE CA 95678

Secondary Addresses

280 CONFERENCE CENTER DR	300 CONFERENCE CENTER DR	310 CONFERENCE CENTER DR

Location

Neighborhood Association:	HARDING
Elementary School District:	ROSEVILLE ELEMENTARY SCHOOL DISTRICT
High School District:	ROSEVILLE JOINT UNION HIGH SCHOOL DISTRICT

General Planning

Project Stage:	BEING PROCESSED
Subdivision:	
Subdivision Code:	
302 Number:	
Lot Number:	
Redevelopment Area:	
Redevelopment Dist:	
Existing Use:	BUSINESS POTENTIAL
Existing Use Class:	VACANT

Characteristics

Lot Area (Sq Ft):	479,940
Lot Area (Acres):	11.02
Lot Perimeter (Ft):	3,114
Developed Bldg (Sq Ft):	
Undeveloped Bldg (Sq Ft):	
Potential Bldg (Sq Ft):	210000
Developed Buildings:	
Developed Units:	
Undeveloped Units:	
Potential Units:	

*Primary Planning Area	*Primary Parcel Number	*Primary Zoning	*Primary Landuse
North Central Roseville Specific Plan	40	CC/SA-NC	BP/CC

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COUNCIL COMMUNICATION

CC #: 0342
File #: 0110 & 0103-34-02 & 0216-02

Title:	Community Needs Assessment - Professional Services Agreement
Contact:	Troy Holt 916-746-1173 tgholt@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 7.5.

RECOMMENDATION TO COUNCIL

Recommend the City Council adopt a resolution approving a professional services agreement with Koné Consulting, LLC to conduct a Community Needs Assessment (CNA) for the purpose of guiding the use of Citizens Benefit Funds (CBF) and Roseville Employees Annual Charitable Hearts (REACH) funds, and authorizing the City Manager to execute it.

BACKGROUND

The City Council and the Grants Advisory Commission have engaged in previous discussions about the need for a Community Needs Assessment (CNA), as a means for guiding the use of Citizens Benefit Funds (CBF) and Roseville Employees Annual Charitable Hearts (REACH) funds. This need has become more prevalent as the policies for the grant program have removed the grant limits, focused giving on fewer larger grants for increased collaboration and greater community impact, and more closely measuring community outcomes and data. The Grants Advisory Commission reopened the discussion of identifying community needs and establishing a more transparent ranking for future grant funding cycles.

In 2013, the City prepared a Historical Assessment of the Roseville Grant Program, see Attachment 1. The Historical Assessment evaluated the program since inception and made future recommendations to staff for continued implementation of the program. Phase 1 included a historical assessment of the grant process including agencies funded, how many years, how many consecutive years, total awards for each recipient and years requested vs. years granted. Phase 2 was a recommendation that the City have a Community Needs Assessment prepared that comprehensively evaluated community needs, along with nonprofit and grant funding sources.

The City Council gave direction on May 15, 2019 to move forward with the CNA and approved CBF grant funding in the amount of $17,803 for consultant services in the preparation of the CNA.

On August 9, 2019, the City Manager's Office released a Request for Proposals (RFP) resulting in the receipt of two (2) proposals. The proposals were reviewed by an evaluation committee that included internal staff and a former member of the Grants Advisory Commission. The evaluation

committee selected Koné Consulting, LLC for recommendation to the City Council.

As previously mentioned, the CNA is the second phase of work recommended within the 2013 Historical Assessment. The CNA will be used to develop recommendations for a Grants Strategic Plan and brought forward to the City Council for review and approval in early spring 2020. The Strategic Plan and recommendations would be implemented in the FY2021/22 grant funding cycle.

The Community Needs Assessment will include the following sections:

1. Serial Requests – re-visit the policy of awarding funds to a single organization on a regular/annual basis.
2. Focus Years – policy discussion and recommendation on establishing focus years where grant funding would be directed towards a single cause or focused set of causes.
3. Measures of Success – policy discussion and recommendation on an appropriate set of metrics (transactional/ quantitative, transformational/qualitative, etc.) to be used in measuring the impact and the benefits of grant awards on the community.
4. Money Available for Grants – policy discussion and recommendation regarding opportunities to increase yearly grant funds (e.g. solicit businesses, fundraise, etc.).
5. Administrative Costs – policy discussion and recommendation on whether the administrative costs of administering the Grant Program be supported by the General Fund or covered by Grant funds.
6. Identify ways to improve efficiencies and determine effectiveness of grant funding.
7. Explore the use of funding priorities, and make recommendations for those priorities.
8. Define how to measure success of the grant program.
9. Scope and Ranking Methodology:
A. Review and update the grants categories, looking for opportunities to streamline (building on previous work). Determine methodology based on local community needs, local organizational needs, limited funding, goal of fewer larger grants that make a greater impact, and goal to serve needs across the community.
B. Include an assessment and recommendation regarding “transactional metrics,” and “transformational metrics” as discussed on page 15 of the Historical Assessment of the Roseville Grant Program 2013.
C. Review options for funding by categories, rotating annually on focus areas and/or setting aside percentages of funds to each category.

As part of the CNA process, Koné Consulting, LLC will conduct outreach that includes meeting with non-profit groups and interested community groups, along with the five City Council Members and seven Grants Advisory Commission Members. Those meetings are expected to occur in October and November 2019.

The final report is scheduled for presentation to the City Council on April 1, 2020.

FISCAL IMPACT

The professional services agreement contains a not-to-exceed amount of $45,000, which is proposed to come from a combination of sources that include an allocation of $17,803 in FY2019-20 Citizens' Benefit Trust funds, with the remaining $27,197 to come from General Fund Contingency. The General Fund will be then reimbursed by a FY 2020-21 allocation from the

Citizens' Benefit Trust Fund.

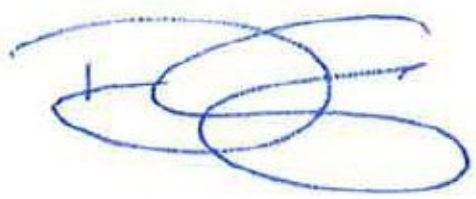
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. Staff's request to hire a professional Community Needs Assessment consultant meets the above criteria and is not subject to CEQA. No additional environmental review is required.

Respectfully Submitted,

Troy Holt, Management Analyst

Laura Matteoli, Economic Development Director



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

2013 Historical Assessment of the Citizens Benefit Fund (CBF) Grants

Resolution No. 19-444

Professional Services Agreement

CITY OF ROSEVILLE CALIFORNIA

Historical Assessment of the Roseville Grant Program 2013

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History

The purpose of this report is to provide a comprehensive historical assessment of the grant program to show what has occurred over the 19 year history of the program. A historical report provides context and a shared understanding as a basis for discussions on the future of the program.

Purpose of Grant Program

The grant program was established in 1993 with the creation of the Citizens' Benefit Fund. The purpose of the of the Citizens' Benefit Fund is to assist the City Council in improving the quality of life for the citizens in the City of Roseville. The first grants were awarded in 1994.

Citizens Benefit Fund

The City of Roseville Citizens' Benefit Fund (CBF) is truly one of the unique assets that sets Roseville apart from other communities in California. The CBF was established in 1993 following the sale of the city-owned Roseville Hospital to Sutter Health for $14.8 million and the proceeds from the sale of the 225-bed facility were placed in a trust. A portion of the interest earned each year is available for grants. Each year, upon recommendation of the Roseville Grants Advisory Commission and approval of the City Council, up to ninety percent of the interest is distributed to non-profit organizations that improve the quality of life for Roseville citizens. The remaining ten percent is retained in the principal account. The total amount of CBF Funds awarded to date is: **$13,235,674**.

In June 2005, Citizens Benefit Trust Fund (CBF) received a charitable donation in the amount $600,000. The amount was added to the principal balance of the trust and a portion of the interest earned is included in the total available for grants.

Since the establishment of the Citizens Benefit Fund, two other funding sources have augmented the grant program, the Roseville Employees Annual Charitable Hearts (REACH) and the Roseville Automall Community Fund.

REACH Fund

The Roseville Employees Annual Charitable Hearts Fund (R.E.A.C.H.) is a community giving fund created through the generosity of Roseville employees and retirees. The REACH fund was created in 2002 as a mechanism for charitable giving by the City's employees. These employee-donated funds are dispersed to local charitable organizations that serve youth, seniors and families in the South Placer County region. The R.E.A.C.H. Fund also accepts private donations from individuals or businesses. Corporate donors with multi-year commitments have included: First Northern Bank, Roseville Automall Association, Westfield Galleria at Roseville and NEC Electronics America, Inc. REACH is broader geographically but somewhat narrower in scope than the Citizens' Benefit Fund.

Since being established in 2002, the REACH Funds have contributed an additional **$460,889** in grant funding.

In addition, the grant program received $45,000 from option payments made by the now-bankrupt Enron North America Company to the City as part of an agreement to develop a power plant west of Roseville. The funds were available to non-profit and public agencies serving youth and/or seniors in Placer County. The Enron funds were a one-time payment that was available for distribution only in 2004. Since the City already had a process to disburse grant funds (Roseville Grants Advisory Commission) it was decided that the same process would be used to distribute the Enron grants. The Enron funds are not reflected in any accumulative totals for REACH or Citizens' Benefit Fund in this report since they were a separate funding source and not ongoing in nature.

Automall Funds

The Roseville Automall Community Fund was established in late 2005 with the first of five annual donations of $50,000 from the Roseville Automall Association to benefit local non-profit organizations. The Roseville Automall Association's donation is the largest corporate donation received by the City of Roseville. The Roseville City Council established the Roseville Automall Community Fund and has directed the Roseville Grants Advisory Commission to review grant applications to ensure the funds are dispersed according to the criteria set by the City Council and Roseville Automall Association. Since its establishment in 2005, the Automall Fund has contributed an additional **$250,000** to be awarded by the City's grant program.

Grant Eligibility

All grant requests must meet the minimum eligibility requirements. Applicants who are interested in receiving a grant are required to submit an application. All non-profit 501(c)(3) or 501(c)(4) organizations are eligible for CBF funds. Organizations may be physically located outside City, but grant monies must be used to benefit Roseville citizens. The *Citizens' Benefit Fund Funding Guidelines* are included with this report as Appendix A.

Public agencies, schools, and non-profit 501(c)(3) or 501(c)(4) organizations are eligible for REACH funds. The REACH committee, comprised of employees from every department in the City, determined that funds are to benefit youth, families and seniors in Placer County. Grants from the REACH fund will not be made for religious or sectarian purposes. Based on funding availability, grants are considered up to a maximum of $2,500. The *REACH Funding Guidelines* are included with this report as Appendix B.

When the Automall Fund existed, the eligibility requirements for Automall funds were the same as those for the REACH funds.

Table 1 is a summary of the number of grant applications received and funded by year since the program started.

Table 1. All Grant Applications Received and Funded (1994-2013)

Year	Applications Submitted*	Applications Funded*	% of Applications Funded
2012-2013	63	49	78%
2011-2012	66	50	76%
2010-2011	67	45	68%
2009-2010	62	35	56%
2008-2009	56	34	61%
2007-2008	63	35	56%
2006-2007	65	40	62%
2005-2006	34	29	85%
2004-2005	34	21	62%
2003-2004	47	22	47%
2002-2003	48	25	52%
2001-2002	58	26	45%
2000-2001	60	30	50%
1999-2000	86	40	47%
1998-1999	68	54	79%
1997-1998	56	27	48%
1996-1997	63	34	54%
1995-1996	43	22	51%
1994-1995	45	21	47%
Totals	1,084	639	59%

*****Includes CBF, REACH, Enron and Automall applications

Funding History

At the end of the 2011/2012 funding cycle, the total amount of funding awarded by the grants program from all three funding sources was**: $14,089,451.** This money has been spread over 125 different charitable organizations through its 19 year history. This section of the report evaluates the funding history of the program.

Funding Overview

The largest funding source in the grant program is the Cititzens' Benefit Fund (CBF). Every year, the Finance Department reports estimates of CBF interest earnings, the amount of money added back into the principal (10%), the amount of money available for grant awards (90%), actual disbursements (approved awards), Council Special Requests, and the actual amount available for distribution (ending balance). The funding history shown in Table 2 shows the funding history of the CBF as maintained by the City Finance Department.

Table 2 shows that disbursement frequently does not match interest earnings. In some years, disbursements were less than the money available for grants, and in other years disbursements exceed the annual interest. The reason for this is two-fold. One reason is that true-ups or actual money spent vs. money awarded are not factored into the interest revenue estimates. The factors creating the difference between estimates and actual stem from:

- Amortization of premiums: The trust purchased high coupon bonds in a low yielding market. The process of amortizing the premiums paid for the bonds was not done until FY04. The fund was donating money based on the coupon rate rather than the actual yield being earned.
- Trading activity led to actual interest earnings to fall below original estimates. With an increase in rates, opportunities to pick up yield have been advantageous to the fund. However, this trading practice makes the fund take a loss in the current period only to recapture (and gain) additional interest revenues in future cash flow periods.

The second reason is that organizations frequently do not spend all of the money allocated and return portions of it. So the ending balance doesn't line up with the disbursements.

In December 2008, the Federal Reserve moved the Fed Funds rate (interest rate at which institutions actively trade balances) to 0-.25%. More importantly, the Federal Reserve anticipates the Fed Funds rate to remain at 0-.25% for several more years. This caused the yield curve to decline significantly from prior years and anticipated rates will remain low for quite some time. While the CBF portfolio has been able to lag the market, the days of 3-5% returns are gone. As CBF investments mature, they will be reinvested at much lower rates (less than 1%). This means the money available for CBF grants will decline significantly in the coming years.

Table 2. Citizens Benefit Fund History

Year	Interest Earnings	10% Reserve	90% to Grants	Disbursements	Council Special	Ending Balance	Avgt. Return
93/94	210,346.71	21,034.67	189,312.04			189,312.04	
94/95	1,114,152.70	111,415.27	1,002,737.43	(199,815.00)		992,234.47	
95/96	968,974.17	96,897.42	872,076.75	(293,759.00)	(2,490.13)	1,568,062.09	
96/97	1,313,806.60	131,380.66	1,182,425.94	(1,395,246.09)	(6,500.00)	1,348,741.94	
97/98	1,308,109.74	130,810.97	1,177,298.77	(583,528.00)	(22,807.74)	1,919,704.97	
98/99	1,009,710.64	100,971.06	908,739.58	(1,587,673.12)	(8,409.77)	1,232,361.65	
99/00	955,004.72	95,500.47	859,504.25	(1,623,765.28)	(7,961.75)	460,138.87	
00/01	970,623.50	97,062.35	873,561.15	(1,004,067.17)	(9,600.15)	320,032.70	
01/02	858,838.73	85,883.87	772,954.86	(812,395.95)	(1,000.00)	279,591.61	
02/03	621,678.46	62,167.85	559,510.61	(754,725.71)	(3,500.00)	80,876.51	4.07%
03/04	337,976.38	33,797.64	304,178.74	(430,348.41)	(4,000.00)	(49,293.15)	2.21%
04/05	314,309.18	31,430.92	282,878.26	(344,270.60)	(12,200.00)	(122,885.49)	2.06%
05/06	583,298.22	58,329.82	524,968.40	(372,506.23)	(2,500.00)	27,076.68	3.82%
06/07	705,251.59	70,525.16	634,726.43	(499,999.00)	(4,000.00)	157,804.11	4.59%
07/08	949,057.73	94,905.77	854,151.96	(515,027.00)	(4,550.00)	492,379.06	5.83%
08/09	939,787.58	93,978.76	845,808.82	(584,725.00)	(13,750.00)	739,712.89	5.66%
09/10	784,913.62	78,491.36	706,422.26	(496,383.00)	(6,765.49)	942,986.65	4.73%
10/11	509,300.38	50,930.04	458,370.34	(542,750.00)	(9,545.94)	849,061.06	3.07%
11/12	559,754.11	55,975.41	503,778.70	(503,729.15)	(9,995.03)	839,115.57	3.37%
12/13	247,637.71	24,763.77	222,873.94	(457,500.00)	(15,000.00)	589,489.51	1.29%
13/14	183,464.00	18,346.40	165,117.60	(375,000.00)	(15,000.00)	364,607.11	1.14%
14/15*	175,000.00	17,500.00	157,500.00	(225,000.00)	(15,000.00)	282,107.11	1.05%
15/16*	150,000.00	15,000.00	135,000.00	(225,000.00)	(15,000.00)	177,107.11	0.90%
16/17*	150,000.00	15,000.00	135,000.00	(220,000.00)	(15,000.00)	77,107.11	0.90%
17/18*	150,000.00	15,000.00	135,000.00	(200,000.00)	(15,000.00)	(2,892.89)	0.90%

* estimated interest earnings

Approximately seven years ago, the Commission implemented an approach to stabilize the total annual grant awards at approximately $500,000 per year. This was accomplished by saving some interest earnings in the good years and using it to supplement lower returns in leaner years. The result was that in some years, the commission would grant less than 90% of the interest earnings and in some years (currently), the Commission would grant more. While this helped smooth out available funding, it is a practice that unfortunately, the CBF can't sustain in the current interest-rate environment.

The REACH and Automall Funds don't rely on interest earnings so any variation in available funding dollars depends on the level of giving. If money is returned unspent, it can be added to the following year's awards. Tables 3 and 4 show the funding history of the REACH and Automall Funds.

Table 3. REACH Fund History

Award Year	Award Amount
2004	11,862
2005	40,865
2006	52,750
2007	64,404
2008	75,000
2009	75,000
2010	65,650
2011	58,500
2012	16,858
Total	**$ 460,889**

Table 4. Automall Fund History

Award Year	Award Amount
2007	45,500*
2008	54,500 *
2009	50,000
2010	25,000
2011	25,000
2012	25,000
2013	25,000
Total	**$250,000**

** $4,500 returned from 2007 grant awarded in 2008*

Funding Evaluation by Service Category

Every group ever funded by the grant program has been grouped into one of nine broad categories of service for purposes of analysis for this report. A description of each category and examples of the types of organizations included in each are provided below. Sorting recipients by category provides a broad view of where grant money has been spread over the 19 year history of the program.

Categories Defined

Funding Categories can be defined in various ways. The approach used for this report looks at general categories for a high level analysis. Each category described below can be further broken down if needed. Also, some organizations might have some overlap in different categories. For example, an organization that fits under the Schools category might also fit under the Human Services category. In order to get aggregate funding totals by category, organizations could not be placed in two categories, and therefore a decision had to be made as to which category fit best.

Animals – This category benefits animals. Some examples of organizations in this category include: Placer SPCA and Placer county Sheriff's Search & Rescue Dog Unit.

Arts & Humanities – This category benefits the disciplines of ancient and modern languages, literature, philosophy, visual and performing arts. These disciplines explore, share, and recreate expressions of the human experience. Examples include: theater, music, fine arts, and dance. Some examples of organizations in this category include: Performing Arts of Roseville, Sacramento Philharmonic Orchestra, Roseville Theater Arts Academy, Roseville Community Concert Band, and Ballet Folklorico de Adelante.

Environmental – This category relates to the natural world and/or promotes education and protection of the natural world. Some examples in this category include: Green Thumb Club, Nature Center Consortium, Roseville Urban Forest Foundation, and The Utility Exploration Center.

Health – This category includes all services performed, provided, or arranged to promote, improve, conserve, or restore mental or physical well-being. Some examples in this category include: Full Circle Treatment Center, Roseville Community Health Foundation, Sierra Foothills Aids Foundation, Sierra Mental Wellness (Sierra Family Services), and the Sierra Council on Alcoholism & Drug Dependency.

Human Services – This category meets human needs through an interdisciplinary knowledge base, focusing on prevention as well as remediation of problems, and improving the overall quality of life of service populations. Some examples in this category include: St. Vincent de Paul Society, The Roseville Salvation Army, Seniors First, Senior LIFE Center, Roseville Home Start Inc., PRIDE Industries, Placer Food Bank, Placer ARC, People Reaching Out, PEACE for Families, Lighthouse Counseling & Family Resource Center, The Gathering Inn, Peoples Christian Church, Acres of Hope, The Banqueting Table, Gold Country Chaplaincy, First Presbyterian Church of Roseville, and the Placer County Law Enforcement Chaplaincy.

Public Society Benefit – This category includes organizations with aims that are charitable for a larger public benefit and not directed to one defined class of beneficiaries. Some examples in this category include: Rotary Club of Roseville, Roseville Host Lions Club, Roseville Historical Society, Placer County Fair Association, Maidu Interpretive Center, Crime Stoppers, Neighborhood Leadership Group, Friends of the Roseville Library, Roseville Chamber of Commerce, City of Roseville Police Dept., and the Fourth of July Celebration Committee.

Recreation & Sports – This category refers to activity done for enjoyment or competition, which an individual is not compelled to do but rather has chosen based on its value as being enjoyable, satisfying, interesting, diverting, or otherwise pleasurable. The exact method varies greatly from individual to individual. Some examples from this category include: Thiles Park Association, City of Roseville Accessible Playground, Parks & Recreation Department, Mahany Baseball Complex, and California Capital Aquatics.

Schools (Education) – This category applies to all educational institutions and school based associations that seek to enrich the educational experience. Examples in the category include: Blue Oaks School PTC, Independence High School, Diamond Creek Elementary School, Cooley Middle School PTC, Spanger Elementary School PTA, Woodbridge PTA, Junction Elementary School, Oakmont High School, Kaseberg Elementary School PTA, and a Touch of Understanding.

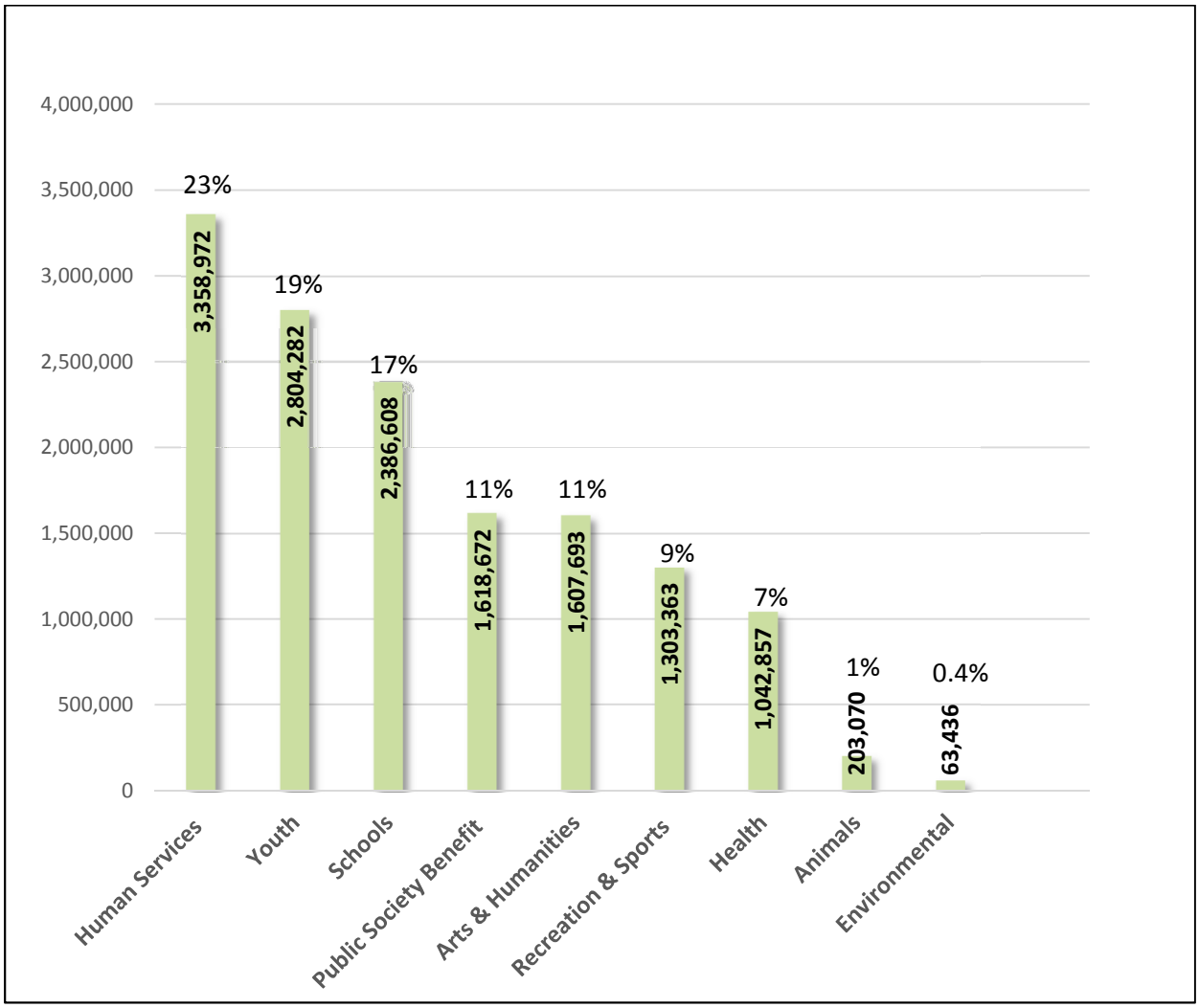
Youth – This category applies to minors in challenging circumstances that have faced or are facing challenges to their development and a successful transition to adulthood. Challenges can include violence, hunger, economic, social, etc. Some examples in this category include: Teens Matter, Inc., Sierra Forever Families, Roseville STAC, Placer MDIC, North Roseville Recreation Center, Kids First, Child Advocates of Placer County, Caring About Kids, Saddle Pals, Tommy Apostolos Fund, and the Assistance League of Greater Placer County.

Summary Analysis of Categories

The category receiving the highest amount of funding from the grant program is Health and Human Services at 3.3 million in funding awards. 3.3 million is 23% of the total amount awarded by the grant program. Health and Human Services includes 29 organizations with 8 receiving large cumulative awards ranging from $178,568 to $611,991 and 21 organizations receiving lower funding amounts. Human Service organizations that have received these larger cumulative awards include: The Community Resources Council, The Gathering Inn, PEACE for Families, Placer ARC, Placer County Law Enforcement Chaplaincy, Roseville Home Start, Seniors First, and the St. Vincent DePaul.

The second highest category of funding is Youth with 2.8 million in funding. Considering that many of the recipients in the Human Services category are minors, and the third highest funded category is Schools, it is evident that the single largest beneficiaries of the Roseville grants program are the youth in Roseville.

Chart A. Total Funding by Category



Funding Evaluation by Individual Organizations

An evaluation of individual organizations and their grant history reveals several funding trends and/or priorities. In order evaluate each organization; a study of every organization funded by the grant program was prepared in a summary report called the *Individual Organization Study*. This Study is attached to this report as Appendix C. The Study contains:

- A summary description of each organization's purpose
- A bar chart showing the which years the organization was funded, how much money was awarded, and the funding source(s)
- A summary table indicating the total amount of funds awarded by the program including the single highest year, average amount funded per request, number of years funded and any consecutive years of funding

Table 5 shows all organizations receiving multiple years of funding and how many years each organization has been funded. Out of 125 organizations funded since the beginning of the program, 75 organizations or 60% have received more than one year of grant funding.

Table 5. Organizations Receiving Multiple Years of Funding

Years Funded	Orgs. Funded	Organization Name
2	11	Diamond Creek Elementary School; Historic Old Roseville Merchants Association; Maidu Elementary School; Roseville Coalition of Neighborhood Associations; Roseville High School Music Boosters; Roseville Urban Forest Foundation; Rotary Club of Roseville; Sacramento Philharmonic Orchestra; Sierra Foothills AIDS Foundation; Sierra Gardens Elementary PTC; Jefferson Elementary School
3	13	Assistance League of Greater Placer County; Crime Stoppers; Full Circle Treatment Center; Gold Country Chaplaincy; Placer County Sheriff Search & Rescue Dog Unit; Roseville Community Concert Band; Roseville Community Projects; Roseville Lions Club; Roseville STAC; Roseville West Little League; Sierra Forever Families; The Salvation Army; Roseville Community Projects
4	12	Advocates for the Mentally Ill Housing, Inc.; Cooley Middle School PTC; Junction Elementary School; Keaton Raphael Memorial; Lighthouse Counseling & Resource Center; Maidu Interpretive Center; People Reaching Out; Project Ride North; Roseville Utility Exploration Center; Sierra College Foundation; Sierra Council on Alcoholism & Drug Dependency; Project Ride North
5	5	Child Advocates of Placer County; City of Roseville Fire Department; City of Roseville Police Department; Oakmont High School; Society for the Blind
6	7	Big Brothers Big Sisters of Greater Sacramento; Friends of the Library; Placer County Office of Education; Roseville City School District Foundation; Saddle Pals; Senior Life Center; W.T. Eich Band Boosters;
7	5	The Gathering Inn; Roseville AARP Chapter 3012; Roseville Community Health Foundation; Roseville Historical Society; Roseville Joint Union High School District
8	1	Roseville Chamber of Commerce
9	3	Touch of Understanding; Lazarus Project; Placer Independent Resource Services
10	1	Seniors First

Table 5. Organizations Receiving Multiple Years of Funding

Years Funded	Orgs. Funded	Organization Name
11	3	Community Resources Council; North Roseville Recreation Center; Placer SPCA
12	1	Roseville Arts Center
13	1	Placer ARC
14	3	Magic Circle (Roseville Theater Arts Academy); Placer MDIC; Roseville Home Start, Inc.
15	3	Roseville Parks and Recreation Department; Roseville Police Activities League (RPAL); St Vincent DePaul Society
16	1	Roseville City School District
17	1	PEACE For Families
18	2	Sierra Mental Wellness (Sierra Family Services); Tommy Apostolos Fund
19	3	Kids First; Performing Arts Of Roseville; Placer County Law Enforcement Chaplaincy

Of the 75 organizations receiving more than one year of funding, 10 organizations have received 15 or more years of funding. The 10 organizations receiving 15 or more years of funding represent 8% of all the organizations funded by the program. Table 6 lists the top most frequently funded organizations.

The organization with the highest frequency of funding since the inception of the grants program is Kids First (previously known as Child Abuse Prevention Council), an organization dedicated to ending child abuse and neglect. This organization is also one of three organizations that have received funding for 19 years. Funding approved for Kids First is more than three times that of the Roseville Performing Arts and two times more than Placer County Law Enforcement Chaplaincy, both of whom have also received funding for 19 years.

5.1 million dollars has been awarded to 10 organizations receiving 15 or more years of funding. This total is 35% of all the money awarded by the grant program to date, a sizeable amount when compared to the total number of organizations who received funding. 8% of the organizations received 35% of all awards.

Table 6. 10 Most Frequently Funded Organizations (15 or More Years)

Organization & Category	Total Awarded	% of Total Awards
Kids First, *Youth*	932,715	6.4%
Roseville City School District, *Schools*	863,148	5.8%
PEACE For Families, *Human Services*	611,991	4.2%
Sierra Mental Wellness (Sierra Family Services), *Health*	543,802	3.7%
Placer County Law Enforcement Chaplaincy, *Human Services*	469,430	3.2%
Roseville Parks and Recreation Department, *Recreation*	460,863	3.1%
Roseville Police Activities League (RPAL), *Youth*	364,207	2.5%
Tommy Apostolos Fund, *Youth*	350,089	2.4%
Performing Arts Of Roseville, *Arts & Humanities*	279,000	1.9%

Table 6. 10 Most Frequently Funded Organizations (15 or More Years)

Organization & Category	Total Awarded	% of Total Awards
St Vincent DePaul Society, *Human Services*	276,049	1.9%
Total Awards for 10 Most Frequently Funded Orgs.	**$5,151,924**	**35%**

22 organizations received grant awards of over $200,000. The highest funding awards are shown in Table 7. Kids First remains the top funded organization in both frequency of funding and total funding awarded. Organizations highlighted in red indicate organizations that received funding for 15 years or more. The information in the table shows that 12 of the highest awards were given to organizations that received fewer than 15 years of funding. This is good news for organizations thinking that the only way to receive high levels of funding is to get funded annually. It also shows a willingness by the City to support grant recipients in two distinct ways: frequent funding and less frequent funding with higher award amounts.

22 organizations, or 18%, have been awarded over $200.000. The total amount awarded to organizations that received over $200,000 in funding is $9.6 million. This represents 66% of the total amount ever funded by the grants program. 18% of the organizations received 66% of the available grant funding.

Table 7. Highest Funded Organizations

Organization & Category	Total Amount Awarded	% of Total Awards
1. Kids First, *Youth*	932,715	6.4%
2. Roseville City School District, *Schools*	863,148	5.8%
3. Maidu Interpretive Center, *Public Society Benefit*	727,085	4.9%
4. PEACE For Families, *Human Services*	611,991	4.2%
5. Sierra Mental Wellness (Sierra Family Services), *Health*	543,802	3.7%
6. City of Roseville Mahany Baseball Complex, *Recreation & Sports*	500,000	3.4%
7. Roseville Arts Center, *Arts & Humanities*	473,424	3.2%
8. Placer County Law Enforcement Chaplaincy, *Human Services*	469,430	3.2%
9. Roseville Parks and Recreation Department, *Recreation*	460,863	3.1%
10. Community Resources Council, *Human Services*	422,112	2.9%
11. Roseville Joint Union High School District, *Schools*	391,728	2.7%
12. Roseville Police Activities League (RPAL), *Youth*	364,207	2.5%
13. Tommy Apostolos Fund, *Youth*	350,089	2.4%
14. Roseville Theater Arts Academy (Magic Circle Theater*), Arts & Hum.*	338,896	2.3%
15. North Roseville Recreation Center, *Recreation & Sports*	325,015	2.2%
16. Roseville Community Projects, *Arts & Humanities*	300,654	2.1%
17. Placer MDIC, *Youth*	294,624	2.0%
18. Roseville Home Start, Inc., *Human Services*	284,055	1.9%
19. Performing Arts Of Roseville, *Arts & Humanities*	279,000	1.9%

Table 7. Highest Funded Organizations

Organization & Category	Total Amount Awarded	% of Total Awards
20. St Vincent DePaul Society, *Human Services*	276,049	1.9%
21. A Touch of Understanding, *Schools*	223,739	1.5%
22. Roseville Community Health Foundation, *Health*	221,128	1.5%
Total Awarded to Organizations Funded over 200,000	**$9,653,754**	**66%**

103 organizations make up the balance of funding recipients. These recipients received between $500 and $200,000 in grant awards. 103 organizations represent 82% of the organizations funded by the grant program. A total of 4.9 million dollars have been awarded to 103 organizations. If $4,993,966 million is averaged over 103 organizations, the average award in this funding range would equal $44,485. In reality 33 organizations out of 103 received $15,000 or less.

One Time Grant Recipients

There were 49 organizations that received grant funding only once. Table 8 is a list of one-time grant recipients and funding awards. The total funding for one-time recipients was $1,302,158 or 9.2% of all the money awarded by the grant program. Typically, applicants requesting one-time grant money are looking to fund a capital improvement, make a one-time purchase, or complete a one-time community service project. One-time grant applicants generally do not request money to fund on-going programs although there are no prohibitions of that. Also noteworthy is that the majority of one-time grant recipients received over $10,000 with only 18 organizations receiving less. The average one-time grant award was $26,575.

Each organization has to evaluate the cost/benefit of preparing grant applications. If the amount of potential funding is less than the cost to prepare the application, an organization may elect not to submit an application. In addition, the application process is a competitive process, which means that organizations prepare the best application package possible and those applications are evaluated by the Grants Commission. Because it is a competitive process, some organizations are not selected for funding each year. Applications that are not selected for funding are not excluded because they are not worthwhile, but because other applications competing for the same funds made an impression on the Commission with the quality of their application and justification for their particular service.

Table 8. One-Time Grant Recipients

Organization	Funding Award
1. Acres of Hope	10,000
2. Adelante High School	2,500
3. Ballet Folklorio de Adelante	15,000
4. The Banqueting Table	8,610
5. Buljan Intermediate School PTA	119,006
6. Buljan Intermediate School	29,000

Organization	Funding Award
7. California Capital Aquatics	42,500
8. Caring About Kids	47,500
9. Mahany Baseball Complex	500,000
10. Redevelopment Division	150,000
11. Accessible Playground	100,000
12. Coyote Ridge PTA	2,450
13. D.A.R.E.	5,000
14. Eagle Vision	1,627
15. Family Fastrac	2,500
16. First Presbyterian Church of Roseville	10,000
17. Forgotten Friends	5,450
18. Fourth of July Committee	1,000
19. Golden Sierra Life Skills	15,970
20. Green Thumb Garden Club	500
21. Heritage Park Apartments	15,000
22. Old Historic Roseville Merchants Association	57,960
23. Independence High School	1,924
24. Kaseberg Elementary School PTC	82,752
25. Maidu Excelsior PTC	1,435
26. Me-One Foundation	22,500
27. Nature Center Consortium	20,000
28. Neighborhood Leadership Group	15,500
29. Pacific Housing Inc.	12,500
30. People's Christian School	3,829
31. Placer Agency Network	59,483
32. Placer County Japanese American League	14,625
33. Placer County Fair Association	5,000
34. Placer County Peer Courts	20,000
35. PRIDE Industries	15,000
36. Roseville Genealogical Society	3,000
37. Roseville High School	30,000
38. Roseville High School Music Boosters	74,000
39. Roseville Explorer Post	4,810
40. Roseville Sunrise Lions Club	4,444
41. Roseville Urban Forest Foundation	26,500
42. South Placer Science Consortium	33,333
43. Spanger Elementary School	30,000
44. Stoneridge Elementary School	2,450
45. Sun City Roseville Foundation	28,500
46. Teens Matter	10,000
47. Thiles Park Association	100,000
48. United Way	10,000
49. Woodbridge PTA	3,000
Total Amount Awarded to One-Time Recipients	**$1,302,158**

Benefit Measurement

The grant funds have made a difference for tens of thousands of recipients including at-risk youth, low income residents, students, victims of crime and personal tragedy, service club members, elderly, infirm, athletes, and art lovers. While it is clear that the grant program has benefited a significant portion of the community, a clear method to measure the success of the program has not been formally established.

Measuring Success

Entities that provide grant funding don't like throwing money away. They want to know that they're getting their money's worth and that they've chosen the most deserving recipients. So how can they tell how well their grants and funding are working?

According to the research done to prepare this section, there is not a single or universal way to measure success. There is, however a growing effort to define common metrics that are meaningful across entire service categories. The measuring stick for how much value has been derived from the funding is the evaluation component. If applicants are not advised of how to measure success, or the measurement is not specific, whether you've derived success from your grant funding will be a matter of opinion and interpretation. Success should be measurable because then you'll be able to put a real value on what's been gained. Obviously, some things are more quantifiable (i.e., countable) than others, but you should be able to devise a way to assign values to what's being done.

In *Transactions and Transformations: A Framework for Metrics That Matter*, a report funded by the Ford Foundation, the authors draw an important distinction between "transactional metrics," and "transformational metrics". The first type is easier to measure, and many nonprofits only record this type of data. The Ford Foundation is the second largest foundation by asset size (10 billion) in the United States. The Bill and Melinda Gates foundation is the first largest (37 billion).

According to the Ford Foundation report, it's relatively easy to ascertain how many people attended an educational session, or how many calls the phone bank volunteers answered. But there may be a transformational aspect to a transaction (a woman attending a session learns about the importance of breast self-examination), unless the organization can substantiate that there was a change in her behavior as a result of that knowledge, can it claim her attendance alone as a success? According the Ford Foundation report, the answer is 'No' if the metric is transformational.

The trend for more uniform and meaningful metrics is promising, because it will benefit both nonprofits and funders. For the nonprofit, it will clarify specific processes, benchmarks, outcomes and impacts that need measuring. For the funding agency, it will aid in the decision-making process by making it possible to assess the relative merits of various grant applications against similar criteria.

Roseville grant applicants are required to include a description of the number to be served, primary objectives, anticipated outcomes, and how the GAC will determine whether results have been achieved. These are benchmarks for measuring impact/success and are included in the grant application. Grant recipients are also required to provide a final report, though the amount of detail provided in these reports varies. The automation of grant administration should make it easier for applicants to make an application and provide a final report. The City should be very intentional in structuring the application and final report requirements to include metrics that will make it easier to tally and better measure the impact of individual grants.

The Roseville grant program has allocated funds of over 14.6 million into the community's non-profit organizations. Based on the heartfelt feedback given to the City by grant recipients, the grant program has been an invaluable resource and has had a significant impact on the lives of City residents. The foresight of the City Council in establishing the CBF in 1993 along with additional funding from REACH and the Automall Association, and the great work of all the volunteers and staff at the non-profit agencies have made the grant program very successful by any standard. Through the continued partnerships and hard work of those who do not hesitate to volunteer, thousands more will benefit.

Grant Policies

Review of Grant Policies

A Citizens' Benefit Fund Policy Manual was adopted in September 12, 2000. This document describes the purpose of the manual as follows:

- Document the policy decisions of the Grants Advisory Commission and Roseville City Council regarding the Citizens' Benefit Fund by year and by topic;
- Serve as a reference for new Grants Advisory Commissioners and Roseville City Councilmembers as to program implementation; and
- Answer questions from the public regarding the grants process, potential grant applicants, and current grant recipients.

The Policy Manual provides an overview of the policies of the commission from 1994 – 2004. The manual was also amended in 2005 and 2008. The following table summarizes adopted criteria and polices. For a more detailed summary of the policy direction, the Policy Manual (without appendices) is included with this report as Appendix D.

Criteria for Grant Applicants

- Americans with Disabilities Act Compliance	January 1999
- Bids Required for Capital Items	January 1996 **Modified** October 1999
- Funding for Religious or Sectarian Activities Prohibited	January 1999
- Grant Recipients located in Roseville	September 1997
- Ownership/Long-term lease for Properties improved by Grant Funds	November 1999
- Compliance with California Prevailing Wage Law SB 975	November 2002 **Modified** December 2004
- Tax Status of 501 (c)3, 501 (c)4, Government Agencies or Schools	December 2003

Process Related Policies

- Recipient Reporting	November 1999 **Modified** November 05, 08
- Appeal of Grant Advisory Commission Decision	September 1997
- Audit Form	March 1996
- Funds Expended with in One-Year	August 1996
- Line Item Review	November 1999
- Applicant Workshop	September 1997 **Revised** November 2004
- Process to Amend or Extend Timeframe of Approved Grants	December 1998
- Site Visits	December 2003
- Two Stage Review/Award Process	December 2003
- Written Questions of Applicants	December 2003

Funding Policies

- City Projects	September 1997 **Reaffirmed** October 1999
- Targeted maximum Amount	September 1997 **Revised** December 2003
- Matching Funds Not Required	November 1999
- Multiple Applications from One Agency	December 2003 **Revised** November 2004
- Multiple Year Grants (not allowed)	September 1997
- Perpetual Funding	November 1999 **Reaffirmed** Dec 2003
- Funding Source	November 2005
- Grant Requests from schools	November 2008

Grants Advisory Commissioner Comments

The purpose of the Grants Advisory Commission (GAC) is to recommend and assist in the implementation of the goals, objectives, policies, and procedures of the City Council. In 2012, the GAC and City Council have expressed an interest in reviewing past grant award practices to determine if any changes to current practices are timely or appropriate.

The comprehensive review was planned in two phases with the first phase looking back at the 19 year history of the grant program and the second phase looking ahead. The second phase is focused on policy. The Commissioners were asked to identify topics that they would like to see addressed in the second phase of the grants review process and the following policy topics have been identified.

Topics – Funding Policies:

Serial Requests – re-visit the policy of awarding funds to a single organization on a regular/annual basis.
Endowments – policy discussion of using grant funds for the establishment or funding of endowments.
Focus Years – policy discussion on establishing focus years where grant funding would be directed towards a single cause or focused set of causes.
Measuring of Success – policy discussion on an appropriate set of metrics (transactional/ quantitative, transformational/qualitative, etc.) to be used in measuring the impact and the benefits of grant awards on the community.
Money Available for Grants – policy discussion regarding opportunities to increase yearly grant funds (e.g. solicit businesses, fundraise, use of CBF principal, other options?).
Administrative Costs – policy discussion on should the administrative costs of administering the Grant Program be supported by the General Fund or covered by Grant Funds.

Conclusions

The historical assessment of the past 19 years enables a look back at past practices to evaluate data, recognize themes, and draw conclusions based on this information. Roseville's grant program is a great example of the partnerships between community non-profits and the City to provide service to every type of client in the City. There will always be a need in the community for funding above and beyond the ability of the City and local fundraising efforts. The grant program is a means to help fill this need.

Conclusions from Historical Assessment

The City's grant program is possible as a result of the City Council's foresight to establish the Citizens' Benefit Fund; generous corporate donations from businesses in the community; donations from City employees; and the Roseville Automall Association.

- In total, the City's grant program has awarded just over 14 million dollars since 1993.
- The grant program has supported 125 different organizations with a wide range of services over its 19 year history.
- The single largest group of beneficiaries from the City's grant program is the children of Roseville.
- 60% of all grant recipients (75 organizations) have been funded for 2 or more years. 8% of the grant recipients (10 organizations) have been funded for more than 15 years each.
- The 10 most frequently funded organizations have received 35% ($5.1 million) of the funding awards.
- 18%, or 22 organizations, have received more than $200,000 in total grant awards.
- Organizations receiving more than $200,000 have received $9.2 million in grant awards, 66% of all the money awarded by the program.
- 103 organizations, or 82%, received between $500 and $200,000 in grant award funding. A total of 4.9 million dollars has been awarded to organizations in this funding range.
- The City has a history of funding several organizations on a regular basis but is also willing to make large funding awards to organizations that do not receive regular funding. This funding approach makes it possible for all organizations to receive the same funding potential.

Next Steps for the Future

This document concludes the first phase of the work plan for the Comprehensive Review Process for the Roseville Grants Program. Phase 1 was a historical assessment of the grant process to date to include agencies funded, how many years, how many consecutive years, total awards for each recipient and years requested vs. years granted.

Following the receipt and review of the Historical Assessment Report, the Roseville Grants Advisory Commission and the City Council will enter Phase 2 of the comprehensive review. It is recommended that a consultant who specializes in nonprofits and/or grant funding sources lead this effort. Topics for discussion in addition to the ones listed on the previous page *(Topics – Funding Policies)* from the Grants Advisory Commission would include those listed below and may be expanded to include topics recommended by the consultant:

- Identifying ways to improve efficiencies and determine effectiveness of grant funding
- Exploring the use of funding priorities
- Defining how to measure success of the grant program

- Exploring ways to increase funding (i.e., partnerships with businesses)
- Identifying what makes other grant foundations successful
- Identifying *Best Practices* for awarding grants

The comprehensive review will be used to develop recommendations for a Grants Strategic Plan and brought forward to the City Council for their review and approval. It is anticipated that the Strategic Plan will include recommendations that would be implemented in the FY2015/16 grant funding cycle.

Report prepared by Roseville Grants Advisory Commission and staff

APPENDIX A

Citizens' Benefit Fund
2014-2015 FUNDING GUIDELINES

History and Purpose	The Citizens' Benefit Fund was established on June 4, 1993 with the proceeds from the sale of Roseville Community Hospital. Each year up to ninety percent of the interest from these funds may be distributed to non-profit organizations. The purpose of the Citizens' Benefit Fund is to assist in improving the quality of life for the citizens of the City of Roseville.
Funds Available	The Roseville Grants Advisory Commission has approximately **$231,900** in Citizens Benefit Funds to distribute to agencies "to improve the quality of life for the citizens of the City of Roseville". Citizens Benefit Funds are limited, and demand is high. On average, the Commission has been able to fund only half of the grant requests received.
Targeted Maximum Awards	Based on funding availability, the Commission strongly encourages applicants to limit Citizens' Benefit Fund requests to a maximum of **$15,000**. If multiple grant applications are submitted the cumulative requests should be limited to **$15,000**. **Public and Private Schools**: Individual schools (including PTC's, Preschools, Booster Clubs, etc) should submit *only one application per school site*. Awards to individual school sites will be limited to a maximum of **$2,500**. School districts and school district foundations should submit only one application and limit their request to **$15,000**.
Eligibility	Public agencies, schools, and non-profit 501(c)(3) or 501(c)(4) organizations serving citizens of Roseville are eligible to apply. Grants will not be made for religious purposes/activities or to organizations that discriminate on the basis of race, religion, color, national origin, ancestry, physical or mental disability, veteran status, medical condition, marital status, age, sex, or sexual orientation. Grants will not be made for religious or sectarian activities. Applicants who failed to submit a Final Report from a prior funding year (2012-13 funding cycle) are not eligible to apply during the 2014-15 funding cycle.
Disqualification	The Grants Advisory Commission makes its decisions based upon the written materials submitted by your organizations. **Applications submitted without required documents will be disqualified.**
Public Documents	All grants submitted to the City become public documents and are available to the public for review. If you would like a section or your entire application kept confidential, please mark the top of the application "CONFIDENTIAL" and the City Attorney's office will review your request. Examples of documents that may qualify include those with reference to trade secrets or home addresses of Board Members. Staff will contact the applicant within 10 days of submittal of a request for confidentiality.

Roseville Business License	The Roseville Municipal Code requires anyone conducting business within the City of Roseville to have a current business license on file with the City of Roseville. This includes non-profits doing business or providing services in Roseville. Forms are available at the Finance counter in the Roseville Civic Center. The City of Roseville will waive the license fee for non-profit organizations however there is a $1.00 State fee that will be collected.
State Prevailing Wage Laws	All Works of Improvement within the State of California that receive public funds in an amount greater than $1,000 are subject to prevailing wage laws. Prevailing wage law detailed in SB975 and became effective January 1, 2001. The law requires that any "construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds" must pay laborers the general prevailing wage rate. Grant applicants should read California Labor Code Sections 1771 and 1720 for more information regarding prevailing wage laws and refer to the State Department of Industrial Relations website at www.dir.ca.gov. Applicants are also encouraged to consult with their attorneys and/or accountants to ensure that the proposed project will include the documentation and resources to demonstrate compliance with state law.
Funding, Limitations and Reporting	The Grants Advisory Commission will make its recommendations in May 2014 with final action by the City Council in June 2014. Grant funds are expected to be available to successful applicants on or after July 1, 2014, following submittal of the signed Grant Agreement to the City Manager's Office. Awards are made for one year only and in no way imply that funding will be awarded in subsequent years. Grant funds must be used for the purpose specified in the grant application. Grant funds are intended to supplement, not supplant funding or programs that already exist. All funds must be spent by June 30, 2015, or returned to the City. Final Reports should include details regarding project expenditures and results. Failure to provide a Final Report will disqualify applicant from the next funding cycle for which the applicant would otherwise be eligible.
Dates and Deadlines	**By January 3, 2014** Link to online Grant Application available on the City's main webpage and at www.roseville.ca.us/grants **January 14, 2014** Applicant Workshop at 7:00pm in the Roseville Council Chambers, 311 Vernon Street. Applicants are STRONGLY ADVISED to attend and learn more about new online grant process and funding priorities. **February 12, 2014** Completed Grant Applications **must** be submitted online at www.roseville.ca.us/grants by **5:00 p.m. PST**
For more information	Visit the City's Grants website at www.roseville.ca.us/grants or contact Kelly Wickline, Secretary to Grants Advisory Commission kwickline@roseville.ca.us or (916) 746-1350.

CITY OF ROSEVILLE CALIFORNIA

APPENDIX B

Roseville Employees Annual Charitable Hearts Fund
2014-2015 FUNDING GUIDELINES

History and Purpose	The R.E.A.C.H. Fund is a special fund that was established in March 2003 when the City of Roseville established a City-directed Employee Charitable Giving Program comprised of contributions by Roseville city employees, retirees and businesses in our community. 100% of the donated funds may be distributed to non-profit organizations to assist in improving the quality of life for **youth**, **families** and **seniors** in **Placer County**.
Funds Available	The Roseville Grants Advisory Commission has approximately **$4,500** in funds from contributions by Roseville city employees, retirees and businesses in our community.
Targeted maximum awards	Based on funding availability, the grant requests are considered **up to $2,500**. School districts and school district foundations should submit only one application. For other applicants, if multiple grant applications are submitted, the total requested in all applications should fall within the targeted maximum amount. **Public and Private Schools**: Individual schools (including PTC's, Preschools, Booster Clubs, etc) should submit *only one application per school site*. Awards from R.E.A.C.H. will be limited to a maximum of $2,500.
Eligibility	Public agencies, schools, and non-profit 501(c)(3) or 501(c)(4) organizations are eligible to apply. The R.E.A.C.H. Committee, comprised of employees from every department in the City, determined funds are to benefit **youth**, **families** and **seniors** in Placer County. Grants will not be made for religious purposes/activities or to organizations that discriminate on the basis of race, religion, color, national origin, ancestry, physical or mental disability, veteran status, medical condition, marital status, age, sex or sexual orientation. The 19 organizations* designated for direct employee contributions are not eligible to apply for R.E.A.C.H. funds. *(KidsFirst, American Cancer Society, Make-A-Wish, Stand Up Placer, Placer County Law Enforcement Chaplaincy, United Cerebral Palsy/Saddle Pals, Placer SPCA, Sacramento Fire Chaplaincy, SAFE KIDS Placer County, American Red Cross, Sacramento Ronald McDonald House, American Diabetes Association, Foothills Habitat for Humanity, Shriners Hospital for Children Northern California, Placer Food Bank, United Way, Zafia's Family House, Roseville Police Activities League, Roseville Fire Museum) Applicants who failed to submit a Final Report from a prior funding year (2012-13 funding cycle) are not eligible to apply during the 2014-15 funding cycle.
Disqualification	The Grants Advisory Commission makes its decisions based upon the written materials submitted by your organizations. **Applications submitted without required documents will be disqualified.**
Public Documents	All grants submitted to the City become public documents and are available

	to the public for review. If you would like a section or your entire application kept confidential, please mark the top of the application "CONFIDENTIAL" and the City Attorney's office will review your request. Examples of documents that may qualify include those with reference to trade secrets or home addresses of Board Members. Staff will contact the applicant within 10 days of submittal of a request for confidentiality.
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State Prevailing Wage Laws	All Works of Improvement within the State of California that receive public funds in an amount greater than $1,000 are subject to prevailing wage laws. Prevailing wage law detailed in SB975 and became effective January 1, 2001. The law requires that any "construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds" must pay laborers the general prevailing wage rate. Grant applicants should read California Labor Code Sections 1771 and 1720 for more information regarding prevailing wage laws and refer to the State Department of Industrial Relations website at www.dir.ca.gov. Applicants are also encouraged to consult with their attorneys and/or accountants to ensure that the proposed project will include the documentation and resources to demonstrate compliance with state law.
Funding, Limitations and Reporting	The Grants Advisory Commission will make its recommendations in May 2014 with final action by the City Council in June 2014. Grant funds are expected to be available to successful applicants on or after July 1, 2014, following submittal of the signed Grant Agreement to the City Manager's Office. Awards are made for one year only and in no way imply that funding will be awarded in subsequent years. Grant funds must be used for the purpose specified in the grant application. Grant funds are intended to supplement, not supplant funding or programs that already exist. All funds must be spent by June 30, 2015, or returned to the City. Final Reports should include details regarding project expenditures and results. Failure to provide a Final Report will disqualify applicant from the next funding cycle for which the applicant would otherwise be eligible.
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CITY OF ROSEVILLE CALIFORNIA

APPENDIX C

Individual Organization Study

An Evaluation of Each Organization Funded by the Grant Program

Prepared for:

Grants Advisory Commission

Completed October 2013

Organization Study Overview

This Study looks at every organization funded by the grant program since the establishment of the program. It is a reference document included as an Appendix to the Historical Assessment Report. The Study provides background information in three forms as described below and is organized in alphabetical order.

Bar Charts

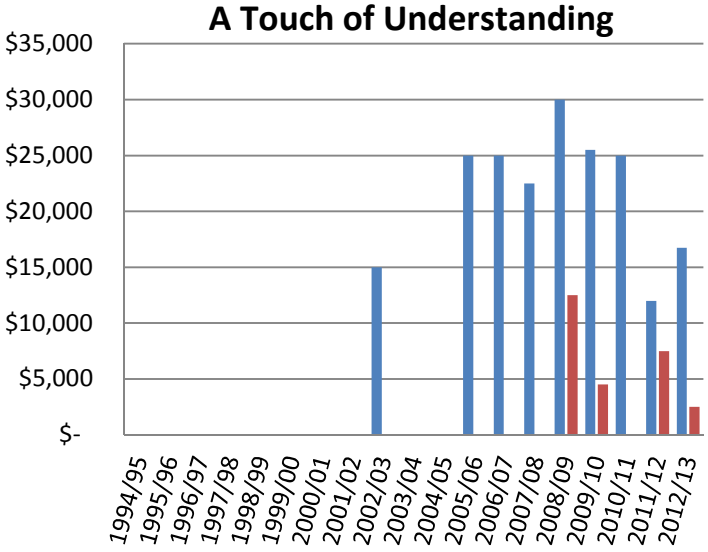
A bar chart was prepared for each organization. These charts show the year(s) an organization was funded, frequency of funding, funding source(s), and funding amounts by year. It is a visual depiction of the funding history for an individual organization.

Organization Description

A brief description of each organization is provided in the Study. The descriptions are intended to describe the purpose or mission of each organization and its goals. This information was obtained from web site research. The amount of information on the web varied; with the more established organizations having very succinct and clear purpose and goals, and other organizations providing very little or no information. Where information on-line was limited, descriptions were prepared using information contained in previous grant applications.

Funding Summary Table

The funding history of each organization is included in a separate Funding Summary Table. Total cumulative grant award, highest award amount, average award amount, funding source(s), number of years funded and frequency of funding is contained in the Funding Summary for each organization.



A Touch of Understanding provides disability awareness programs designed to educate new generations to understand the challenges associated with disabilities and accept and respect all individuals. The program is geared toward elementary through high school students.

FUNDING SUMMARY	
Total Grant Awards:	**$223,739**
Highest Single Year Award:	$42,500
Average Award Amount:	$24,860
Grant Sources: CBF, REACH, AUTO	
Number of Years Funded:	9
Consecutive years:	8

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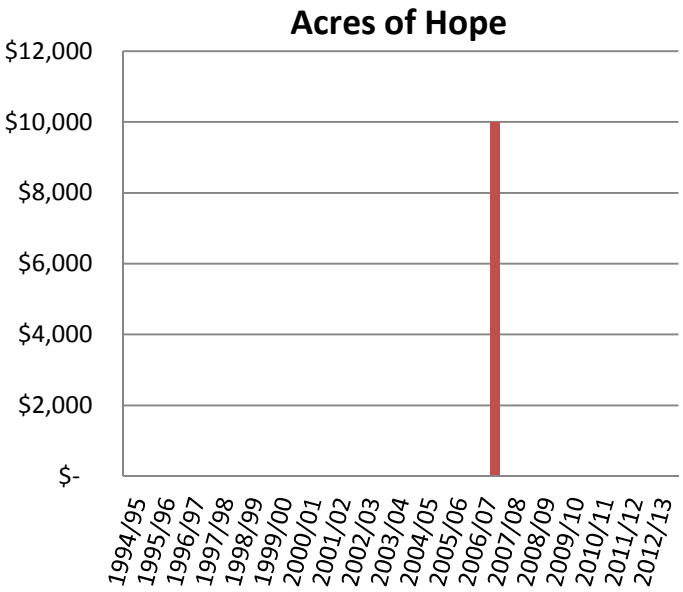
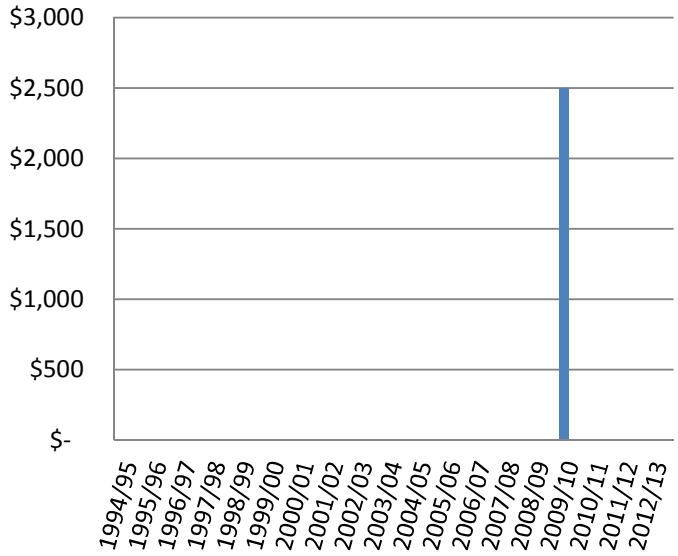


Acres of Hope is a renewal center serving at-risk women with children by providing them with a home and an environment of structured programming. Residents to live onsite for up to two years while receiving encouragement, life-skills training, job skills, mentoring and spiritual direction.

FUNDING SUMMARY	
Total Grant Awards:	**$10,000**
Highest Single Year Award:	$10,000
Average Award Amount:	$10,000
Grant Sources: REACH, AUTO	
Number of Years Funded:	1
Consecutive years:	0

Adelante High School



Adelante High School is a fully accredited continuation high school. It is one of three alternative high schools in the Roseville Joint Union High School District. Many of the students transfer to AHS because of lack of success at a traditional high school. Adelante HS provides students with an education designed to give them the opportunity to fulfill their adult roles and responsibilities in the future.

FUNDING SUMMARY	
Total Grant Awards:	**2,500**
Highest Single Year Award:	2,500
Average Award Amount:	2,500
Grant Sources: CBF	
Number of Years Funded	1
Consecutive years	0

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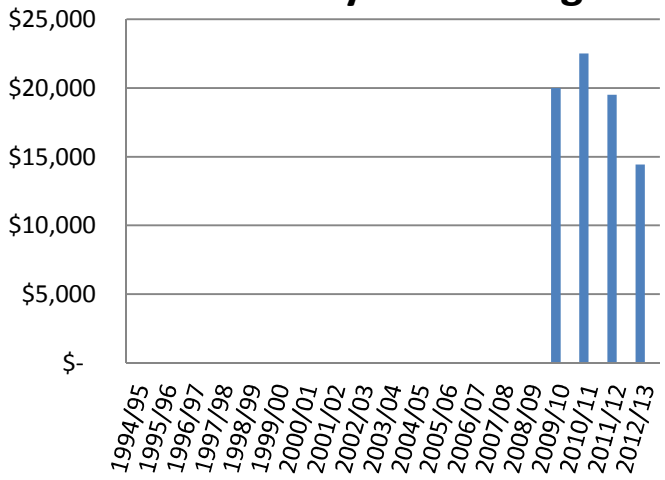
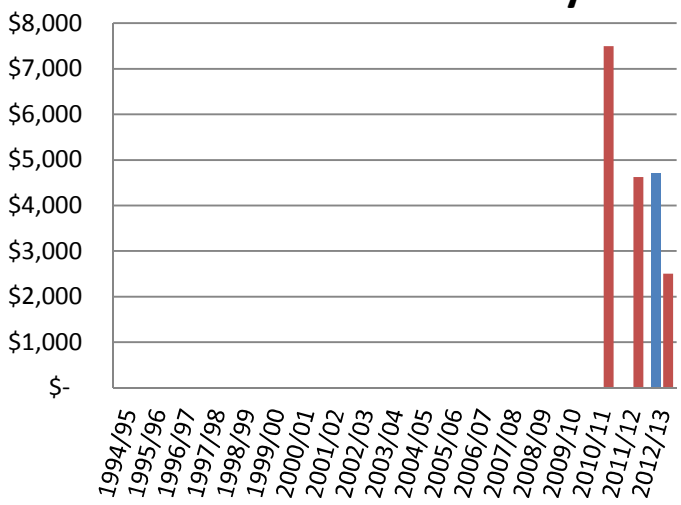
Advocates for the Mentally Ill Housing



Advocates for the Mentally Ill Housing, Inc. provides transitional & permanent housing, and life skills aimed at helping clients live independently, to adults with mental illness in Placer County who might otherwise be homeless. AMIH works with Welcome Home and Placer County's Adult System of Care to facilitate access to the services they require.

FUNDING SUMMARY	
Total Grant Awards:	**$76,430**
Highest Single Year Award:	$22,500
Average Award Amount:	$19,107
Grant Sources: CBF	
Number of Years Funded:	4
Consecutive years:	4

Assistance League Of Greater Placer County



Assistance League of Greater Placer County is an all-volunteer, community service organization, whose members volunteer to benefit those in need in greater Placer County. Their vision is to see an improvement in the lives of the members of the community through gifts of time, skills, supplies and moral support.

FUNDING SUMMARY	
Total Grant Awards:	**$19,340**
Highest Single Year Award:	$7,215
Average Award Amount:	$6,446
Grant Sources: CBF, AUTO, REACH	
Number of Years Funded:	3
Consecutive years:	3

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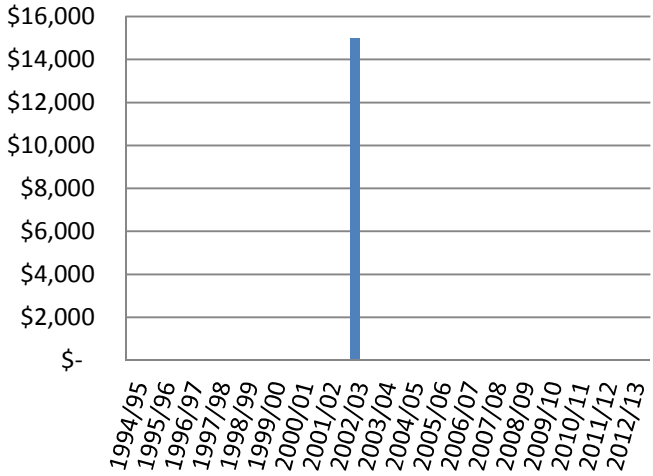
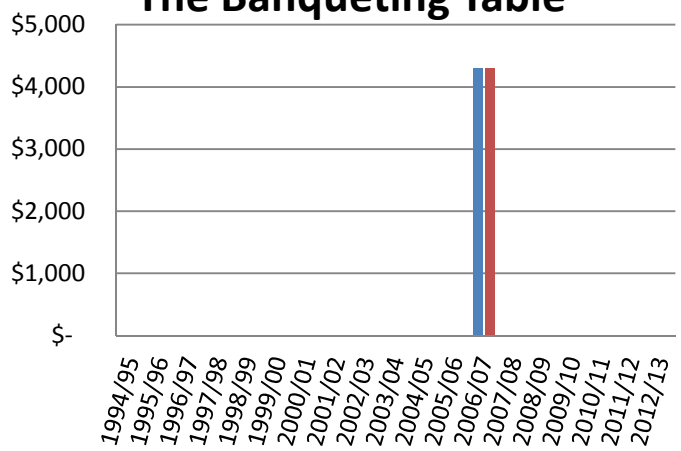
Ballet Folklorico de Adelante



Ballet Folklorico de Adelante is a dance company who performs traditional Mexican folk dancing.

FUNDING SUMMARY	
Total Grant Awards:	**$15,000**
Highest Single Year Award:	$15,000
Average Award Amount:	$15,000
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0

The Banqueting Table



The Banqueting Table is a non-profit organization located in Roseville. This organization requested a grant to provide a snow hill on Vernon Street at the end of the Holiday Parade in 2007.

FUNDING SUMMARY	
Total Grant Awards:	**$8,610**
Highest Single Year Award:	$8,610
Average Award Amount:	$4,305
Grant Sources: CBF, AUTO	
Number of Years Funded:	1
Consecutive years:	1

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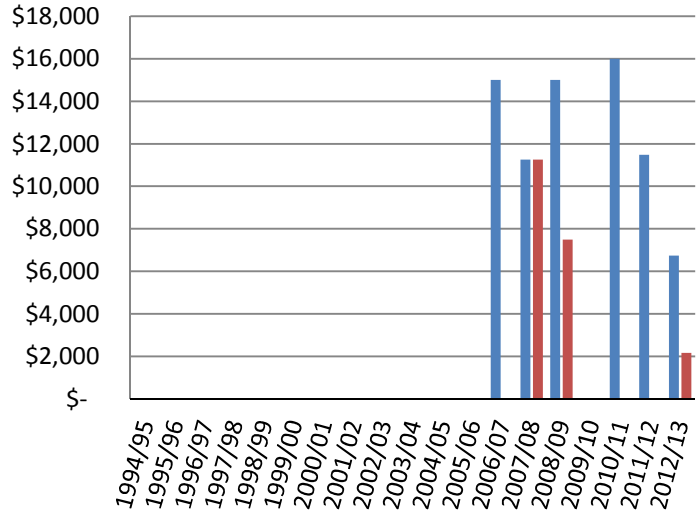
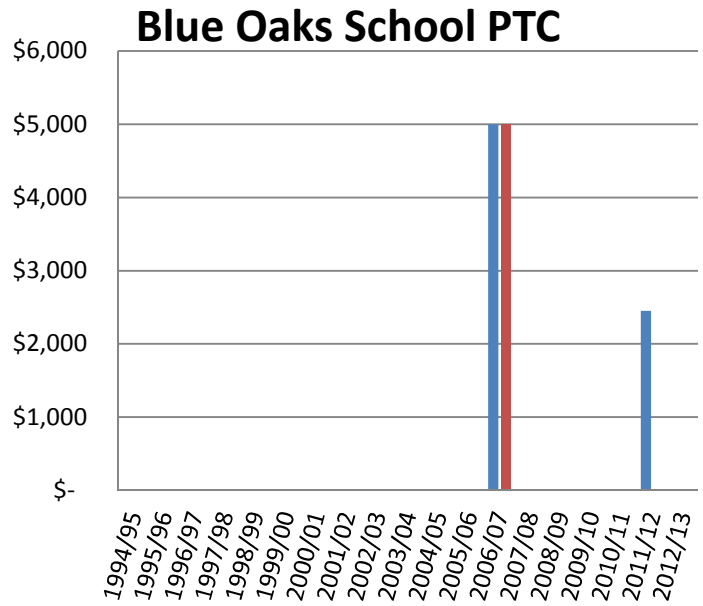
Big Brothers Big Sisters of Greater Sacramento



Big Brothers Big Sisters of Greater Sacramento is the nation's largest donor and volunteer supported mentoring network. Big Brothers Big Sisters makes meaningful, monitored matches between adult volunteers and children, ages 6 through 18. The goal is to develop positive relationships that have a direct and lasting effect on the lives of young people, helping them reach their potential. These positive relationships contribute to brighter futures, better schools, and stronger communities.

FUNDING SUMMARY	
Total Grant Awards:	**$96,381**
Highest Single Year Award:	$22,500
Average Award Amount:	$16,064
Grant Sources: CBF, AUTO, REACH	
Number of Years Funded:	6
Consecutive years:	3, 3



Blue Oaks School Parent Teacher Club is a club established to benefit the students at Blue Oaks Elementary School. The goal of the PTC is to bring parents, teachers, and staff members together to improve and enhance the children's school experience by volunteering, raising funds, sponsoring events, providing resources and promoting communication.

FUNDING SUMMARY	
Total Grant Awards:	**$12,450**
Highest Single Year Award:	$5,000
Average Award Amount:	$6,225
Grant Sources: CBF, AUTO	
Number of Years Funded:	2
Consecutive years:	0

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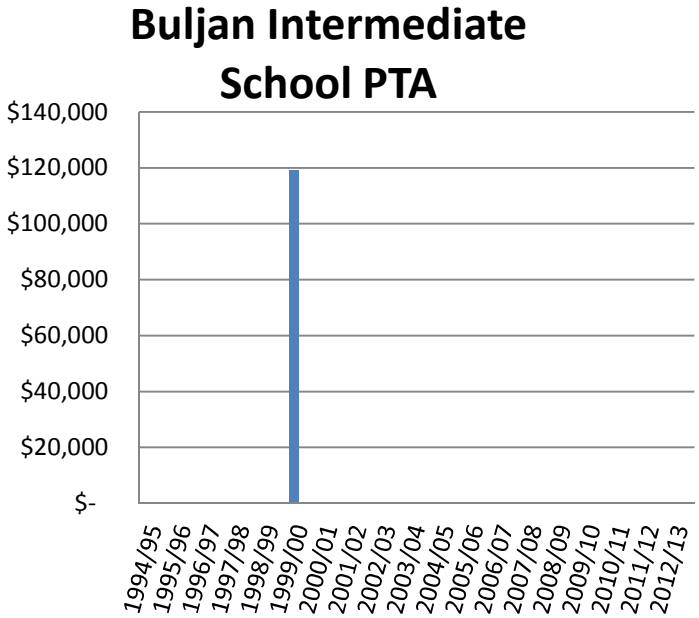
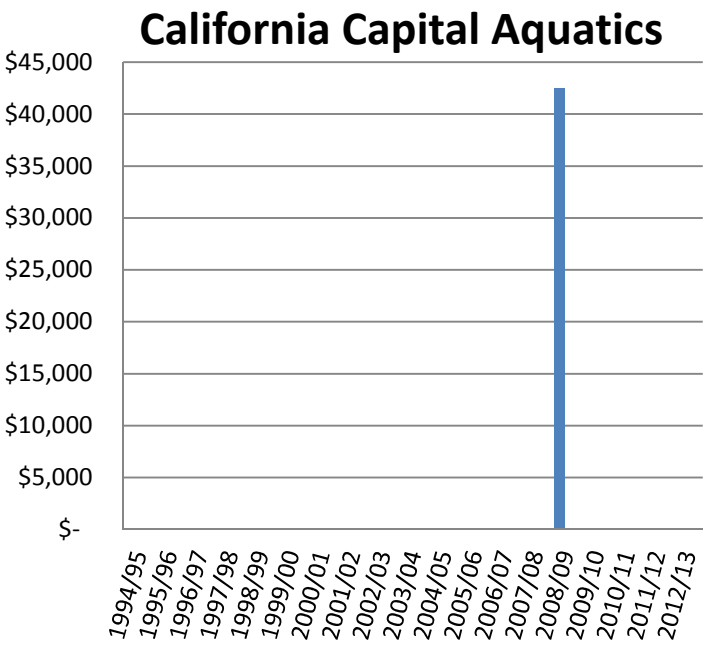


Buljan Intermediate School Parent Teacher Association is a parent-teacher association for Buljan Middle school in Roseville, serving students in 6-8th grades.

FUNDING SUMMARY	
Total Grant Awards:	**$119,006**
Highest Single Year Award:	$119,006
Average Award Amount:	$119,006
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0



California Capital Aquatics is a USA Olympic development swim program for swimmers of all ages (5-18) committed to building character through the pursuit of excellence in competitive swimming. CCA provides swimmers with enjoyable, educational, and social experience, which prepares them for success in life's endeavors.

FUNDING SUMMARY	
Total Grant Awards:	**$42,500**
Highest Single Year Award:	$42,500
Average Award Amount:	$42,500
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0

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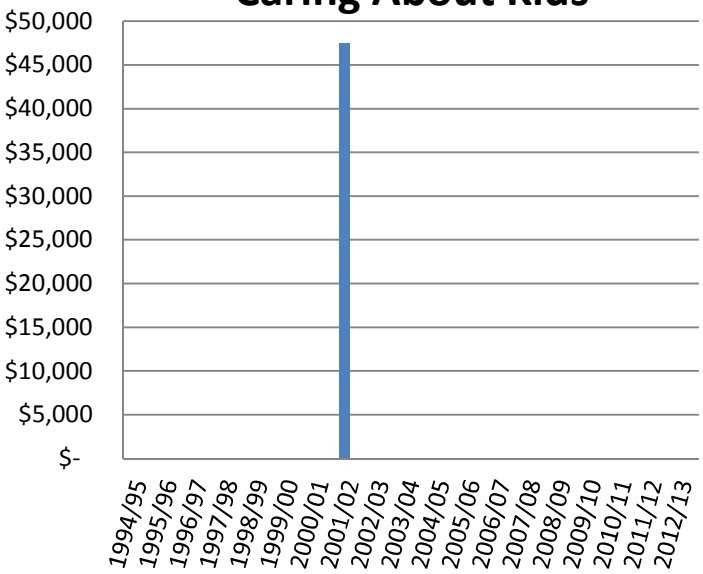
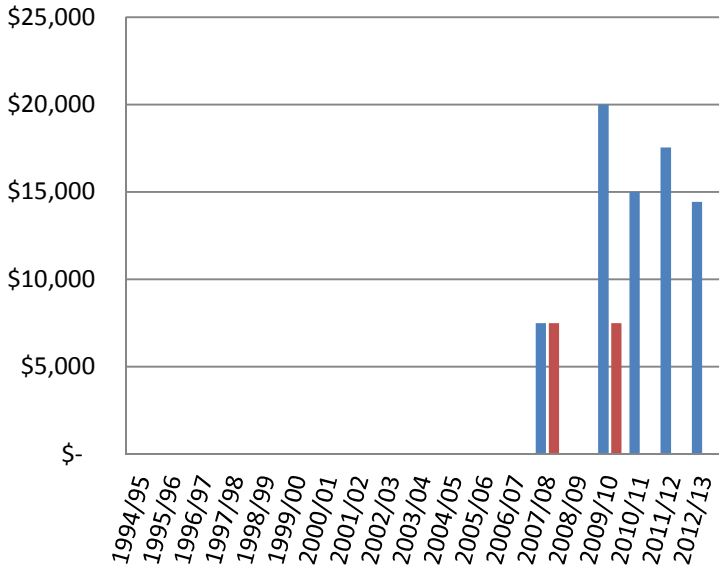


Caring About Kids has no information on the internet found during research for this report. Based on City records, Caring About Kids is a mentor program for at risk youth through community service projects.

FUNDING SUMMARY	
Total Grant Awards:	**$47,500**
Highest Single Year Award:	$47,500
Average Award Amount:	$47,500
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0

Child Advocates of Placer County



Child Advocates of Placer County administers three programs that connect foster youth, at-risk youth, & young adults with trained adult mentors & *Court Appointed Special Advocates* (CASA); *Adults to Youth* (A2Y) for mentors for at-risk youth, & former foster youth transitioning into adulthood without family support; and the *Family Mentor* program provides mentors to young parents who have had children removed from their homes.

FUNDING SUMMARY	
Total Grant Awards:	**$81,980**
Highest Single Year Award:	$20,000
Average Award Amount:	$16,396
Grant Sources: CBF, REACH	
Number of Years Funded:	5
Consecutive years:	4

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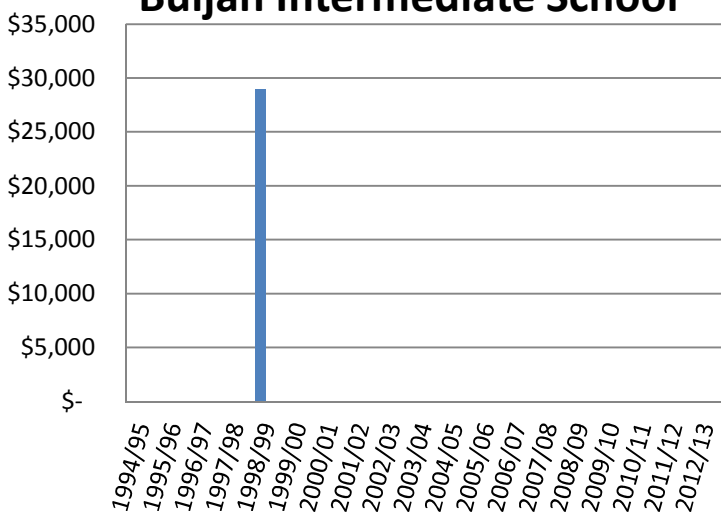
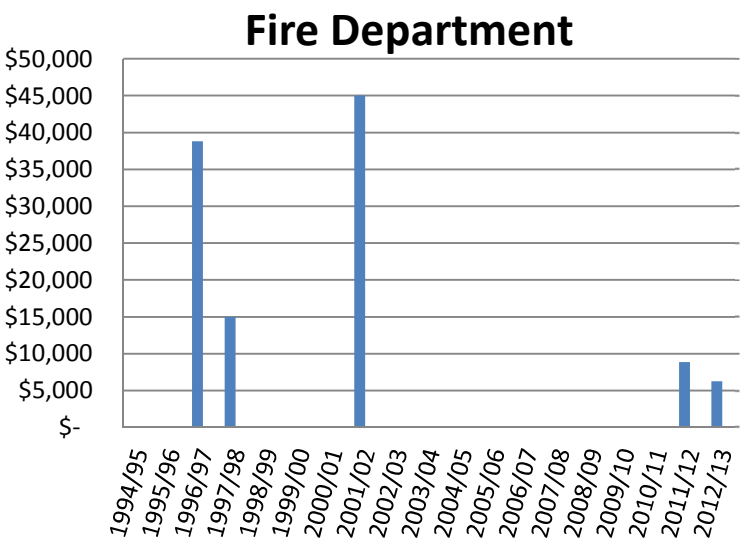
Buljan Intermediate School



City of Roseville – Buljan Intermediate School is one of four middle schools in the Roseville City School District. George R. Buljan Middle School is a California Distinguished School. Sited next to Buljan City Park on Hallissy Drive, this middle school teaches grades six to eight in core subjects of social studies, math, science and language.

FUNDING SUMMARY	
Total Grant Awards:	**$29,000**
Highest Single Year Award:	$29,000
Average Award Amount:	$29,000
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0



City of Roseville – Fire Department provides fire protection to Roseville and neighboring communities as backup. The Fire Department aims to protect and enhance the safety and well-being of residents, businesses, customers and partners by minimizing fire losses in the community and providing prompt, reliable emergency response.

FUNDING SUMMARY	
Total Grant Awards:	**$113,933**
Highest Single Year Award:	$45,000
Average Award Amount:	$22,786
Grant Sources: CBF	
Number of Years Funded:	5
Consecutive years:	2, 2

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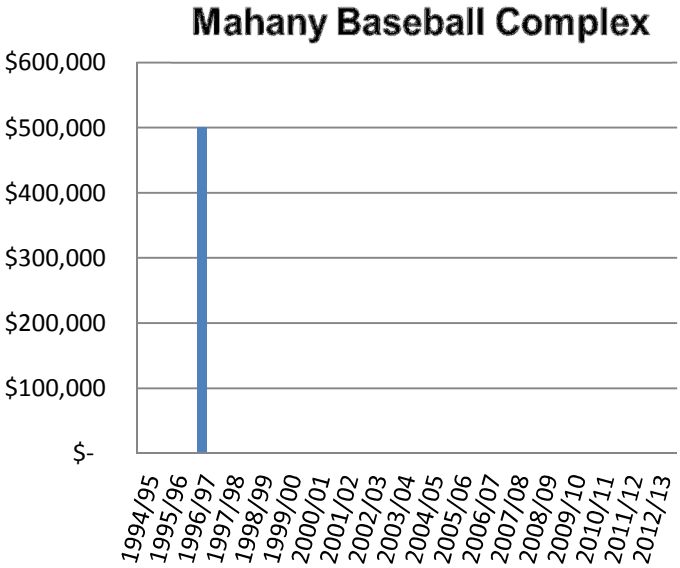
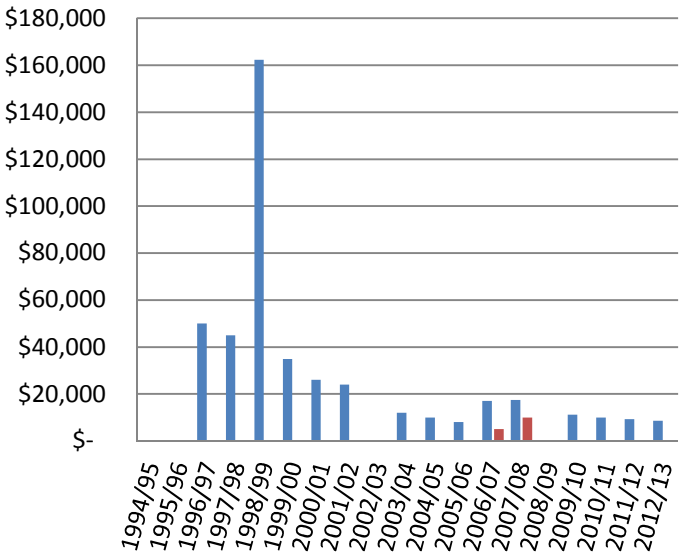


City of Roseville – Mahany Baseball Complex is located within a 225-acre Citywide park located at the corner of Woodcreek Oaks and Pleasant Grove Blvd. in Roseville. The facility includes two lighted softball fields, a four field lighted baseball complex, including three youth baseball fields and one youth/adult 90' baseball diamond. Mahany Park serves over 532,000 people a year.

FUNDING SUMMARY	
Total Grant Awards:	**$500,000**
Highest Single Year Award:	$500,000
Average Award Amount:	$500,000
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0

Parks & Recreation Department



City of Roseville – Parks and Recreation Department provides a full range of parks and recreation services to Roseville and surrounding community. Programs are provided for adults, seniors, preschool, and children of all ages and include cultural arts, golf, libraries, parks, aquatics, camps, sport teams, fitness, daycare, trips/tours, and classes of all kind.

FUNDING SUMMARY	
Total Grant Awards:	**$460,863**
Highest Single Year Award:	$162,305
Average Award Amount:	$30,724
Grant Sources: CBF, AUTO	
Number of Years Funded:	15
Consecutive years:	6, 5, 4

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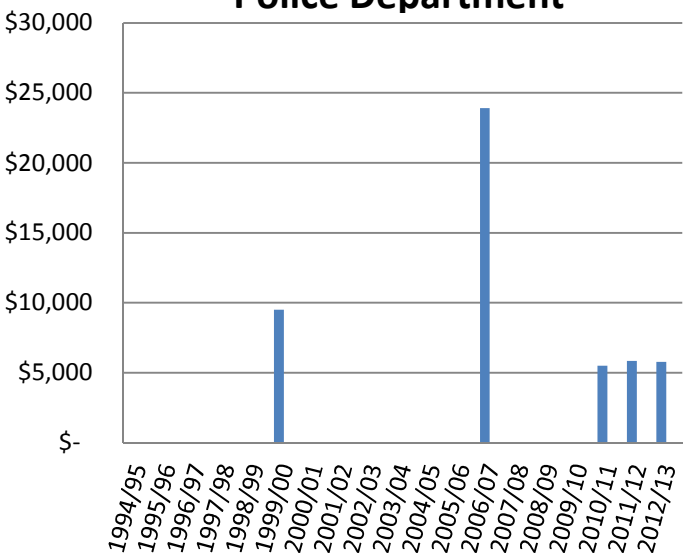
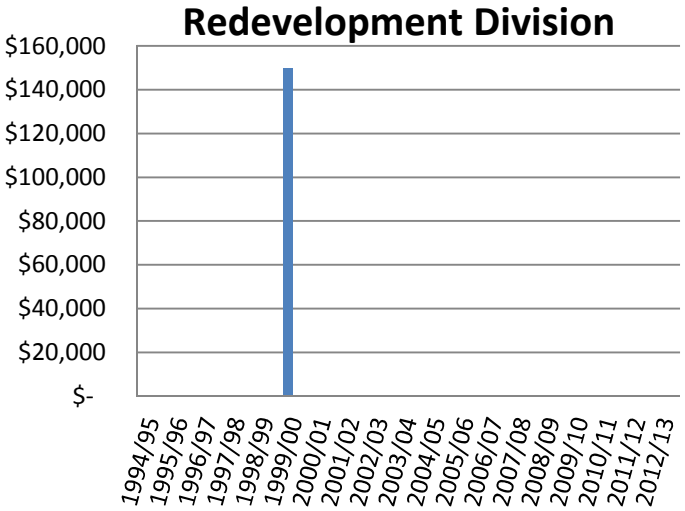
Police Department



City of Roseville – Police Department provides police protection for the City of Roseville. The department aims to improve the quality of life in the city through relentless problem solving and working in partnership with the larger community. Their goal is to work with the community to ensure neighborhoods and business districts remain safe.

FUNDING SUMMARY	
Total Grant Awards:	**$50,530**
Highest Single Year Award:	$23,900
Average Award Amount:	$10,106
Grant Sources: CBF,	
Number of Years Funded:	5
Consecutive years:	3



City of Roseville – Redevelopment Division was established to facilitate the stabilization and stimulation of business activity and investment in the Downtown Roseville Area. Downtown Roseville includes Vernon Street, the Historic District, Riverside Avenue, and Atlantic Street.

FUNDING SUMMARY	
Total Grant Awards:	**$150,000**
Highest Single Year Award:	$150,000
Average Award Amount:	$150,000
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0

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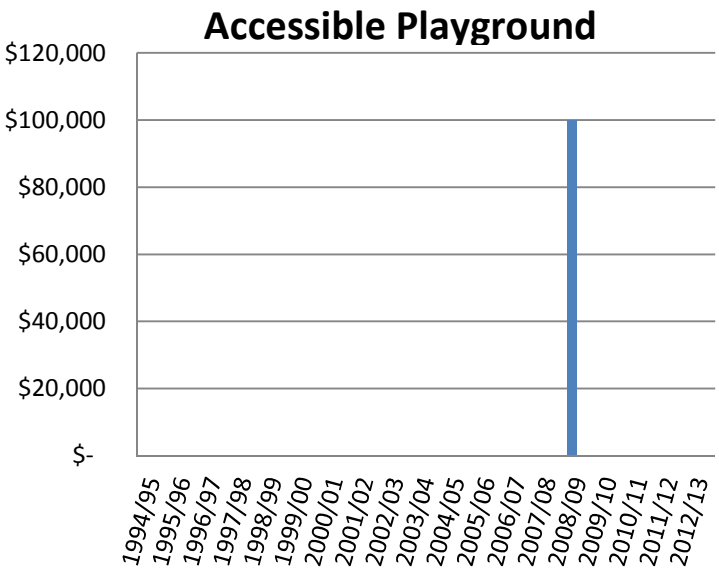
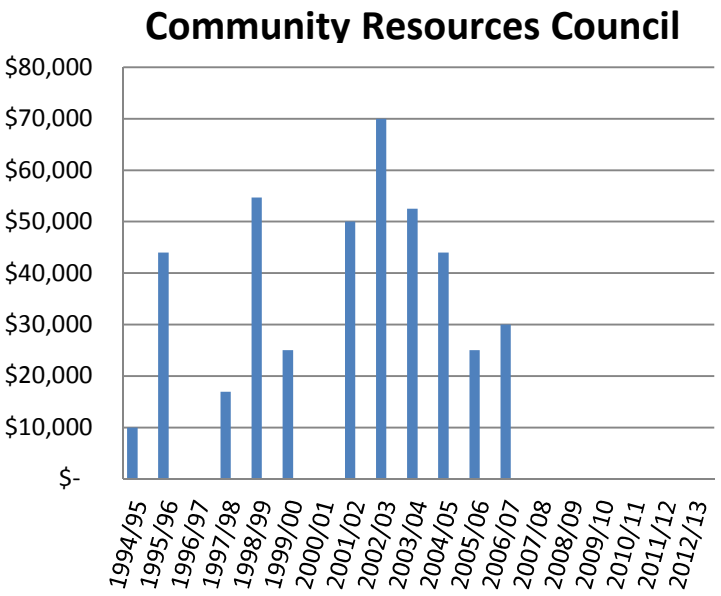


City of Roseville – Accessible Playground is a fully-inclusive playground that stimulates sight, sound, and imagination for all abilities. The goal of the accessible playground project (Project Play) is to create a place where all children can play. The City of Roseville has partnered with Shane's Inspiration to create Roseville's first universally accessible playgrounds.

FUNDING SUMMARY	
Total Grant Awards:	**$100,000**
Highest Single Year Award:	$100,000
Average Award Amount:	$100,000
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0



Community Resources Council is a vital link between food and the people who need it. They serve thousands of people through two primary channels – local food donors and a network of feeding agencies. CRC works with the largest community meal programs to the smallest grassroots food closets, to reach people in need throughout Placer and surrounding counties.

FUNDING SUMMARY	
Total Grant Awards:	**$422,112**
Highest Single Year Award:	$70,000
Average Award Amount:	$38,373
Grant Sources: CBF	
Number of Years Funded:	11
Consecutive years:	2, 3, 6

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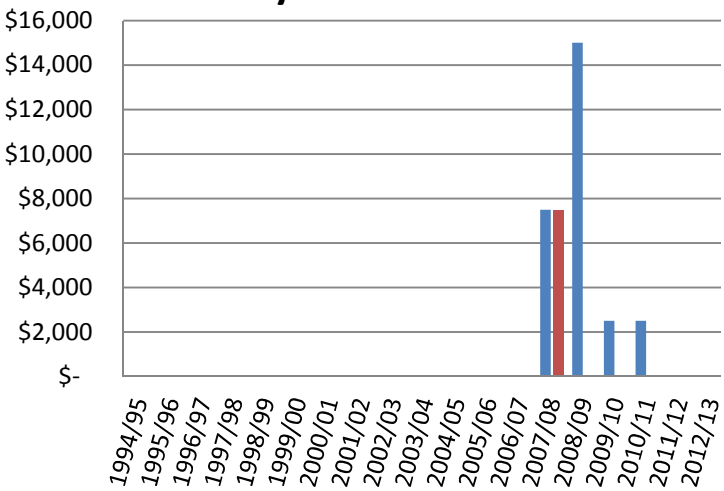
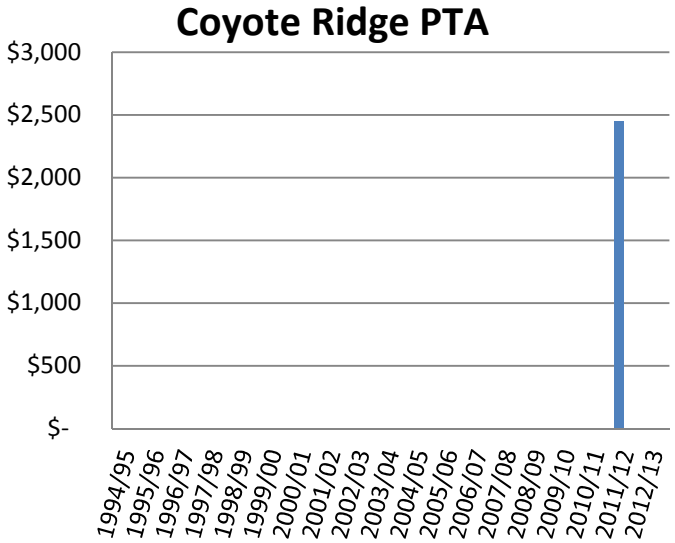


Cooley Middle School PTC is a club that brings parents and teachers together to improve and enhance the students' school experience. The PTC helps keep parents connected to their child's lives by providing information, resources, and avenues to be involved and connected. The PTC's role at Cooley is communication, financial support via fund raising, and community building.

FUNDING SUMMARY	
Total Grant Awards:	**$35,000**
Highest Single Year Award:	$15,000
Average Award Amount:	$8,750
Grant Sources: CBF, REACH	
Number of Years Funded:	4
Consecutive years:	4



Coyote Ridge PTA is a Parent Teacher Association that actively supports the education and enrichment programs of Coyote Ridge Elementary School.

FUNDING SUMMARY	
Total Grant Awards:	**$2,450**
Highest Single Year Award:	$2,450
Average Award Amount:	$2,450
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0

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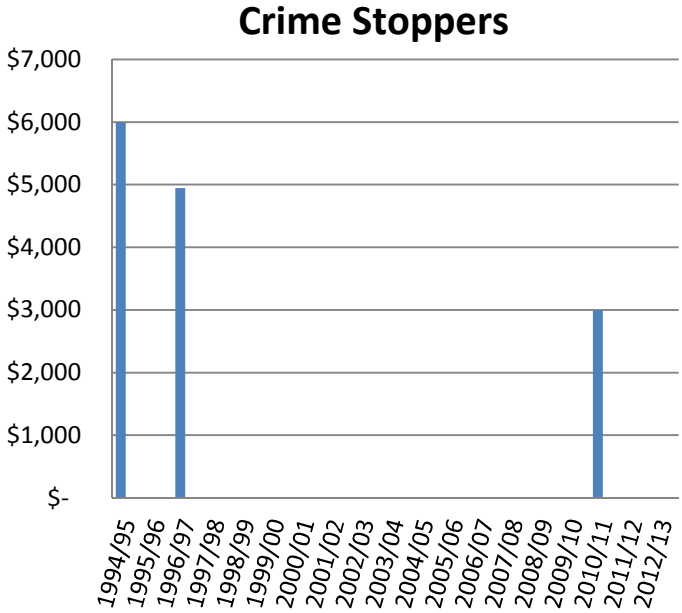
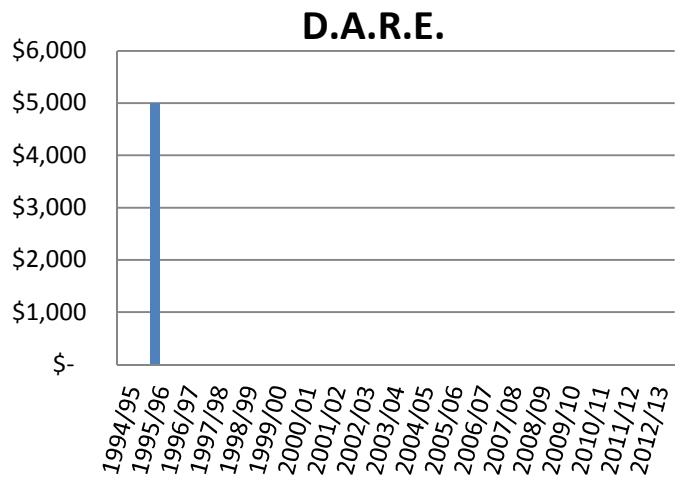


Crime Stoppers fights crime in Roseville by offering rewards for information that helps solve serious crimes. Over 90 criminal cases have been cleared as a result of people calling the Crime Stoppers and providing information.

FUNDING SUMMARY	
Total Grant Awards:	**$13,945**
Highest Single Year Award:	$6,000
Average Award Amount:	$4,648
Grant Sources: CBF	
Number of Years Funded:	3
Consecutive years:	0



D.A.R.E. is a police officer-led series of classroom lessons that teaches children from kindergarten through 12th grade how to resist peer pressure and live productive drug and violence-free lives.

FUNDING SUMMARY	
Total Grant Awards:	**$5,000**
Highest Single Year Award:	$5,000
Average Award Amount:	$5,000
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1

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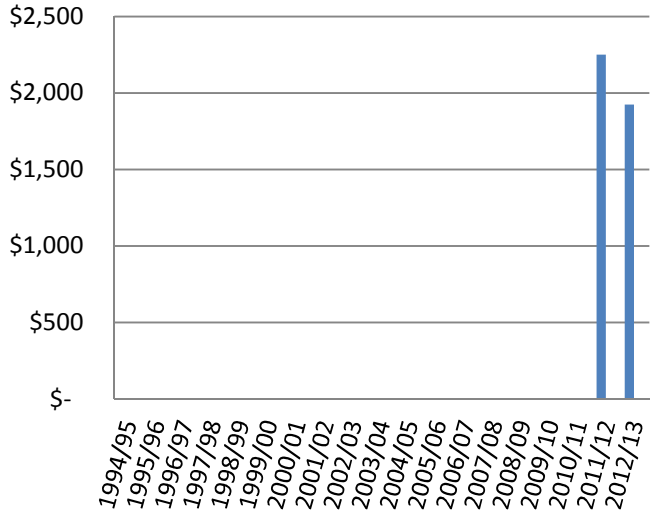
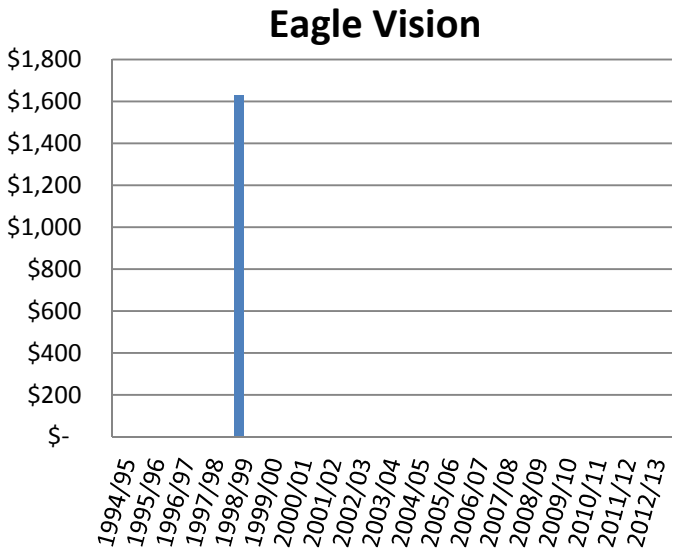


Diamond Creek Elementary School opened on August 17th, 2001 with seventeen permanent classrooms, a multipurpose room and administrative building. Diamond Creek serves over 680 students and twenty-eight teachers. Teaching practices at Diamond Creek Elementary School reflect a curriculum in the subjects of reading, writing, oral language, literature, math, science, and physical education.

FUNDING SUMMARY	
Total Grant Awards:	**$4,174**
Highest Single Year Award:	$2,250
Average Award Amount:	$2,087
Grant Sources: CBF	
Number of Years Funded:	2
Consecutive years:	2



Eagle Vision has very minimal information on file with the City and was not found on the internet during research for this report. Based on City records, Eagle Vision applied for and received funding to hold a special event Labor Day picnic.

FUNDING SUMMARY	
Total Grant Awards:	**$1,627**
Highest Single Year Award:	$1,627
Average Award Amount:	$1,627
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1

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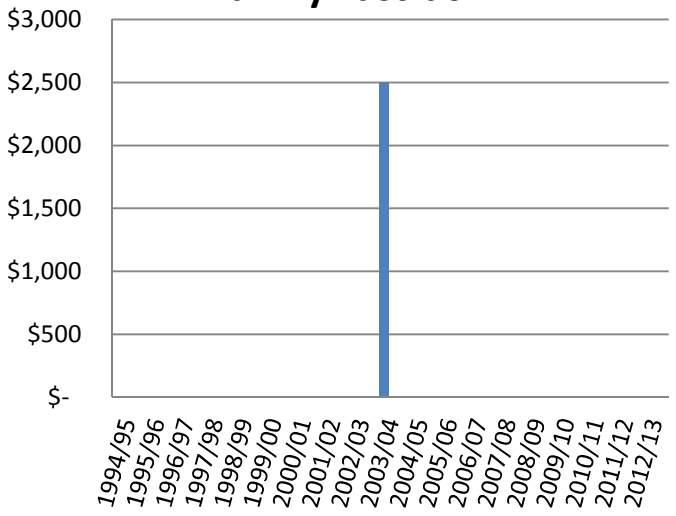
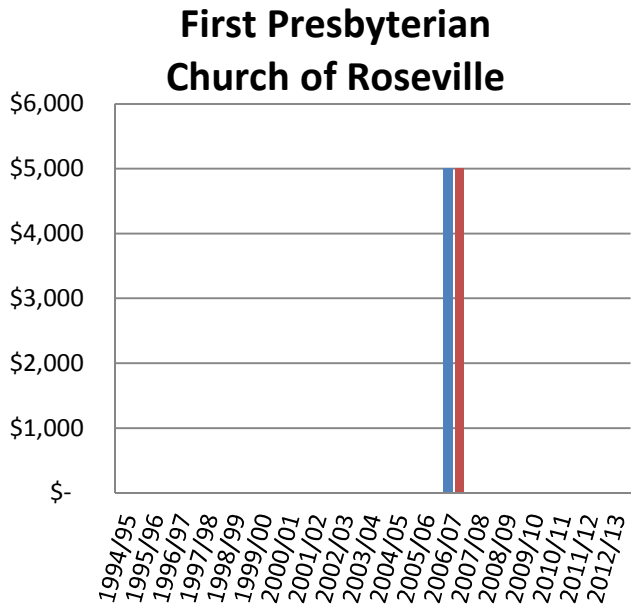


Family Fastrac has minimal information on file with the City and was not found on the internet during research performed for this report. Based on City records, Family Fastrac received funding for a parenting class scholarship program designed to change destructive adolescent behavior.

FUNDING SUMMARY	
Total Grant Awards:	**$2,500**
Highest Single Year Award:	$2,500
Average Award Amount:	$2,500
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1



First Presbyterian Church of Roseville is a non-profit organization in Roseville who applied for and received funding for a Johann Sebastian Bach concert at their Church.

FUNDING SUMMARY	
Total Grant Awards:	**$10,000**
Highest Single Year Award:	$10,000
Average Award Amount:	$10,000
Grant Sources: CBF, AUTO	
Number of Years Funded:	1
Consecutive years:	1

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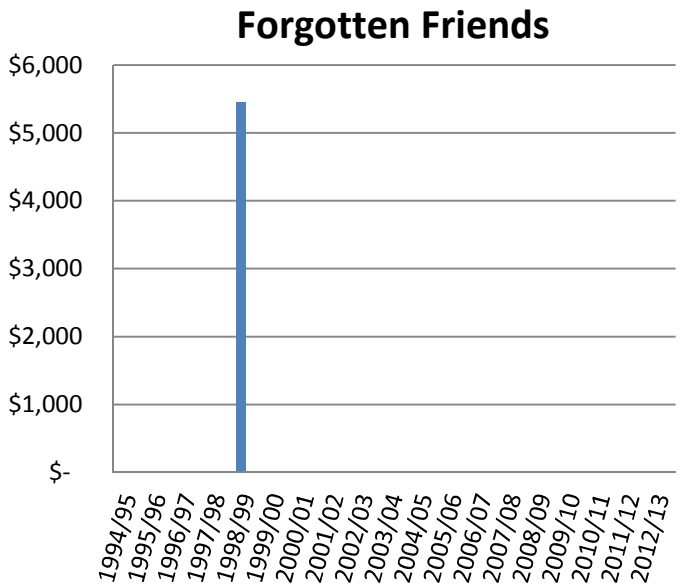
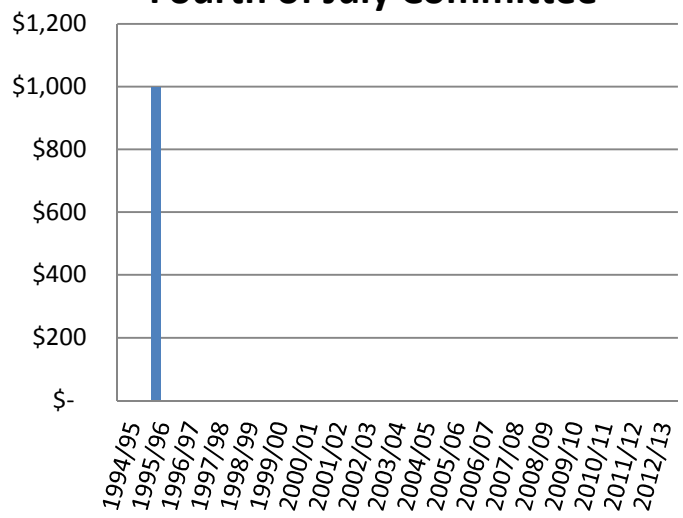


Forgotten Friends has no information on the internet found during research for this report. Based on City records Forgotten Friends is an animal protection program that seeks to provide animal partners for life.

FUNDING SUMMARY	
Total Grant Awards:	**$5,450**
Highest Single Year Award:	$5,450
Average Award Amount:	$5,450
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1

Fourth of July Committee



Fourth of July Celebration Committee is a committee that organizes the City's Fourth of July Celebrations.

FUNDING SUMMARY	
Total Grant Awards:	**$1,000**
Highest Single Year Award:	$1,000
Average Award Amount:	$1,000
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1

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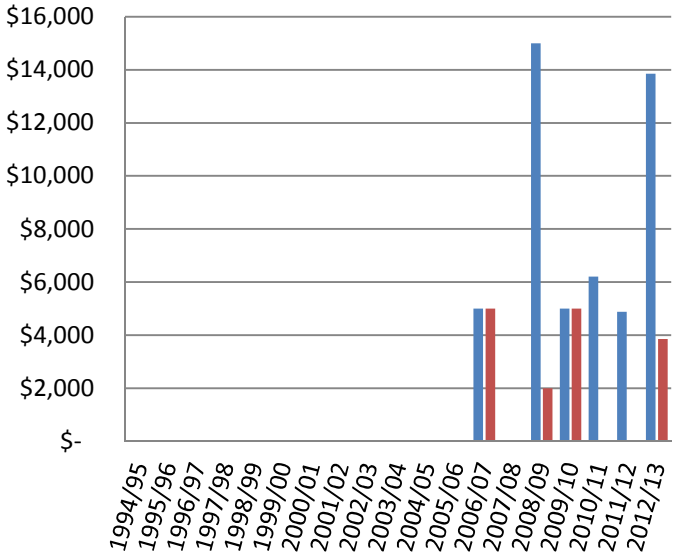
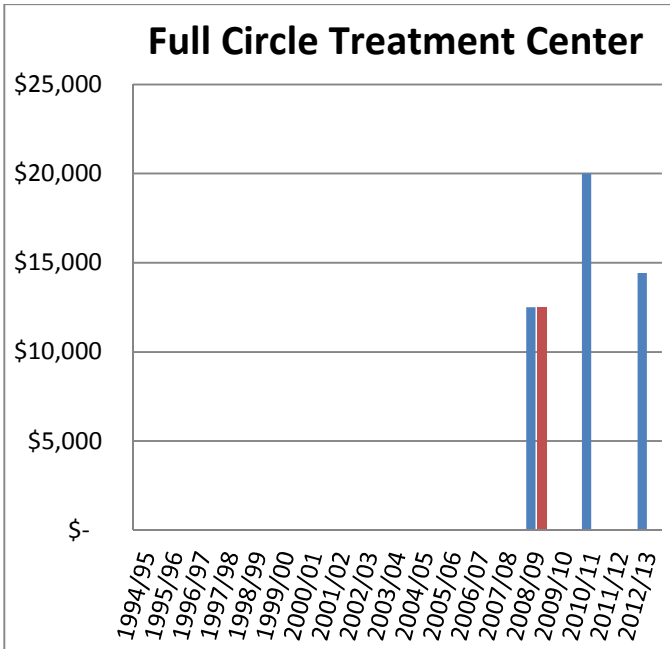
Friends of the Roseville Library



Friends of the Roseville Library believes libraries are important and encourages interest in books, reading, and public libraries. They provide support to the Roseville Public Libraries by working to provide more books, media, and services. Friends of the Roseville Library fund programs for children, teens, and adults to encourage the community to enjoy the library and reading.

FUNDING SUMMARY	
Total Grant Awards:	**$54,927**
Highest Single Year Award:	$13,000
Average Award Amount:	$9,154
Grant Sources: CBF, AUTO, REACH	
Number of Years Funded:	6
Consecutive years:	5



Full Circle Treatment Center provides teens and families with early intervention and treatment of substance abuse. FCTC is dedicated to reducing the harmful effects of adolescent substance abuse. Providing early intervention for these and other destructive behaviors, supports healthy families, and makes stronger communities. The program includes parenting education and ongoing aftercare for sustained success.

FUNDING SUMMARY	
Total Grant Awards:	**$46,930**
Highest Single Year Award:	$20,000
Average Award Amount:	$15,643
Grant Sources: CBF, AUTO, REACH	
Number of Years Funded:	3
Consecutive years:	0

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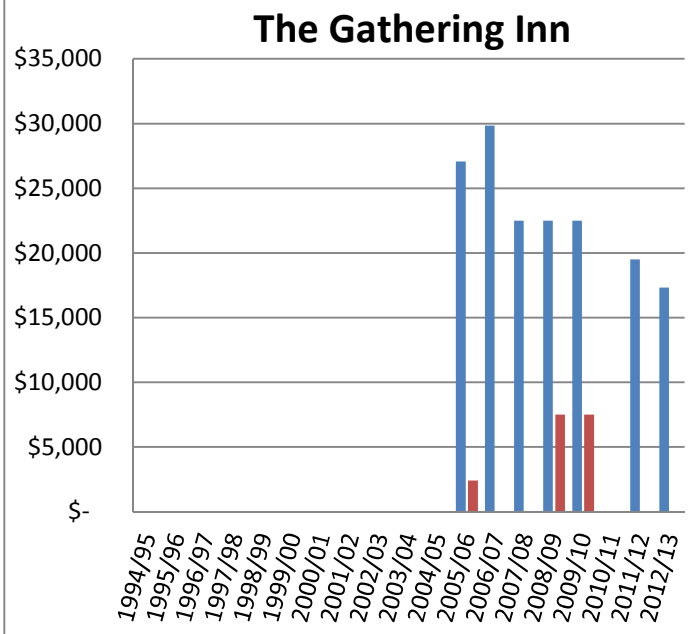
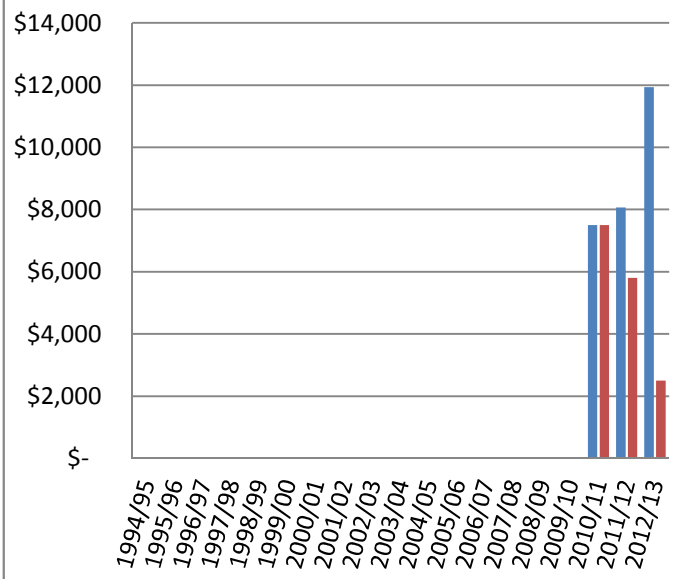


The Gathering Inn provides a community-based response to people in need in south Placer County by offering hope, dignity and a secure place to rest at night, in addition to a wide range of services that help clients get back on their feet again. The Gathering Inn is a drug and alcohol free program and random tests are administered. Additionally, each guest must participate in some self enhancement activity to maintain their stay.

FUNDING SUMMARY	
Total Grant Awards:	**$176,234**
Highest Single Year Award:	$30,000
Average Award Amount:	$25,176
Grant Sources: CBF, AUTO, REACH	
Number of Years Funded:	7
Consecutive years:	5

Gold Country Chaplaincy



Gold Country Chaplaincy provides spiritual, emotional, and mental support in times of need or crisis to the military, veterans and their families, first responders, businesses, churches and the community. Some of their services include responding to life and death emergencies within the community.

FUNDING SUMMARY	
Total Grant Awards:	**$40,805**
Highest Single Year Award:	$14,430
Average Award Amount:	$13,601
Grant Sources: CBF, AUTO,REACH	
Number of Years Funded:	3
Consecutive years:	3

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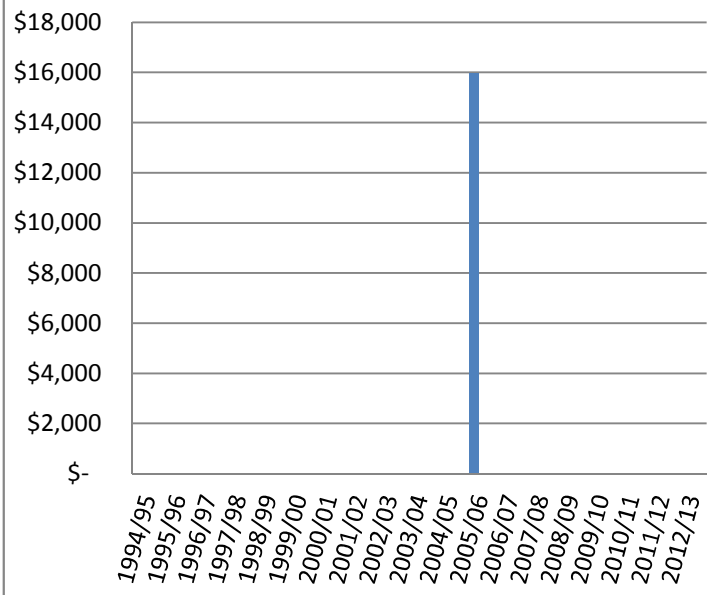
REACH/Automall

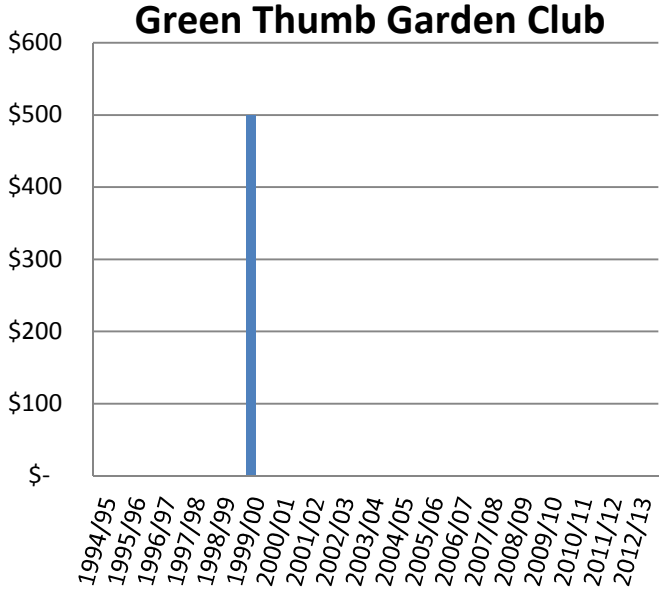
Golden Sierra Life Skills



Golden Sierra Life Skills provides opportunities through education to reunite families. Golden Sierra Life Skills offers educational and program services to the general public, agencies, schools, and facilities. GSLS programs include: Men Infants, and Children (MIC); Male Involvement, Co-parenting; and Kids in Need of Diversion (KIND).

FUNDING SUMMARY	
Total Grant Awards:	**$15,970**
Highest Single Year Award:	$15970
Average Award Amount:	$15,970
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1

Green Thumb Garden Club

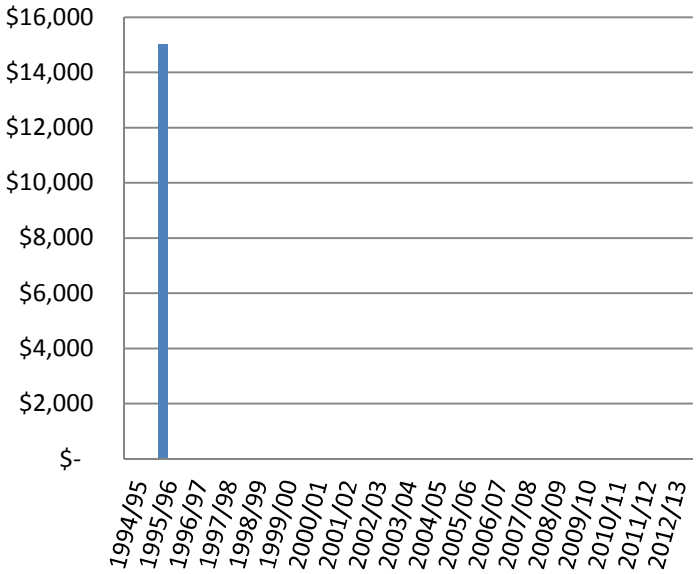


Green Thumb Garden Club is a Club whose goals is to stimulate the knowledge and love of gardening among amateurs, to aid in the protection of native trees, plants & birds, and to encourage planting. The GTGC would like to aid any organization, to lead children to use their leisure hours in the happy and healthful hobby of gardening.

FUNDING SUMMARY	
Total Grant Awards:	**$500**
Highest Single Year Award:	$500
Average Award Amount:	$500
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1

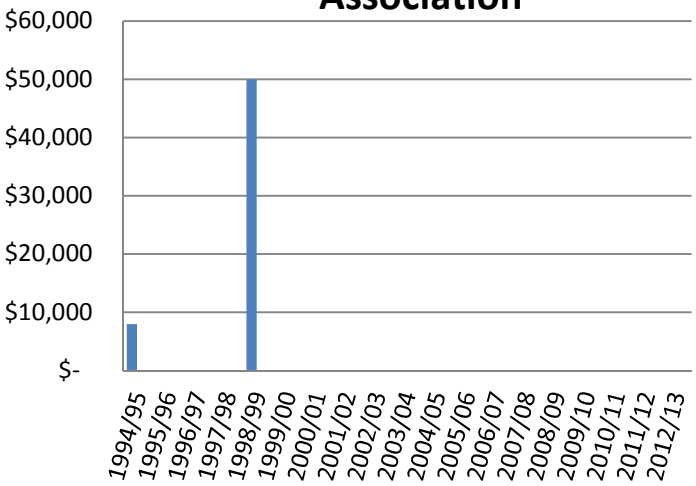
CBF
REACH/Automall

Heritage Park Apartments



Heritage Park Apartments are owned and managed by St. Anton Management Inc. In addition to facilities and physical amenities, many communities offer a range of programs for residents, including after school activities, art enrichment and job placement services that are coordinated in partnership with a non-profit social service organization. These programs offer positive socialization that promotes neighborhood relationships and community building.

FUNDING SUMMARY	
Total Grant Awards:	**$15,000**
Highest Single Year Award:	$15,000
Average Award Amount:	$15,000
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0



Historic Old Roseville Merchants Association is an association of businesses in Historic Old Town whose efforts are focused on promoting the Historic District, hosting community events, and overall enhancement of economic vitality in Old Town.

FUNDING SUMMARY	
Total Grant Awards:	**$57,960**
Highest Single Year Award:	$50,000
Average Award Amount:	$28,980
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1

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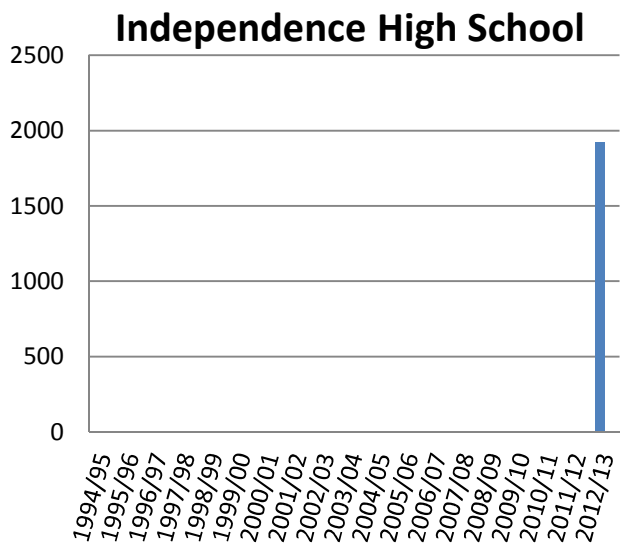
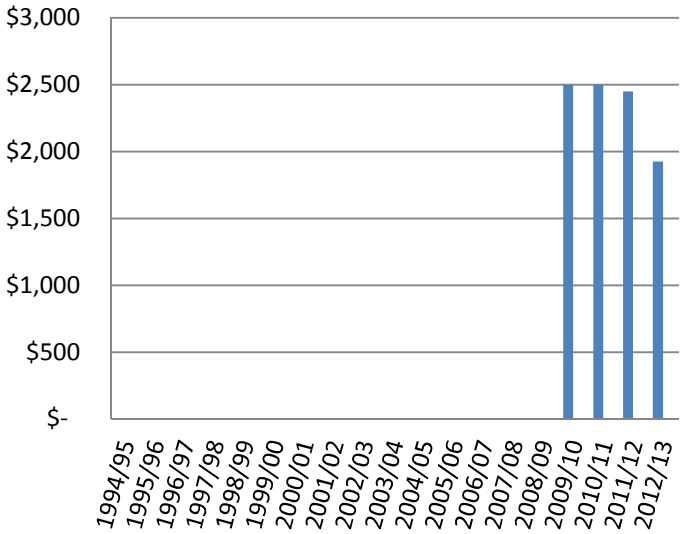


Independence High School is a safe, innovative, 21st century learning environment. IHS offers an individualized, college-prep "Flipped Class" learning model with experienced and dedicated staff who expertly tailor their instruction to meet the learning needs of their students.

FUNDING SUMMARY	
Total Grant Awards:	**$1,924**
Highest Single Year Award:	$1,024
Average Award Amount:	$1,924
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1

Junction Elementary School



Junction Elementary School is an Elementary School in the Roseville City School District. The Junction Jaguars are focused on providing students with the knowledge necessary to be successful in school and in life. The focus is on strong academics, leadership skills and life skills that will serve students and their families well into the future.

FUNDING SUMMARY	
Total Grant Awards:	**$9,374**
Highest Single Year Award:	$2,500
Average Award Amount:	$2,343
Grant Sources: CBF	
Number of Years Funded:	4
Consecutive years:	4

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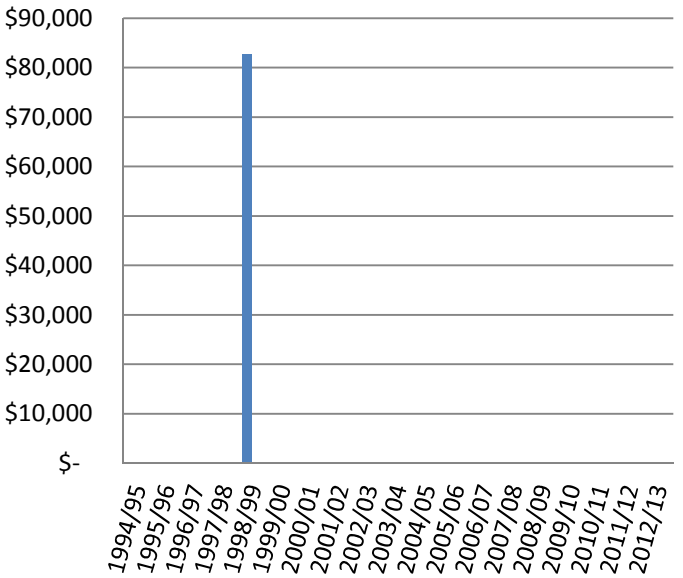
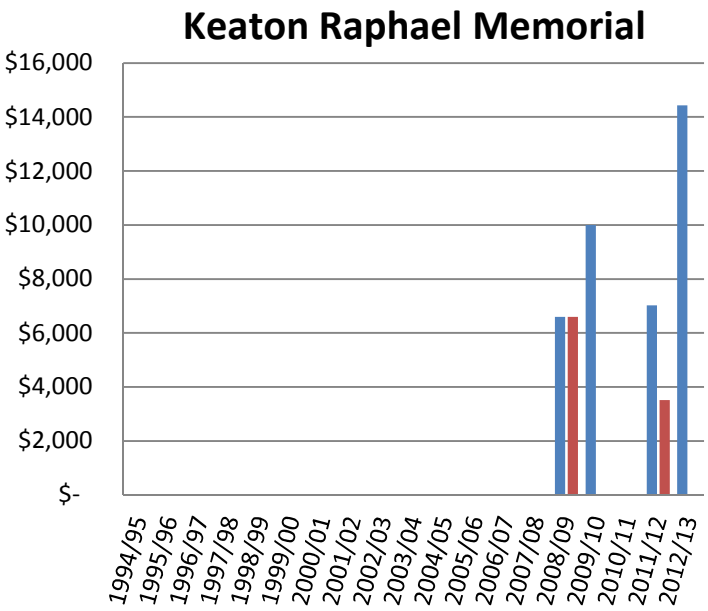
REACH/Automall

Kaseberg Elementary School PTC



Kasebery Elementary School PTC is a parent teacher Club dedicated to the enrichment of Kaseberg Elementary School for the benefit of all students. The PTC provides educational enhancements, including, but not limited to, programs which benefit the majority of the student body and are not normally provided by Kaseberg Elementary School. The PTC wants to improve the lives of students and parents, caretakers and family members.

FUNDING SUMMARY	
Total Grant Awards:	**$82,752**
Highest Single Year Award:	$82,752
Average Award Amount:	$82,752
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1



Keaton Raphael Memorial is an organization established to support children with cancer and their families by providing emotional, educational and financial support, while increasing awareness and funding research toward a cure. Programs include family grants, patient care funding, research funding, advocacy, and education.

FUNDING SUMMARY	
Total Grant Awards:	**$41,575**
Highest Single Year Award:	$14,430
Average Award Amount:	$10,368
Grant Sources: CBF, REACH	
Number of Years Funded:	4
Consecutive years:	2, 2

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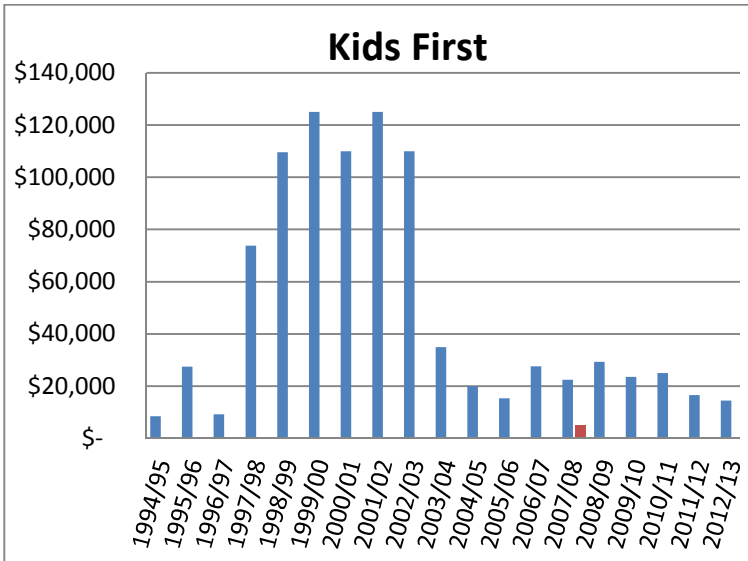
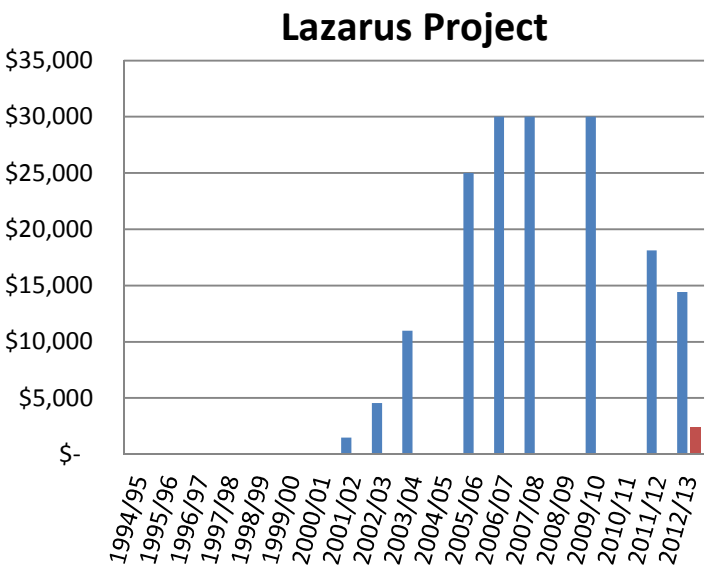


KidsFirst helps parents and children with difficult life circumstances before problems become overwhelming. The mission is to end child abuse and neglect. The vision is that all children live in a safe, healthy and nurturing home. KidsFirst has three sites: Roseville, Auburn, and Citrus Heights.

FUNDING SUMMARY	
Total Grant Awards:	**$932,715**
Highest Single Year Award:	$125,000
Average Award Amount:	$49,090
Grant Sources: CBF, AUTO	
Number of Years Funded:	19
Consecutive years:	19



Lazarus Project is an organization that provides housing and support for homeless and impoverished persons in the Placer County area. The services for women and men include health care access, food, clothing, financial assistance, if needed, and transitional housing in four homes with a planned expansion to provide even more housing options.

FUNDING SUMMARY	
Total Grant Awards:	**$164,623**
Highest Single Year Award:	$30,000
Average Award Amount:	$18,561
Grant Sources: CBF, AUTO	
Number of Years Funded:	3, 2
Consecutive years:	4

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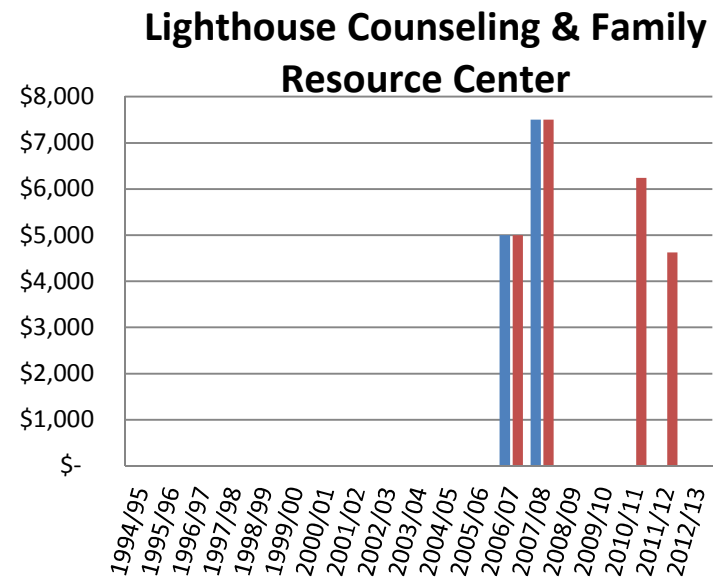
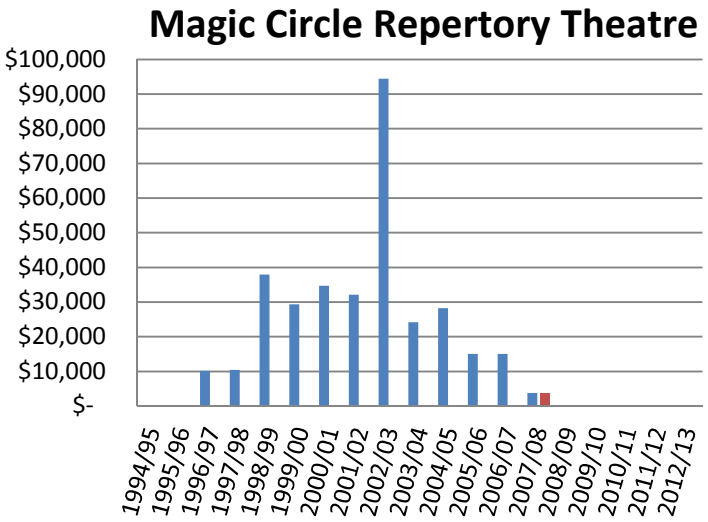


Lighthouse Counseling & Family Resource Center strengthens families, & improves physical/emotional well-being of individuals by providing counseling, education & access to community based resources. Lighthouse connects people with jobs to prevent future financial issues and helps clients gain practical skills to increase healthy living, overall well-being and self-sufficiency.

FUNDING SUMMARY	
Total Grant Awards:	**$35,867**
Highest Single Year Award:	$15,000
Average Award Amount:	$8,966
Grant Sources: CBF, AUTO, REACH	
Number of Years Funded:	4
Consecutive years:	2, 2



Magic Circle Repertory Theatre, now called Roseville Theater Arts Academy, is a dramatic arts theater with acting classes. RTAA has a mission to build character in the students they teach, both inside and out. RTAA alumni have gone on to become producers, directors, and working actors.

FUNDING SUMMARY	
Total Grant Awards:	**$338,896**
Highest Single Year Award:	$94,426
Average Award Amount:	$28,241
Grant Sources: CBF, AUTO	
Number of Years Funded:	12
Consecutive years:	12

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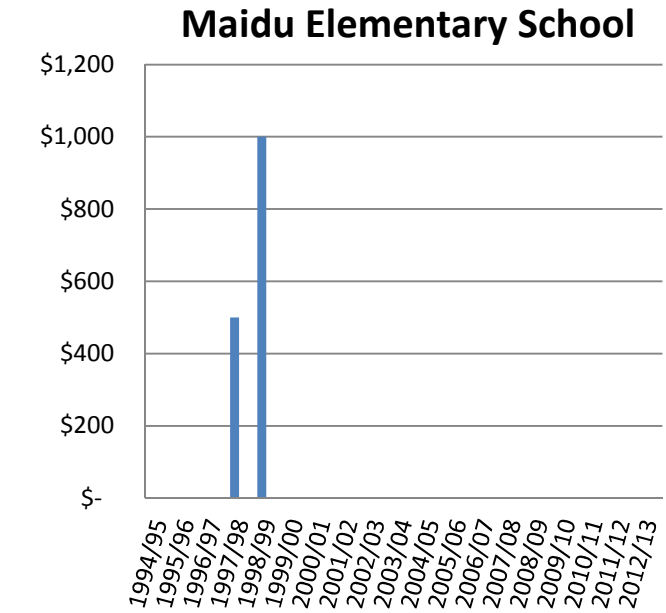
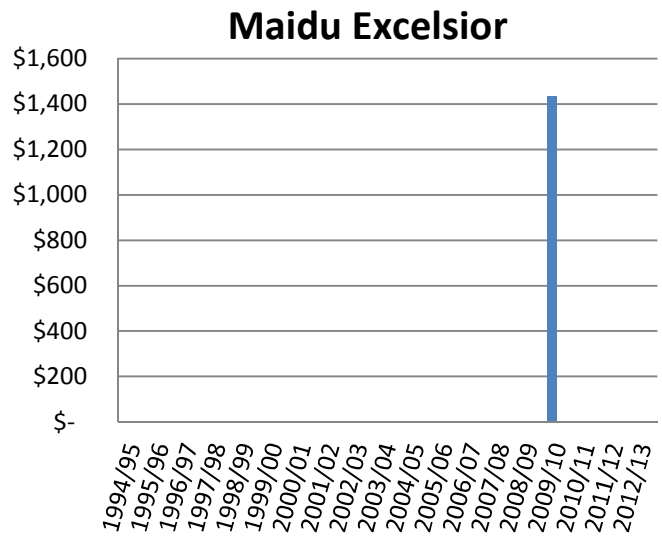


Maidu Elementary School is a transition kindergarten – 3rd grade school in the Eureka Union School District.

FUNDING SUMMARY	
Total Grant Awards:	**$1,500**
Highest Single Year Award:	$1,000
Average Award Amount:	$750
Grant Sources: CBF	
Number of Years Funded:	2
Consecutive years:	2



Maidu Excelsior PTC is a parent-teacher club that informs parents of school activities and engages parents in fund raising benefitting to benefit students.

FUNDING SUMMARY	
Total Grant Awards:	**$1,435**
Highest Single Year Award:	$1,435
Average Award Amount:	$1,435
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0

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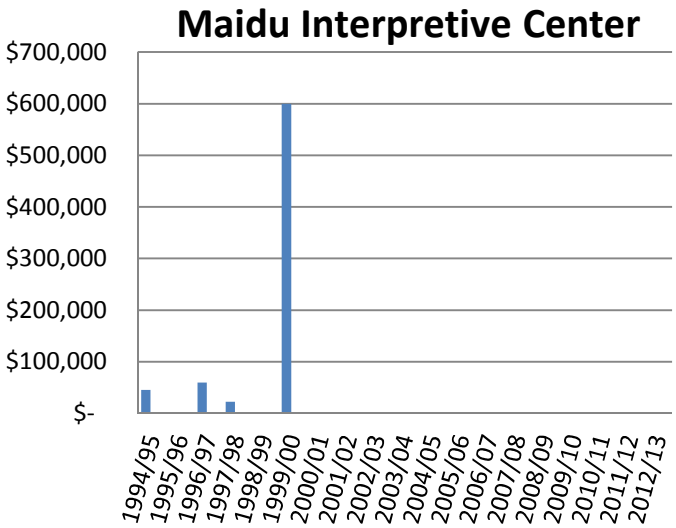
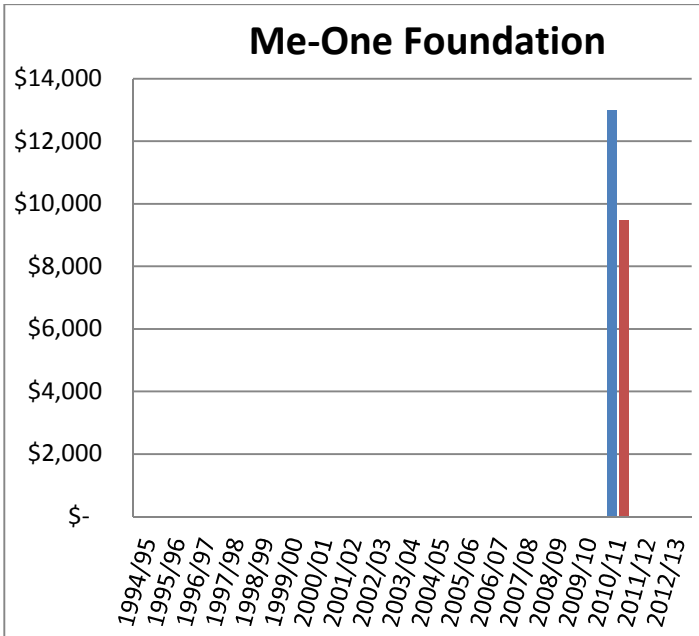


Maidu Interpretive Center is a cultural center for families and individuals who want to experience the culture of the Nisenan Maidu who called this location home for thousands of years. The Museum presents interactive exhibits and displays, and the outside trail wanders through the Historic Site.

FUNDING SUMMARY	
Total Grant Awards:	**$727,085**
Highest Single Year Award:	$600,000
Average Award Amount:	$181,771
Grant Sources: CBF	
Number of Years Funded:	4
Consecutive years:	2



The Me-One Foundation is a dedicated to lightening the load that cancer inflicts on a family. Me-One offers a weekend of fun, respite, and pampering for adults with cancer and their families. At Camp Challenge, the focus on bringing joy and laughter back to the forefront of campers lives. Cancer may be diagnosed in one person, but it radiates to the whole family.

FUNDING SUMMARY	
Total Grant Awards:	**$22,500**
Highest Single Year Award:	$22,500
Average Award Amount:	$22,000
Grant Sources: CBF, AUTO, REACH	
Number of Years Funded:	1
Consecutive years:	0

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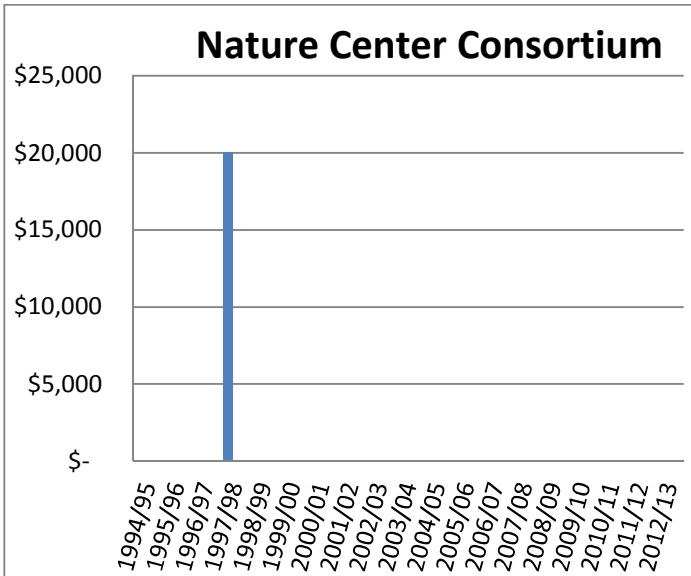
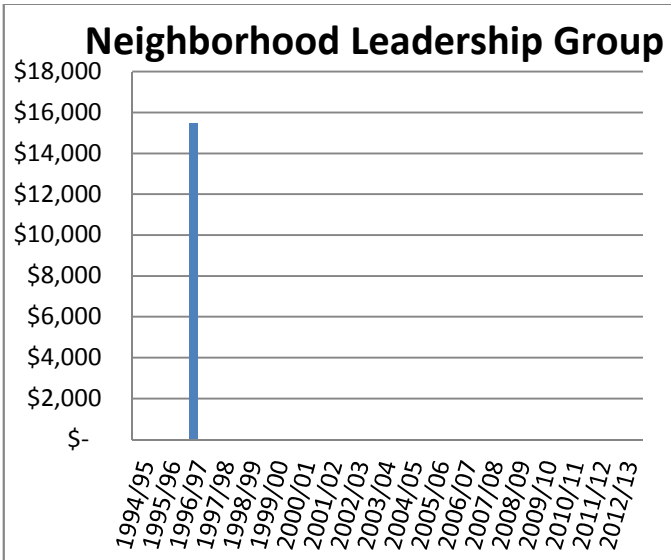


Nature Center Consortium is Placer Nature Center offers activities and classes in wildlife, astronomy, reptiles, gardening, art, insects, ecology, watershed, natural & cultural history and much more for people of all ages. Programs are offered at the nature center and throughout Placer County.

FUNDING SUMMARY	
Total Grant Awards:	**$20,000**
Highest Single Year Award:	$20,000
Average Award Amount:	$20,000
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0



Neighborhood Leadership Group was the precursor to the Roseville Coalition of Neighborhood Associations whose purpose is to improve the social, physical, and economic health in the Roseville community through neighborhood awareness and involvement.

FUNDING SUMMARY	
Total Grant Awards:	**$15,500**
Highest Single Year Award:	$15,500
Average Award Amount:	$15,500
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0

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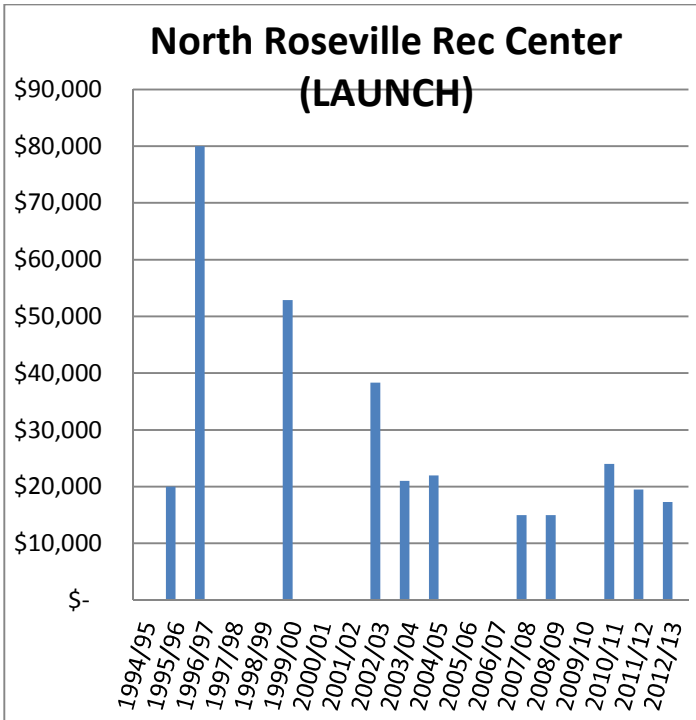
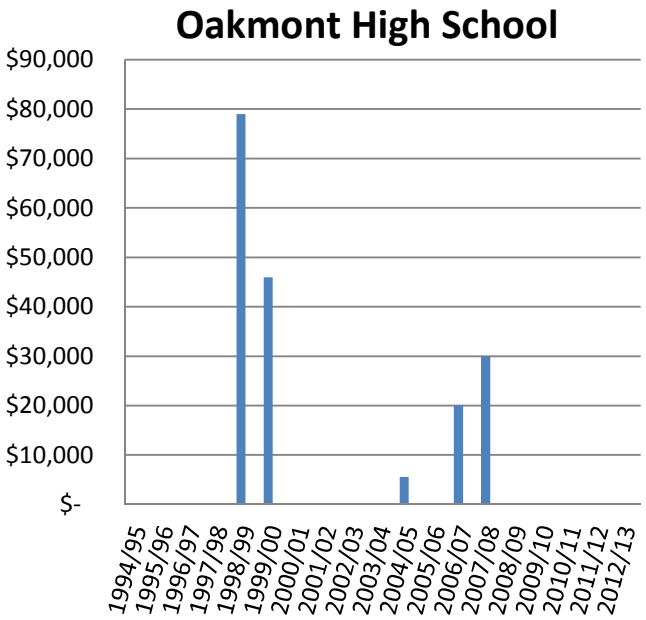


North Roseville Recreation Center (newly renamed Launch) serves families in the *neighborhood* and is proud to sustain a healthy, stable environment that creates a positive impact on the lives of at-risk children. The programs enrich the quality of life in the North Roseville Neighborhood and are free to all participants.

FUNDING SUMMARY	
Total Grant Awards:	**$325,015**
Highest Single Year Award:	$80,000
Average Award Amount:	$29,546
Grant Sources: CBF	
Number of Years Funded:	11
Consecutive years:	2,3,2,3



Oakmont High School is one of five comprehensive high schools in the Roseville Joint Union High School District, serving grades 9 through 12. Oakmont has an enrollment of approximately 1560 students. They offer a strong International Baccalaureate program and Health Academy, plus many career and technical areas of study.

FUNDING SUMMARY	
Total Grant Awards:	**$180,543**
Highest Single Year Award:	$79,009
Average Award Amount:	$36,108
Grant Sources: CBF	
Number of Years Funded:	5
Consecutive years:	2,2

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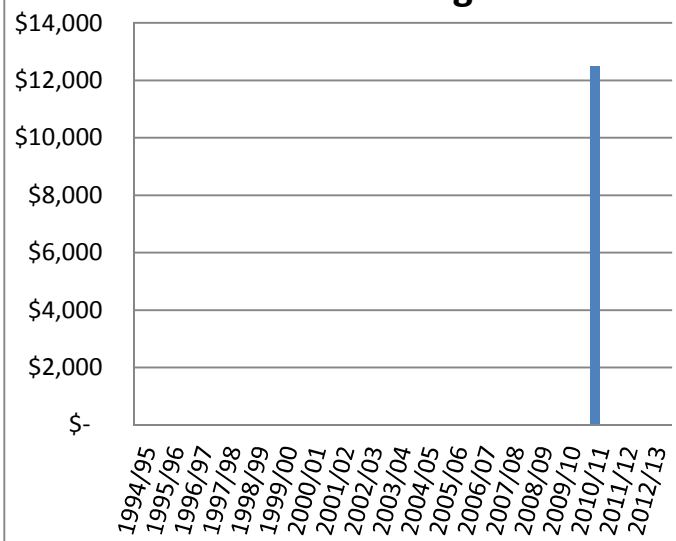
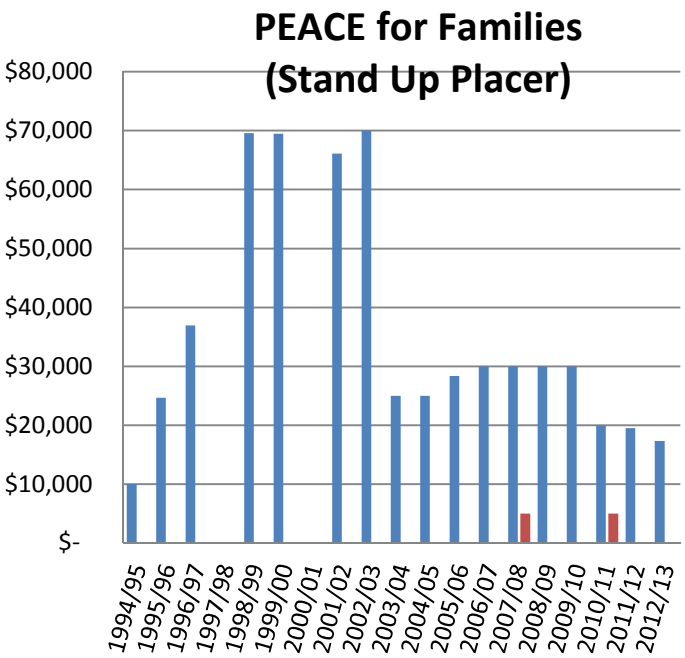


Pacific Housing, Inc. is dedicated to becoming a leader in the affordable housing industry. The organizational structure of Pacific Housing, Inc. enables the company to diversify into several disciplines of affordable housing.

FUNDING SUMMARY	
Total Grant Awards:	**$12,500**
Highest Single Year Award:	$12,500
Average Award Amount:	$12,500
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1



PEACE for Families, renamed ***Stand Up Placer***, is an organization that believes everyone - regardless of sex, race, religion, or occupation, whether they are heterosexual, homosexual, bisexual, gay, lesbian or transgender - deserves to live a life free from violence***.*** *Stand Up Placer* provides victims of domestic violence and sexual assault in Placer County with a safe, caring and nurturing environment, free of charge.

FUNDING SUMMARY	
Total Grant Awards:	**$611,991**
Highest Single Year Award:	$70,000
Average Award Amount:	$36,294
Grant Sources: CBF, AUTO	
Number of Years Funded:	17
Consecutive years:	3,2,12

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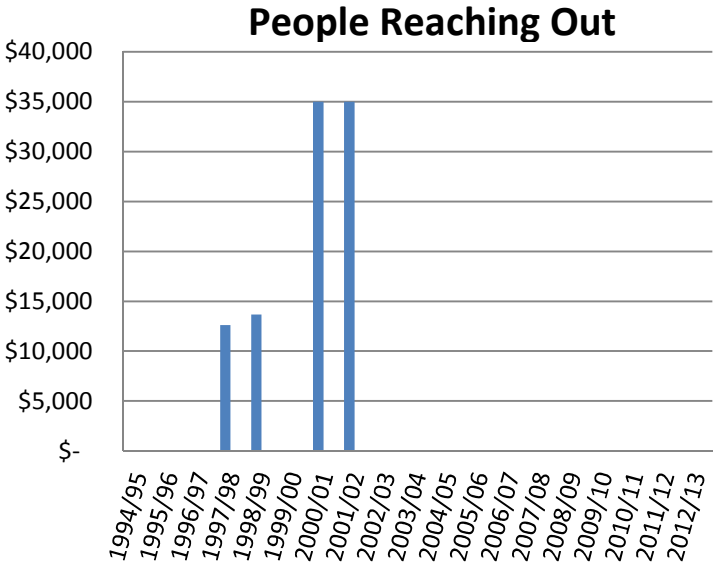
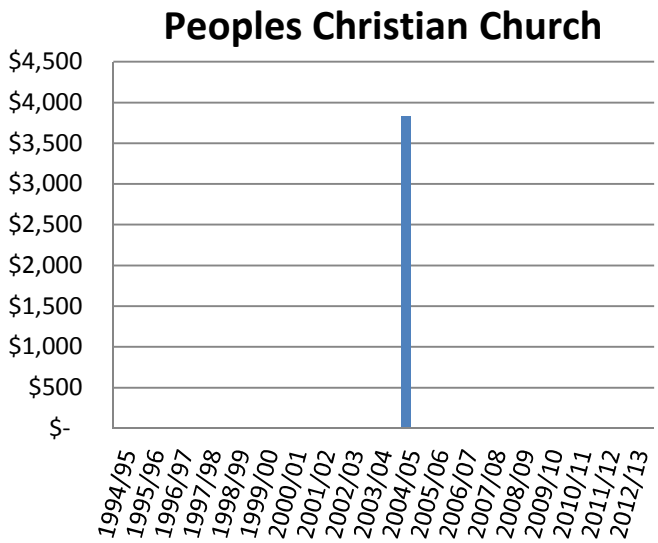


People Reaching Out believes that any child can succeed in school, community and family life. They produce young people who are inspired, educated and mobilized to build healthy communities for themselves and their families.

FUNDING SUMMARY	
Total Grant Awards:	**$96,289**
Highest Single Year Award:	$35,000
Average Award Amount:	$24,072
Grant Sources: CBF	
Number of Years Funded:	4
Consecutive years:	2,2



Peoples Christian Church is a non-profit organization located in Roseville. They requested and received grant funding to provide a snow hill at the end of the Roseville Holiday Parade route in 2005.

FUNDING SUMMARY	
Total Grant Awards:	**$3,829**
Highest Single Year Award:	$3,829
Average Award Amount:	$3,829
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1

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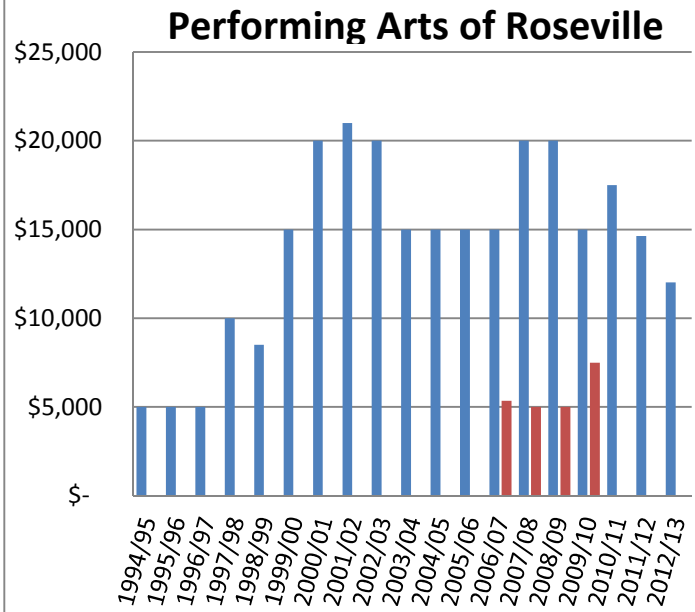
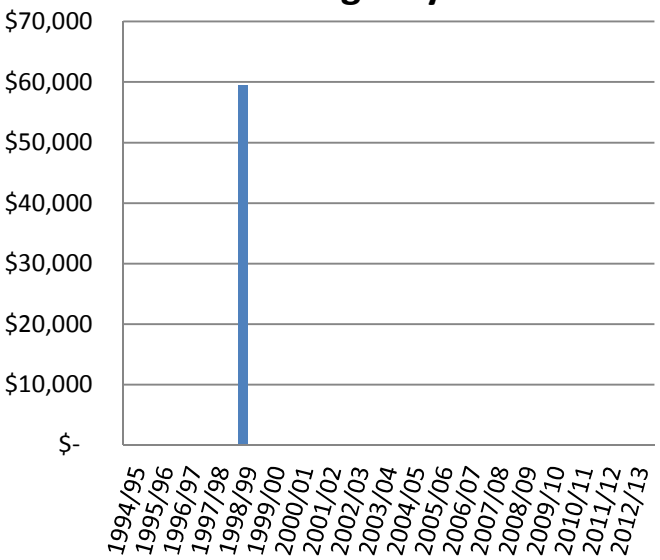


Performing Arts of Roseville is an all-volunteer organization comprised of members of the community that are devoted to providing concerts to the Roseville area at absolutely no cost to their audience. The goal is to enrich the Roseville area by providing high-quality performing arts accessible to all.

FUNDING SUMMARY	
Total Grant Awards:	**$291,500**
Highest Single Year Award:	$25,000
Average Award Amount:	$15,342
Grant Sources: CBF, AUTO	
Number of Years Funded:	19
Consecutive years:	19

Placer Agency Network



Placer Agency Network is a team of workforce development professionals that provide no-cost hiring assistance to businesses in Placer County.

FUNDING SUMMARY	
Total Grant Awards:	**$59,483**
Highest Single Year Award:	$59,483
Average Award Amount:	$59,483
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1

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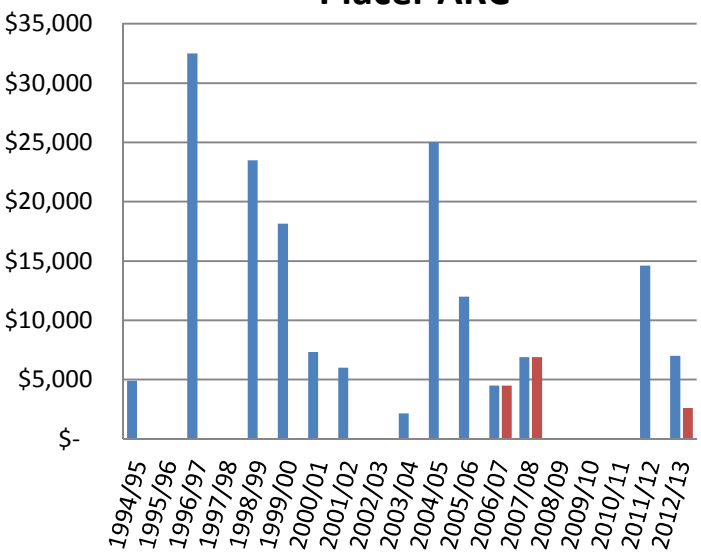
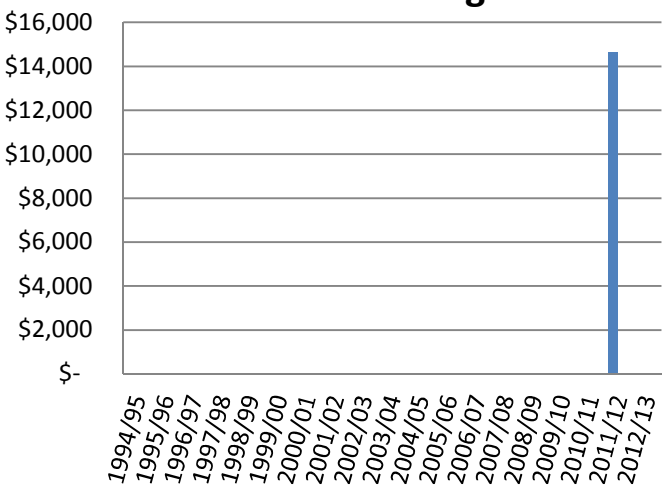
Placer ARC



Placer ARC is dedicated to promoting the welfare of persons diagnosed with a developmental disability or at risk of a developmental disability.

FUNDING SUMMARY	
Total Grant Awards:	**$178,568**
Highest Single Year Award:	$32,500
Average Award Amount:	$13,582
Grant Sources: CBF, AUTO, REACH	
Number of Years Funded:	13
Consecutive years:	4,5

Placer County Japanese American Citizens League



Placer County Japanese American Citizens League is a national organization whose ongoing mission is to secure and maintain the civil rights of Japanese Americans and all others who are victimized by injustice and bigotry. The leaders and members of the JACL also work to promote cultural, educational and social values and preserve the heritage and legacy of the Japanese American community.

FUNDING SUMMARY	
Total Grant Awards:	**$14,625**
Highest Single Year Award:	$14,625
Average Award Amount:	$14,625
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1

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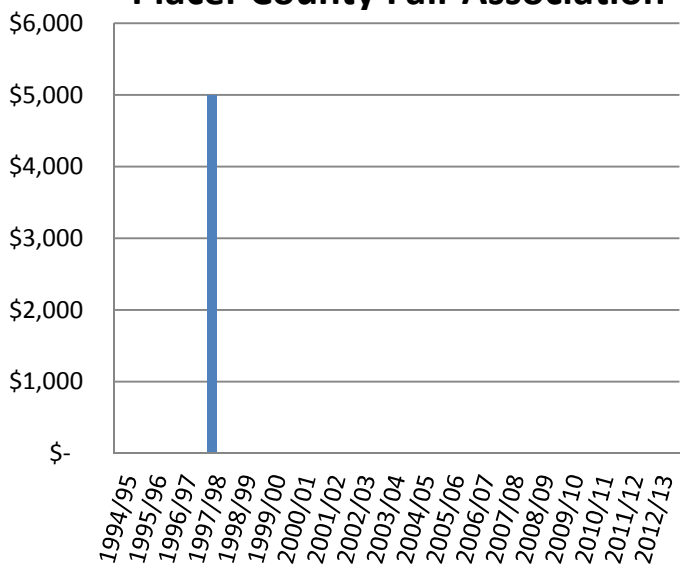
REACH/Automall

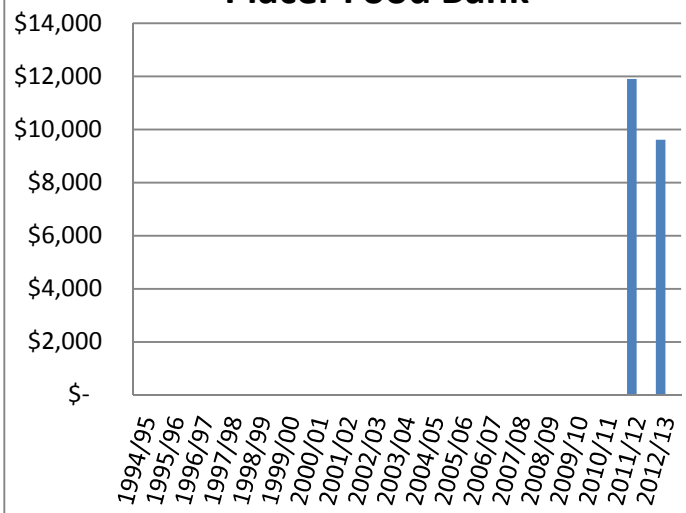
Placer County Fair Association



Placer County Fair Association works to provide a wholesome family fair incorporating educational and entertaining activities and generates year round usage of Fairground facilities. In accomplishing this mission, the Fair Association works to continually improve their business processes and address the needs of the community and customers.

FUNDING SUMMARY	
Total Grant Awards:	**$5,000**
Highest Single Year Award:	$5,000
Average Award Amount:	$5,000
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1

Placer Food Bank



Placer Food Bank serves thousands of people through two primary channels – local food donors and a network of feeding agencies. From the largest community meal programs to the smallest grassroots food closets, the Placer Food Bank reaches people in need throughout Placer and surrounding counties.

FUNDING SUMMARY	
Total Grant Awards:	**$21,520**
Highest Single Year Award:	$11,900
Average Award Amount:	$10,760
Grant Sources: CBF	
Number of Years Funded:	2
Consecutive years:	2

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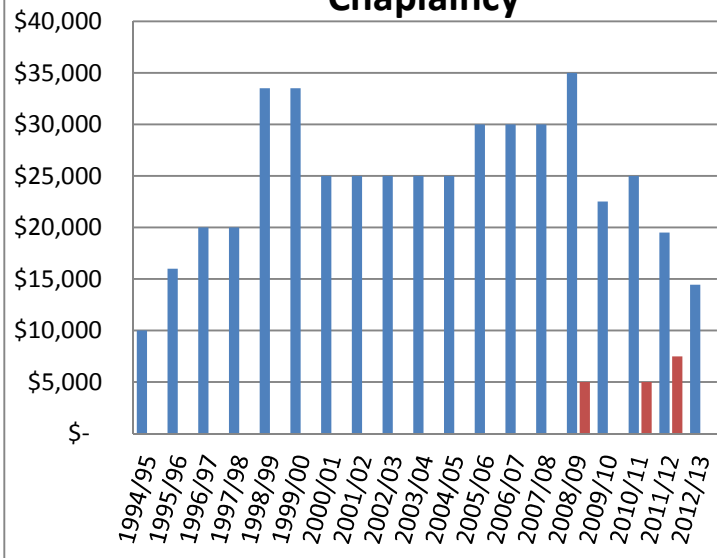
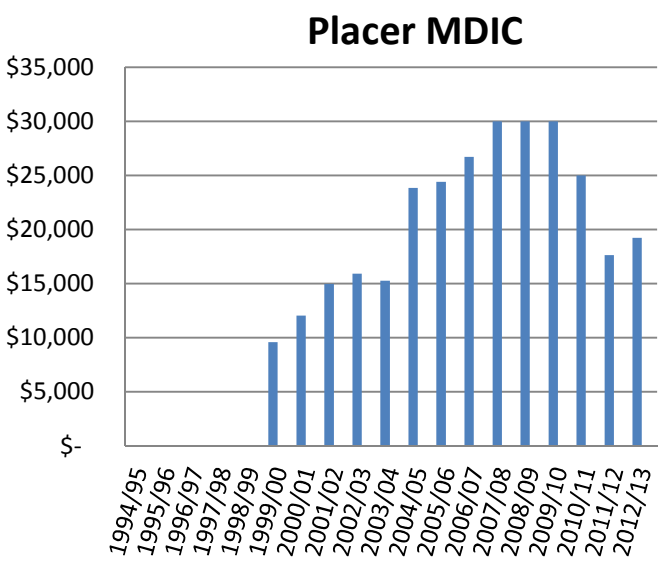
Placer County Law Enforcement Chaplaincy



PCLEC is a field service ministry to the members of Law Enforcement, their families, and the citizens of Placer County. PCLEC continually provides the service of trained, critical incident chaplains on a 24 hour, 7 days a week basis.

FUNDING SUMMARY	
Total Grant Awards:	**$481,930**
Highest Single Year Award:	$40,000
Average Award Amount:	$25,365
Grant Sources: CBF, AUTO	
Number of Years Requested:	19
Number of Years Funded:	19
Consecutive years:	19



Placer MDIC is a multi-disciplinary Interview Center. MDIC is designed to benefit children and families and the systems designated to protect children and prosecute offenders.

FUNDING SUMMARY	
Total Grant Awards:	**$294,624**
Highest Single Year Award:	$30,000
Average Award Amount:	$21,045
Grant Sources: CBF	
Number of Years Funded:	14
Consecutive years:	14

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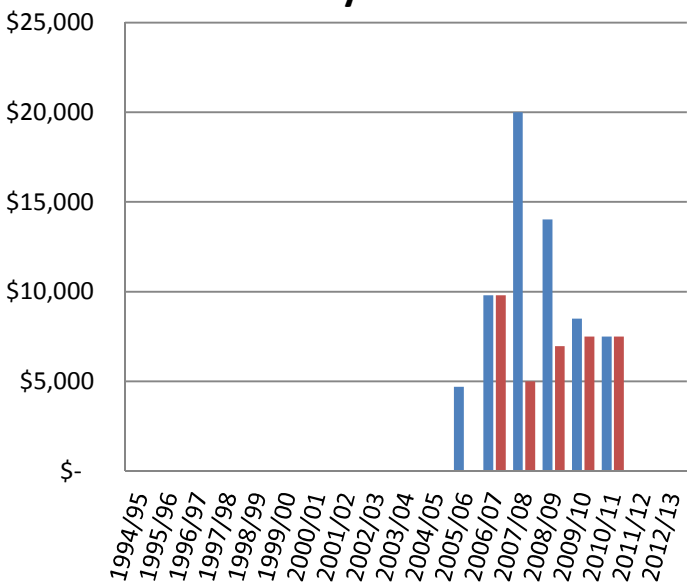
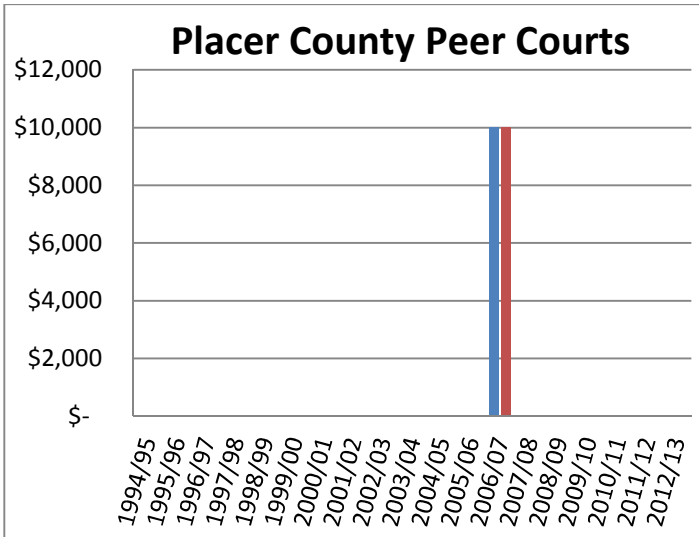


The Placer County Office of Education, along with sixteen individual school districts and one community college district, works to equip every child with a first-class education, succeed in a global economy, appreciate cultural, social and historical resources of their community, and be active participants in civic responsibilities.

FUNDING SUMMARY	
Total Grant Awards:	**$101,300**
Highest Single Year Award:	$25,000
Average Award Amount:	$16,883
Grant Sources: CBF, AUTO, REACH	
Number of Years Funded:	6
Consecutive years:	6



Placer County Peer Courts are juvenile offender programs where students determine the consequences to be imposed on other young people for low-level criminal conduct.

FUNDING SUMMARY	
Total Grant Awards:	**$20,000**
Highest Single Year Award:	$20,000
Average Award Amount:	$20,000
Grant Sources: CBF, AUTO	
Number of Years Funded:	1
Consecutive years:	1

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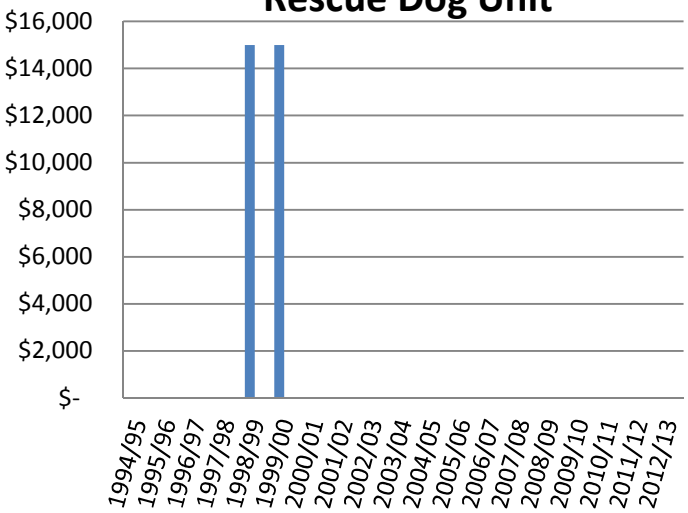
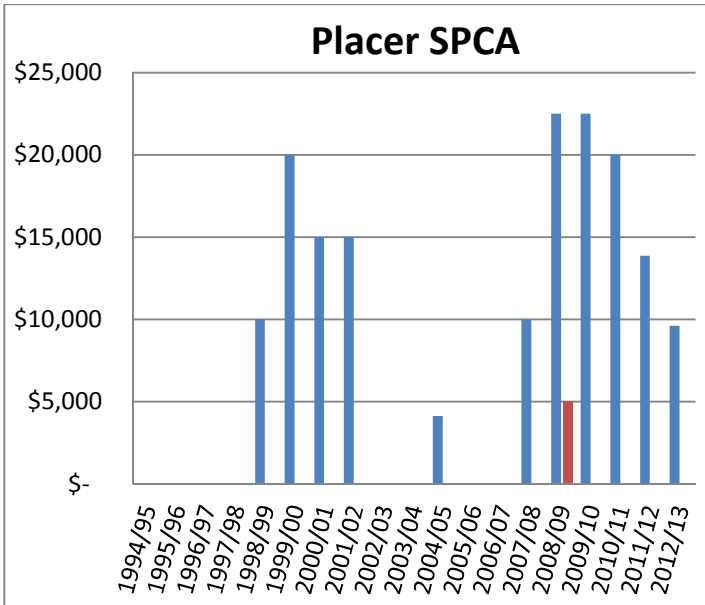


Placer County Sheriff's Search and Rescue Dog Unit is on call 24 hours a day. The volunteers from this unit assist law enforcement agencies by providing their expertise in searching with specially trained dogs that can be used in a variety of searches. The dogs are trained to locate missing people in both urban and wilderness areas.

FUNDING SUMMARY	
Total Grant Awards:	**$30,000**
Highest Single Year Award:	$15,000
Average Award Amount:	$15,000
Grant Sources: CBF	
Number of Years Funded:	2
Consecutive years:	2



Placer SPCA provides many innovative programs to enhance animal well-being and improve adoptability, such as: kennel enrichment and socialization strategies, behavior modification counseling and training, foster care and mobile adoption.

FUNDING SUMMARY	
Total Grant Awards:	**$167,620**
Highest Single Year Award:	$27,500
Average Award Amount:	$15,238
Grant Sources: CBF, AUTO	
Number of Years Funded:	11
Consecutive years:	4,6

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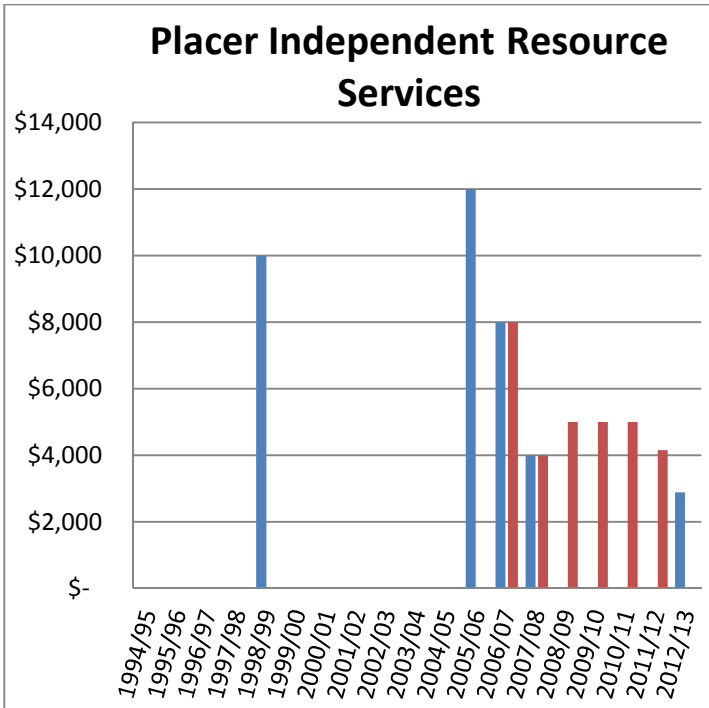
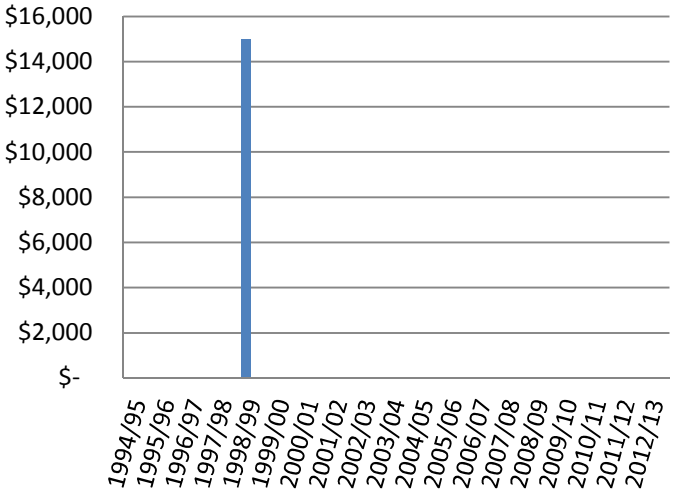


Placer Independent Resource Services is an independent living center whose mission is to advocate, empower, educate and provide services for people with disabilities enabling them to control alternatives for independent living.

FUNDING SUMMARY	
Total Grant Awards:	**$68,036**
Highest Single Year Award:	$12,000
Average Award Amount:	$7,559
Grant Sources: CBF, AUTO, REACH	
Number of Years Funded:	9
Consecutive years:	8

PRIDE Industries



PRIDE Industries delivers first-rate manufacturing and service solutions to businesses and government agencies nationwide, while creating meaningful jobs for people with disabilities.

FUNDING SUMMARY	
Total Grant Awards:	**$15,000**
Highest Single Year Award:	$15,000
Average Award Amount:	$15,000
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1

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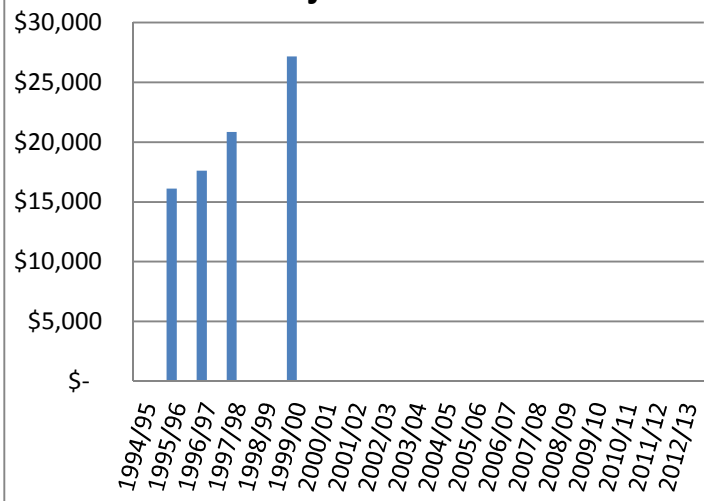
REACH/Automall

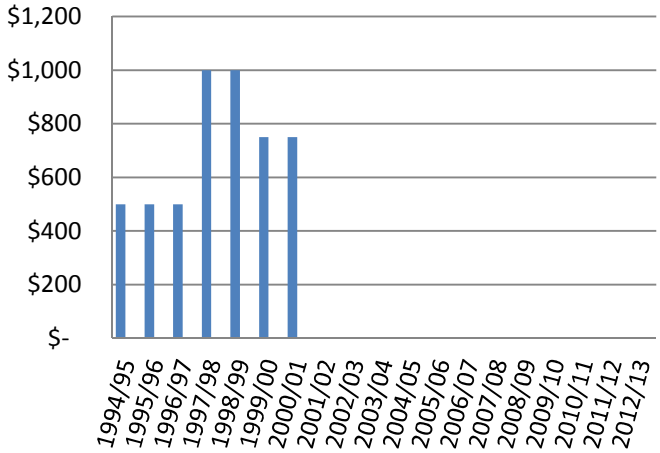
Project Ride North



Project R.I.D.E. Inc. provides therapeutic recreational horseback riding instruction to over 500 children and adults with special needs.

FUNDING SUMMARY	
Total Grant Awards:	**$81,709**
Highest Single Year Award:	$27,160
Average Award Amount:	$20,427
Grant Sources: CBF	
Number of Years Funded:	4
Consecutive years:	3

Roseville AARP

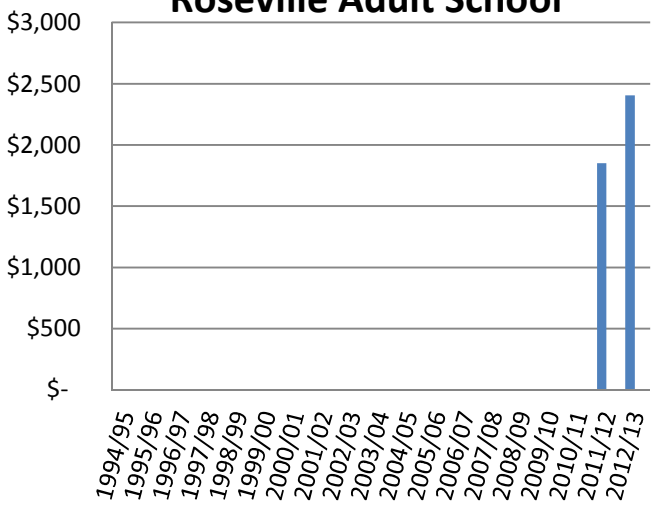


AARP helps people turn their goals and dreams into real possibilities, strengthens communities and fights for the issues that matter most to families such as healthcare, employment security and retirement planning.

FUNDING SUMMARY	
Total Grant Awards:	**$5,000**
Highest Single Year Award:	$1,000
Average Award Amount:	$714
Grant Sources: CBF	
Number of Years Funded:	7
Consecutive years:	7

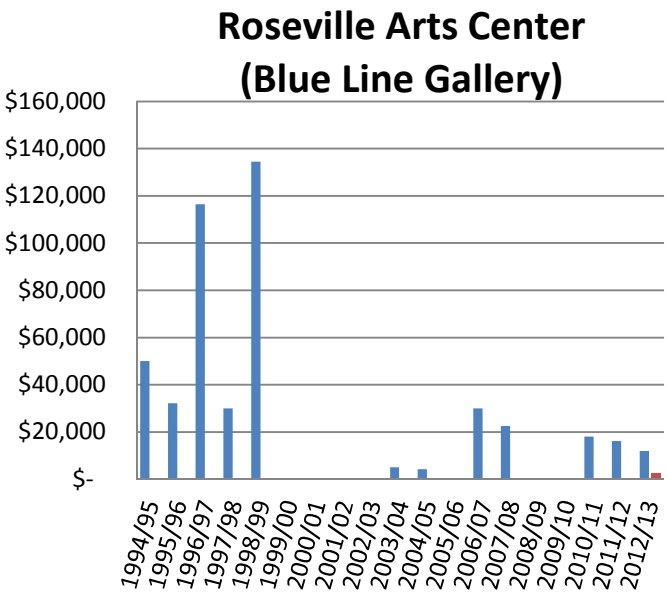
CBF
REACH/Automall

Roseville Adult School



The **Roseville Adult School** is an integral part of the Roseville Joint Union High School District providing a learning environment where adults of all ages and varied abilities can continue to learn and use a variety of resources, including technology, to become more productive, responsible, and creative members of our local and global community.

FUNDING SUMMARY	
Total Grant Awards:	**$4,255**
Highest Single Year Award:	$2,405
Average Award Amount:	$2,128
Grant Sources: CBF	
Number of Years Funded:	2
Consecutive years:	2



Roseville Arts Center – Blue Line Arts mission is to contribute to and create a vibrant community through the arts. BLA's would like to make an impact on the community and provide art opportunities for all.

FUNDING SUMMARY	
Total Grant Awards:	**$473,424**
Highest Single Year Award:	$134,454
Average Award Amount:	$39,452
Grant Sources: CBF, AUTO	
Number of Years Funded:	12
Consecutive years:	5,2,2,3

CBF
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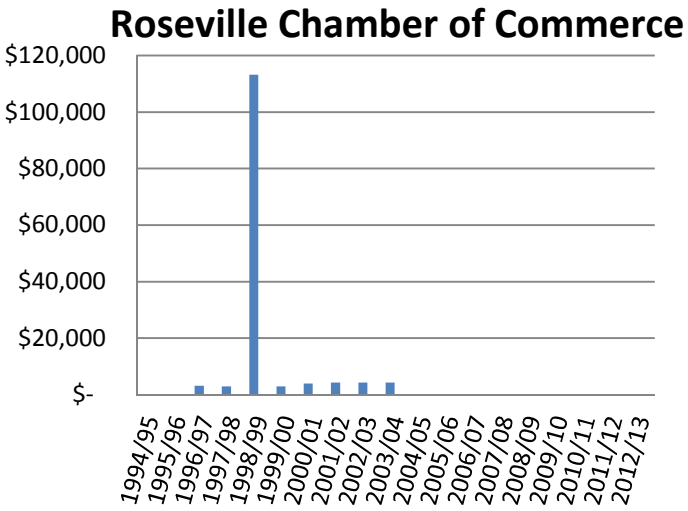
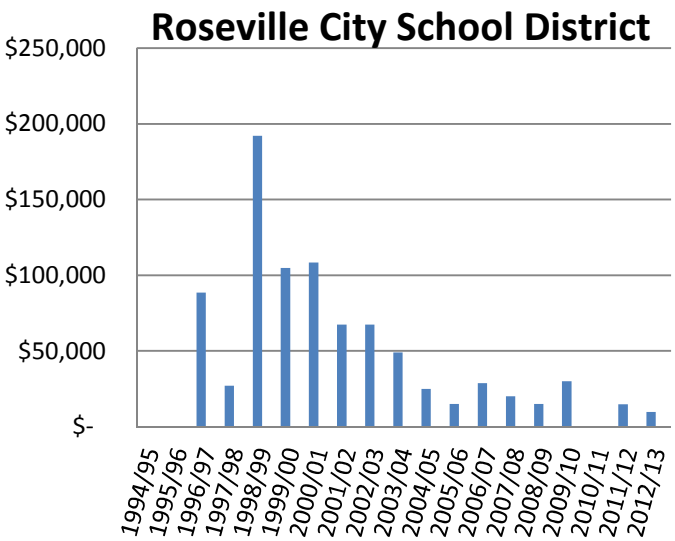


Roseville Chamber of Commerce has been in existence since 1947. The Chamber is a member organization that promotes the needs of business and industry in Roseville and Granite Bay.

FUNDING SUMMARY	
Total Grant Awards:	**$138,930**
Highest Single Year Award:	$113,205
Average Award Amount:	$17,366
Grant Sources: CBF	
Number of Years Funded:	8
Consecutive years:	8



Roseville City School District's mission is to maximize learning for each and every student in the district.

FUNDING SUMMARY	
Total Grant Awards:	**$863,148**
Highest Single Year Award:	$192,181
Average Award Amount:	$53,947
Grant Sources: CBF	
Number of Years Funded:	16
Consecutive years:	14,2

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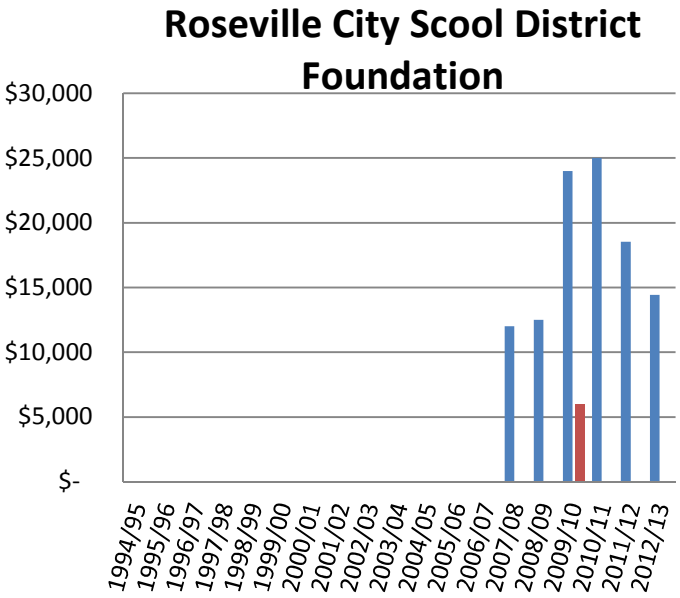
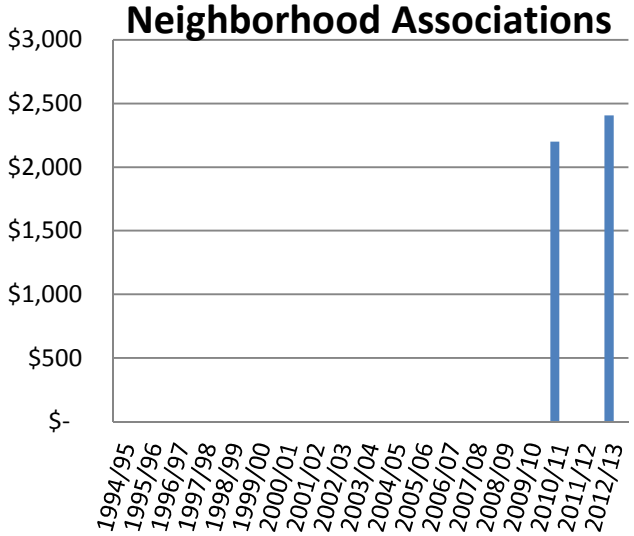


Roseville City School District (RCSD) Foundation is a community-based organization whose mission is to enhance, expand, and enrich the education of each child in the Roseville City School District.

FUNDING SUMMARY	
Total Grant Awards:	**$112,455**
Highest Single Year Award:	$25,000
Average Award Amount:	$18,726
Grant Sources: CBF, REACH	
Number of Years Funded:	6
Consecutive years:	6

Roseville Coalition of Neighborhood Associations

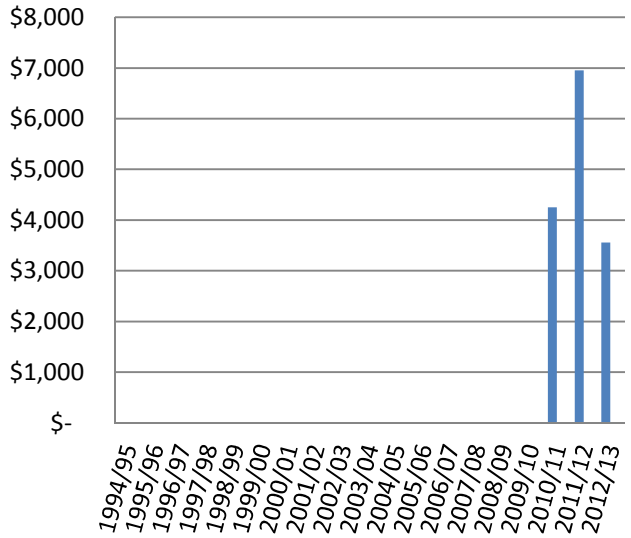


RCONA has a mission to "improve the social, physical, and economic health in the Roseville community by sharing information, facilitating training and education, providing resources, and encouraging communication and participation among neighbors, neighborhoods, government, businesses and other participants."

FUNDING SUMMARY	
Total Grant Awards:	**$4,605**
Highest Single Year Award:	$2,405
Average Award Amount:	$2,303
Grant Sources: CBF	
Number of Years Funded:	2
Consecutive years:	2

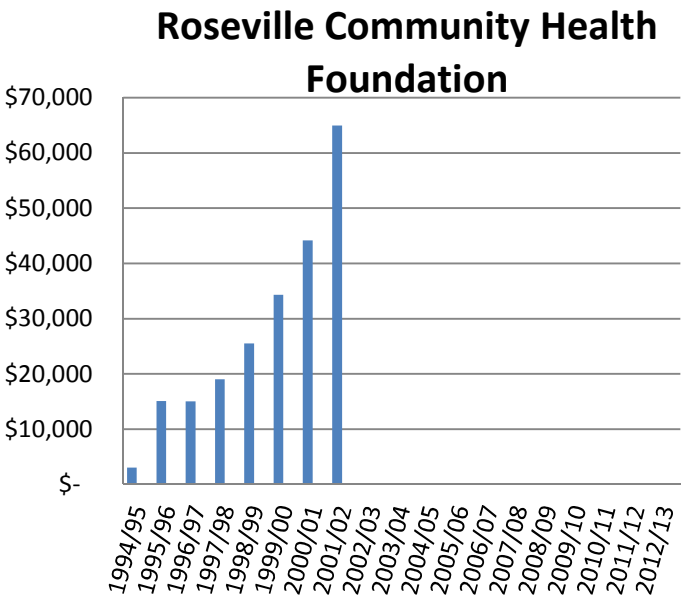
CBF
REACH/Automall

Roseville Community Concert Band



Roseville Community Concert Band purpose is to give qualified musicians, the opportunity for individual musical expression and growth; enhance the cultural experiences of those in the community; and educate the community about the importance of the performing arts.

FUNDING SUMMARY	
Total Grant Awards:	**$14,759**
Highest Single Year Award:	$6,950
Average Award Amount:	$4,920
Grant Sources: CBF	
Number of Years Funded:	3
Consecutive years:	3



***Roseville Community Health Foundation*,** now known as Sutter Roseville Medical Foundation, is affiliated with Sutter Roseville Medical Center. SRMF's mission is to cultivate partners and resources to provide state-of-the art medical services for the community.

FUNDING SUMMARY	
Total Grant Awards:	**$221,128**
Highest Single Year Award:	$65,000
Average Award Amount:	$27,641
Grant Sources: CBF	
Number of Years Funded:	8
Consecutive years:	8

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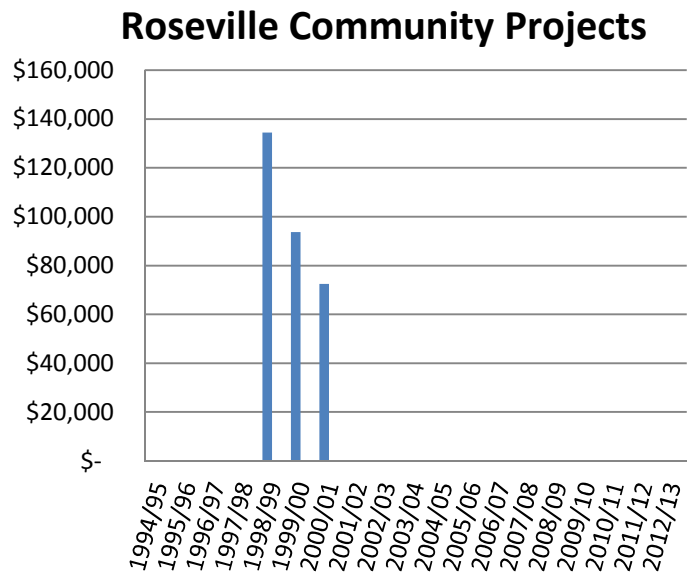
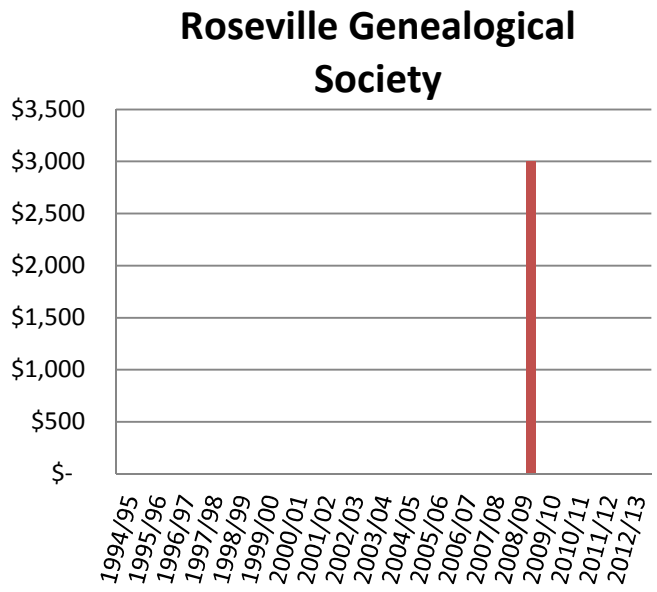
REACH/Automall



Roseville Community Projects had no information on the internet during the research for this report. Roseville Community Projects was grant funded for Art Awareness Projects according to information on file from the City's files.

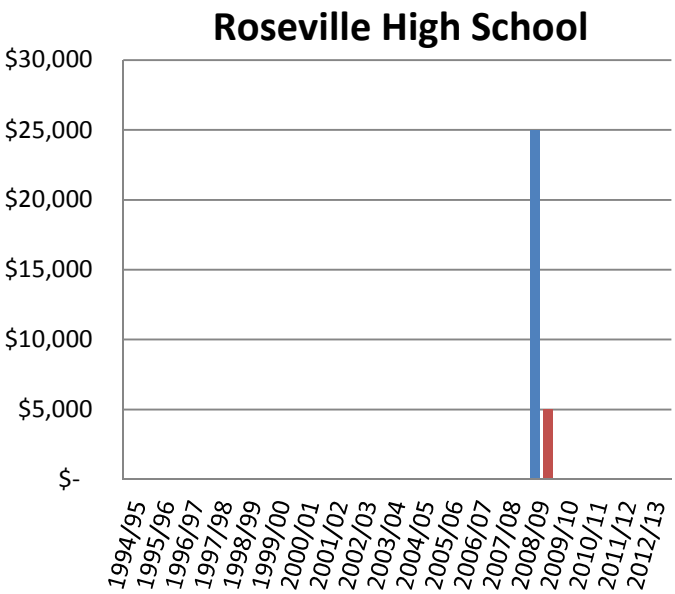
FUNDING SUMMARY	
Total Grant Awards:	**$300,654**
Highest Single Year Award:	$134,474
Average Award Amount:	$100,218
Grant Sources: CBF	
Number of Years Requested:	
Number of Years Funded:	3
Consecutive years:	3



Roseville Genealogical Society 's objectives are to promote an interest in the study of family history, advocate strong principles in genealogy, provide educational programs, encourage careful documentation, and maintain quality genealogical standards.

FUNDING SUMMARY	
Total Grant Awards:	**$3,000**
Highest Single Year Award:	$3,000
Average Award Amount:	$3,000
Grant Sources: AUTO	
Number of Years Funded:	1
Consecutive years:	0

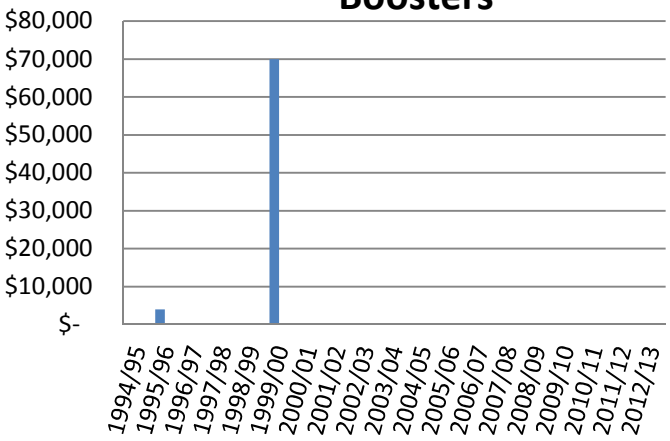
CBF
REACH/Automall



Roseville High School is one of 3 public high schools and 1 continuation high school within the City. The high school includes grades 9-12 and works to prepare all students for post-secondary education.

FUNDING SUMMARY	
Total Grant Awards:	**$30,000**
Highest Single Year Award:	$30,000
Average Award Amount:	$30,000
Grant Sources: CBF, AUTO	
Number of Years Funded:	1
Consecutive years:	0

Roseville High School Music Boosters



The RHS Music Boosters are a group of parents, alumni, and students who support the RHS Tiger Marching Band and Color Guard.

FUNDING SUMMARY	
Total Grant Awards:	**$74,000**
Highest Single Year Award:	$70,000
Average Award Amount:	$37,000
Grant Sources: CBF	
Number of Years Funded:	2
Consecutive years:	0

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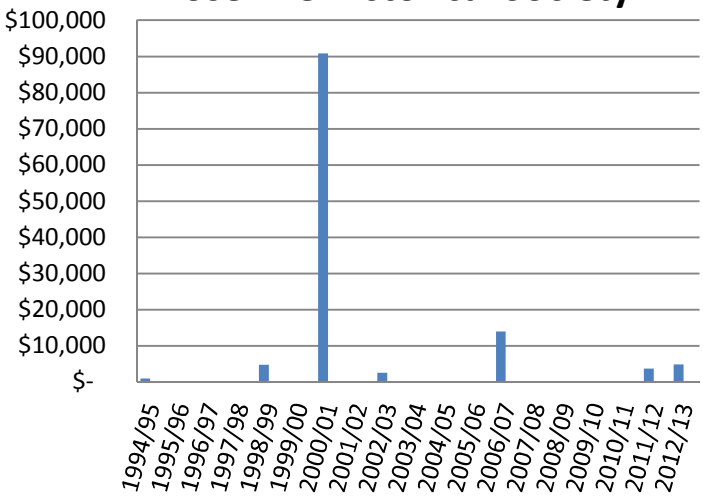
REACH/Automall

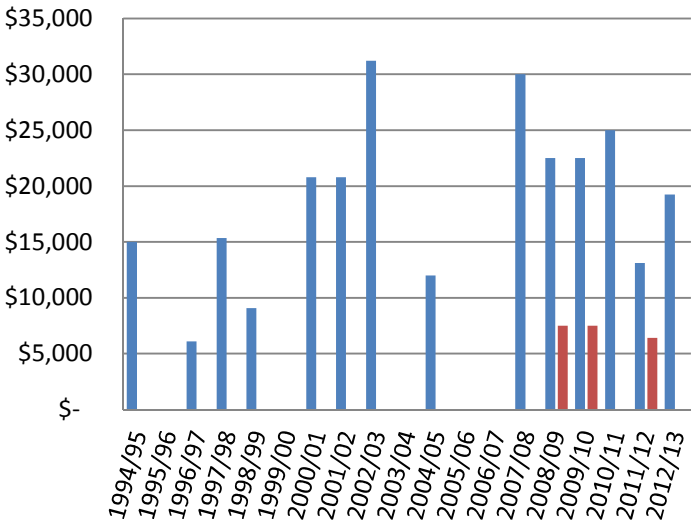
Roseville Historical Society



Roseville Historical Society's mission is to preserve and promote the history of Roseville.

FUNDING SUMMARY	
Total Grant Awards:	**$121,514**
Highest Single Year Award:	$90.814
Average Award Amount:	$17,359
Grant Sources: CBF	
Number of Years Funded:	7
Consecutive years:	2

Roseville Home Start, Inc.

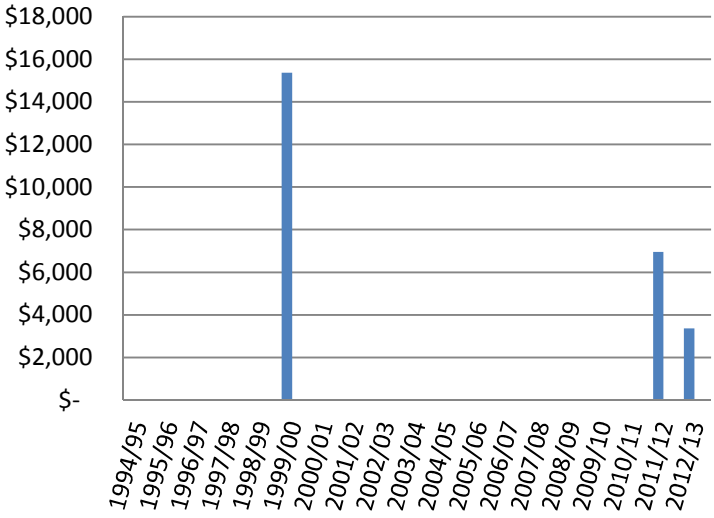


Roseville Home Start Inc. transitions homeless families into affordable, sustainable, permanent housing and self-sufficiency, through a system of comprehensive housing and support services.

FUNDING SUMMARY	
Total Grant Awards:	**$284,055**
Highest Single Year Award:	$31,200
Average Award Amount:	20,290
Grant Sources: CBF, AUTO, REACH	
Number of Years Funded:	14
Consecutive years:	3,3,6

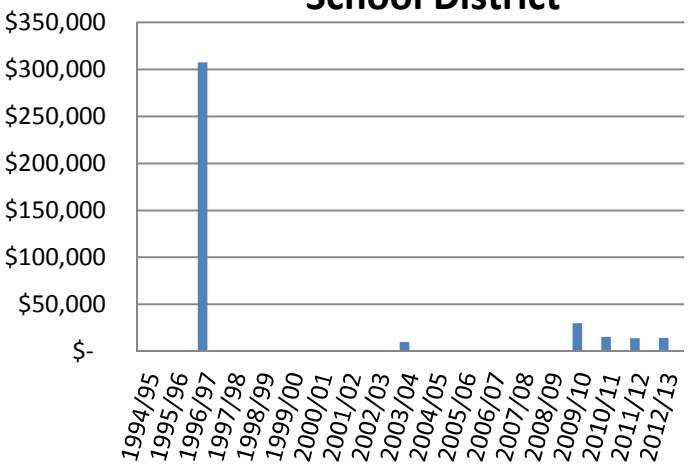
CBF
REACH/Automall

Roseville Host Lions Club



Roseville Host Lions Club is a chapter of Lions Clubs International which is the world's largest service club organization with more than 1.3 million members in approximately 45,000 clubs, in more than 200 countries around the world.

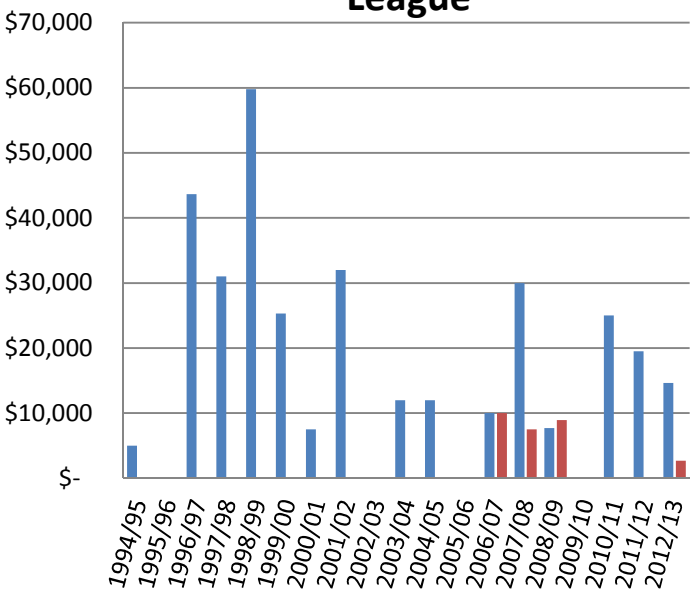
FUNDING SUMMARY	
Total Grant Awards:	**$25,675**
Highest Single Year Award:	$15,358
Average Award Amount:	$8,558
Grant Sources: CBF	
Number of Years Funded:	3
Consecutive years:	2



Roseville Joint Union High School District's mission is to provide all students with a rigorous and relevant education designed to give them opportunities to acquire, apply, & practice the knowledge, skills & behaviors needed to fulfill their adult roles and responsibilities in the twenty-first century.

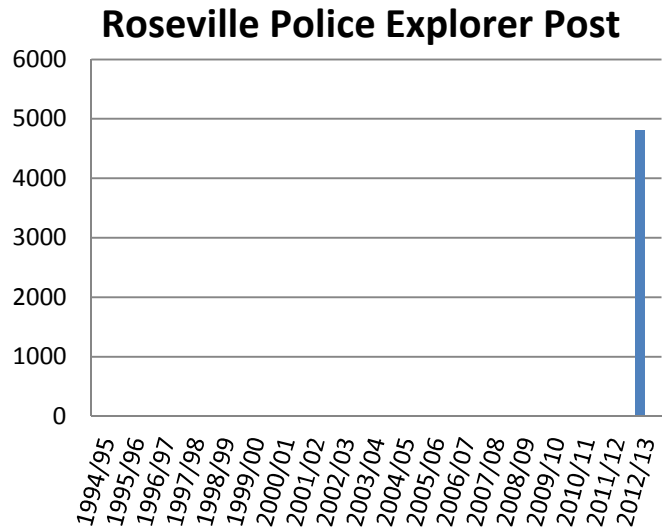
FUNDING SUMMARY	
Total Grant Awards:	**$391,728**
Highest Single Year Award:	$307,453
Average Award Amount:	$55,961
Grant Sources: CBF	
Number of Years Funded:	7
Consecutive years:	4

CBF
REACH/Automall



Roseville Police Activities League (RPAL) goal is to reach out and enrich the lives of the youth of Roseville. RPAL strives to provide safe and supervised environments for recreational, athletic, social, educational, and cultural activities.

FUNDING SUMMARY	
Total Grant Awards:	**$364,207**
Highest Single Year Award:	$59,800
Average Award Amount:	$24,280
Grant Sources: CBF, AUTO, REACH	
Number of Years Funded:	15
Consecutive years:	6,2,3,3



Roseville Police Explorer Post #108 is a unique and challenging opportunity that allows young men and women (ages 16-20) to be an integral part of the Department's operations and experience what a career in law enforcement would be like.

FUNDING SUMMARY	
Total Grant Awards:	**$4,810**
Highest Single Year Award:	$4,810
Average Award Amount:	$4,810
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	1

CBF
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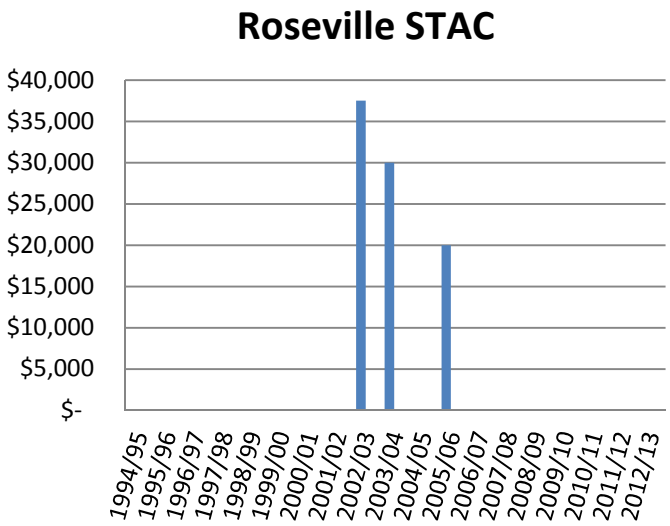
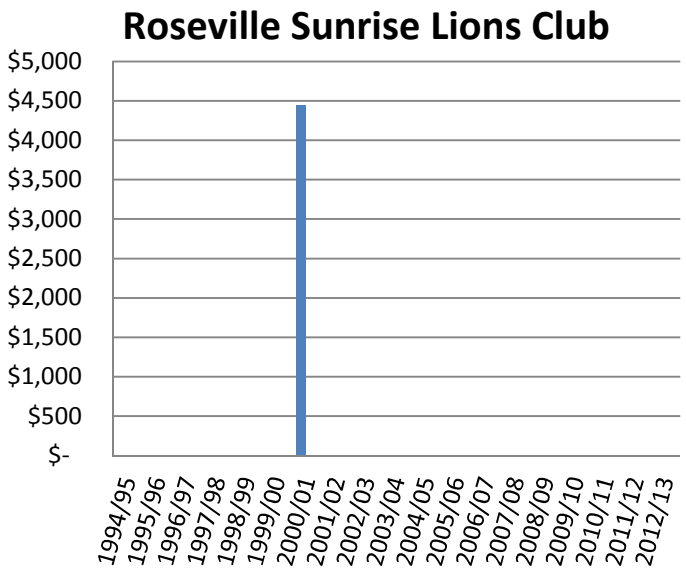


Roseville STAC had no information available on the internet during the research for this report. According to the City's records, the Roseville Science Technology Access Center received grant support for a computer lab center for seniors and students.

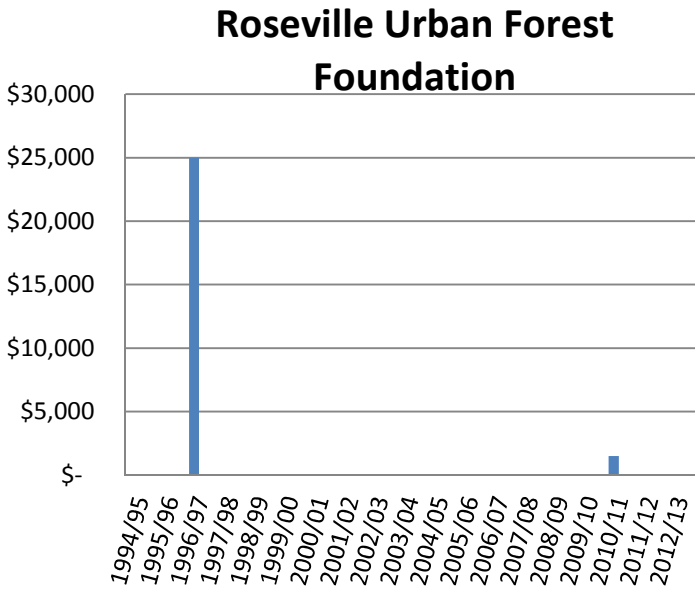
FUNDING SUMMARY	
Total Grant Awards:	**$87,500**
Highest Single Year Award:	$37,500
Average Award Amount:	$29,167
Grant Sources: CBF	
Number of Years Funded:	3
Consecutive years:	2



Roseville Sunrise Lions Club is a is a chapter of Lions Clubs International, the world's largest service club organization with more than 1.3 million members in approximately 45,000 clubs in more than 200 countries around the world.

FUNDING SUMMARY	
Total Grant Awards:	**$4,444**
Highest Single Year Award:	$4,444
Average Award Amount:	$4,444
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0

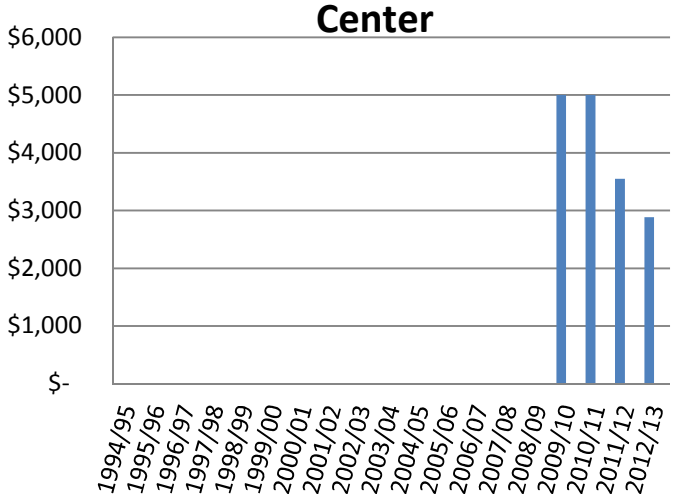
CBF
REACH/Automall



Roseville Urban Forest Foundation is a community membership organization serving the City of Roseville and surrounding region whose vision is to have a healthy and perpetual urban forest.

FUNDING SUMMARY	
Total Grant Awards:	**$26,500**
Highest Single Year Award:	$25,000
Average Award Amount:	$13,250
Grant Sources: CBF	
Number of Years Funded:	2
Consecutive years:	0

Roseville Utility Exploration Center



Roseville Utility Exploration Center's mission is to promote a healthy environment by encouraging individual actions for a sustainable future.

FUNDING SUMMARY	
Total Grant Awards:	**$16,436**
Highest Single Year Award:	$5,000
Average Award Amount:	$4,109
Grant Sources: CBF	
Number of Years Funded:	4
Consecutive years:	4

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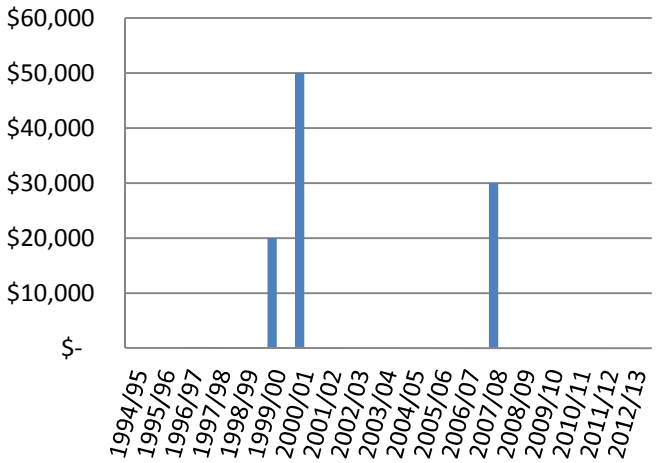
REACH/Automall

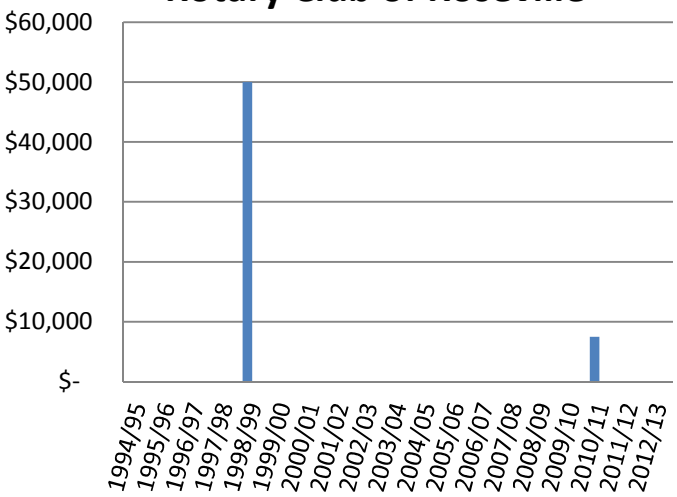
Roseville West Little League



Roseville West Little League provides its services in the community by furnishing physical facilities, volunteers and resources to provide a program for youth baseball.

FUNDING SUMMARY	
Total Grant Awards:	**$100,000**
Highest Single Year Award:	$50,000
Average Award Amount:	$33,333
Grant Sources: CBF	
Number of Years Funded:	3
Consecutive years:	2

Rotary Club of Roseville

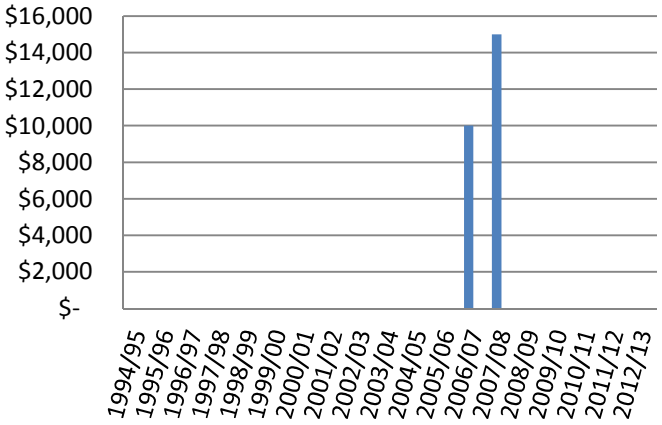


Rotary Club's main objective is service in the community, the workplace, and around the globe.

FUNDING SUMMARY	
Total Grant Awards:	**$57,500**
Highest Single Year Award:	$50,000
Average Award Amount:	$28,750
Grant Sources: CBF	
Number of Years Funded:	2
Consecutive years:	0

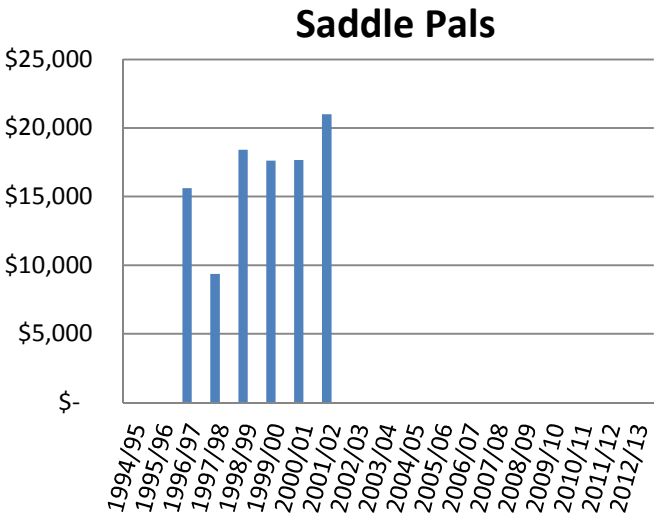
CBF
REACH/Automall

Sacramento Philharmonic Orchestra



Sacramento Philharmonic inspires, enriches and transforms the Sacramento region through the performance of great orchestral music.

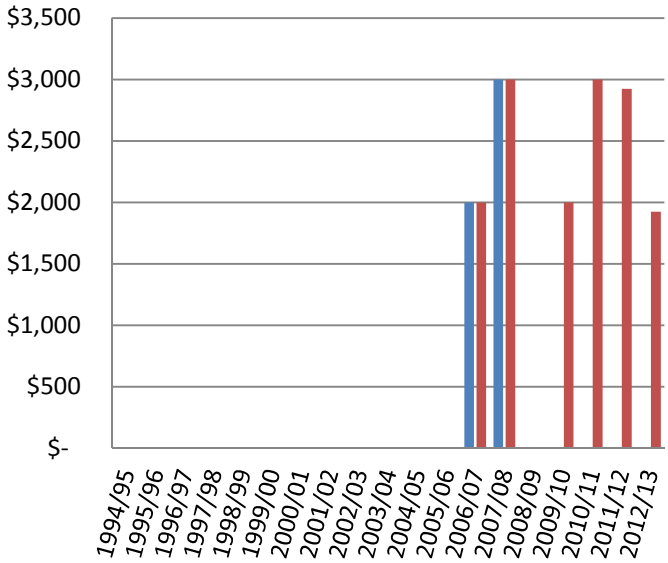
FUNDING SUMMARY	
Total Grant Awards:	**$25,000**
Highest Single Year Award:	$15,000
Average Award Amount:	$12,500
Grant Sources: CBF	
Number of Years Funded:	2
Consecutive years:	2



Saddle Pals provides adapted riding and other equine-assisted activities (EAA) to benefit those with cognitive, physical, and psychological disabilities.

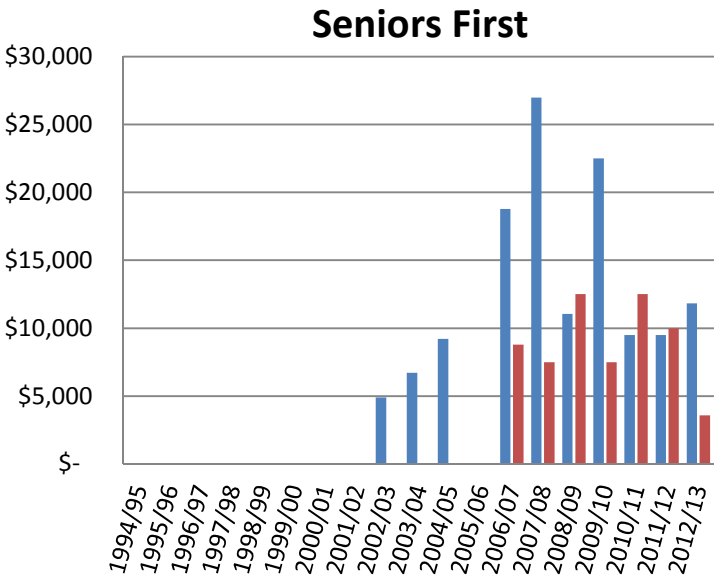
FUNDING SUMMARY	
Total Grant Awards:	**$99,729**
Highest Single Year Award:	$21,000
Average Award Amount:	$16,662
Grant Sources: CBF	
Number of Years Funded:	6
Consecutive years:	6

CBF
REACH/Automall



Senior LIFE Center offers programs that exercise the mind, the body and the spirit.

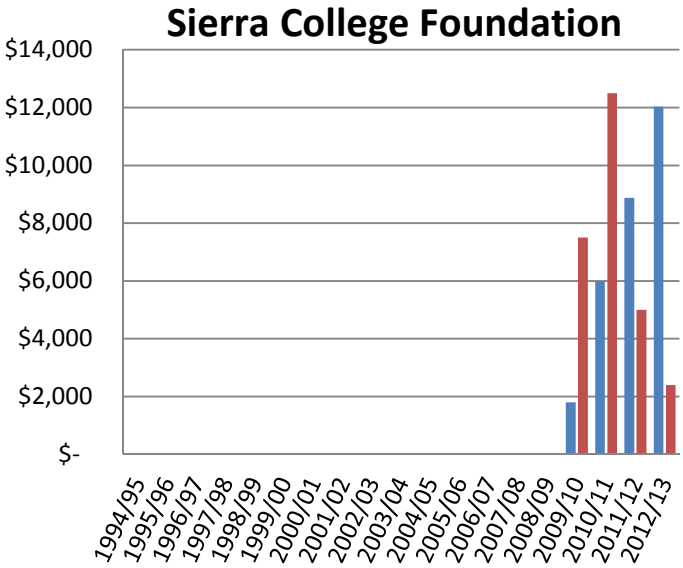
FUNDING SUMMARY	
Total Grant Awards:	**$19,849**
Highest Single Year Award:	$3,000
Average Award Amount:	$3,308
Grant Sources: CBF, REACH, AUTO	
Number of Years Funded:	6
Consecutive years:	2,4



Seniors First provides donation-based programs and services that keep Placer County seniors safe, in their homes and independent for as long as possible.

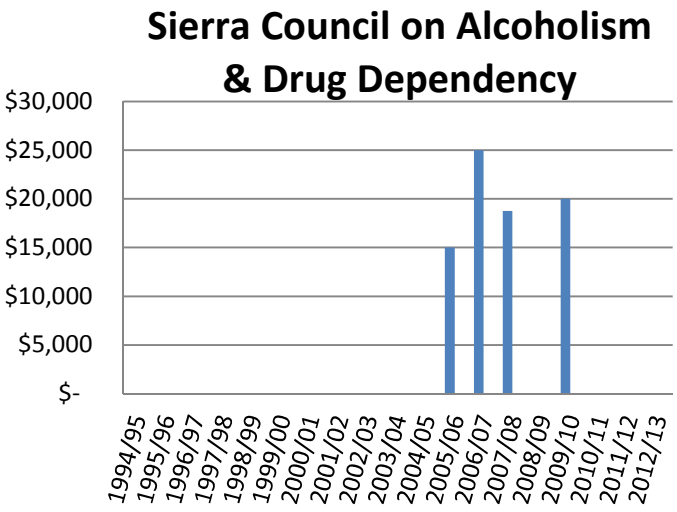
FUNDING SUMMARY	
Total Grant Awards:	**$189,751**
Highest Single Year Award:	$34,500
Average Award Amount:	$17,702
Grant Sources: CBF, REACH, AUTO	
Number of Years Requested:	
Number of Years Funded:	10
Consecutive years:	3, 7

CBF
REACH/Automall



Sierra College Foundation raises money from private donors to support students, college programs and the future of Sierra College.

FUNDING SUMMARY	
Total Grant Awards:	**$65,105**
Highest Single Year Award:	$18,500
Average Award Amount:	$16,276
Grant Sources: CBF, REACH, AUTO	
Number of Years Funded:	4
Consecutive years:	4



Sierra Council on Alcohol & Drug Dependency provides support and treatment for individuals seeking recovery.

FUNDING SUMMARY	
Total Grant Awards:	**$78,750**
Highest Single Year Award:	$25,000
Average Award Amount:	$19,688
Grant Sources: CBF	
Number of Years Funded:	4
Consecutive years:	3

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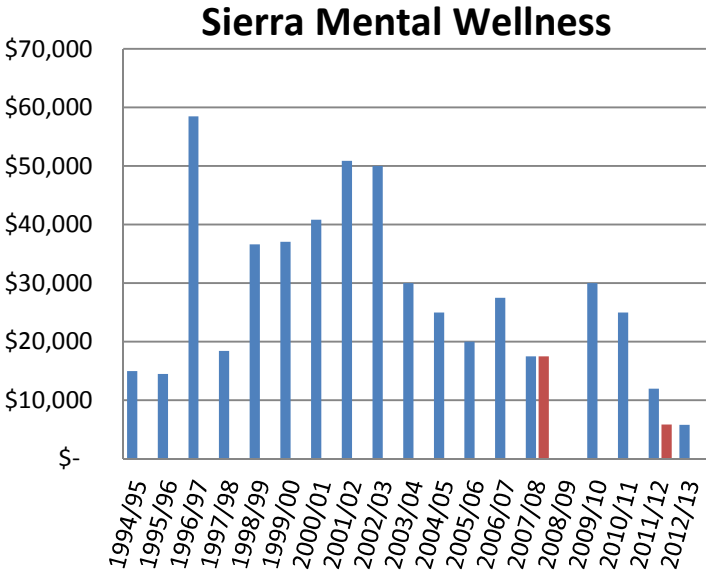
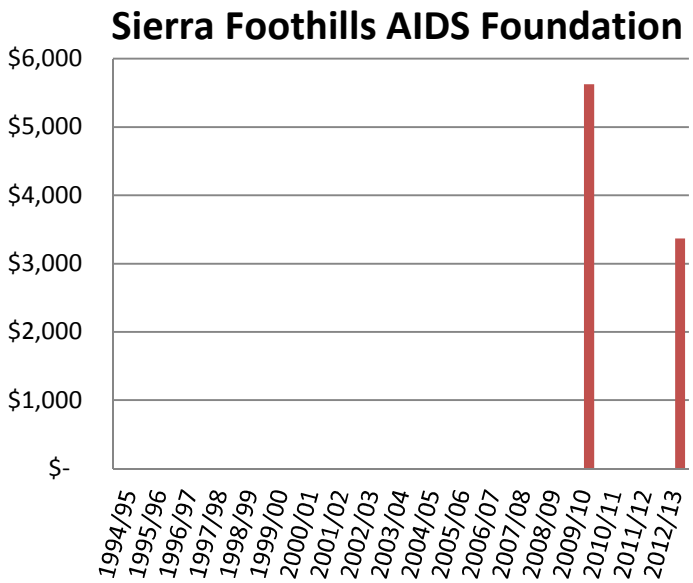


Sierra Mental Wellness (Sierra Family Services) provides professional and affordable individual, couple and family counseling, crisis services, child and adolescent programs, and substance abuse treatment and prevention.

FUNDING SUMMARY	
Total Grant Awards:	**$537,942**
Highest Single Year Award:	$58,485
Average Award Amount:	$29,885
Grant Sources: CBF, REACH, AUTO	
Number of Years Funded:	18
Consecutive years:	14, 4



Sierra Foothills AIDS Foundation provides services and support to those infected and affected by HIV and *AIDS.*

FUNDING SUMMARY	
Total Grant Awards:	**$8,992**
Highest Single Year Award:	$5,625
Average Award Amount:	$4,496
Grant Sources: AUTO, REACH	
Number of Years Funded:	2
Consecutive years:	0

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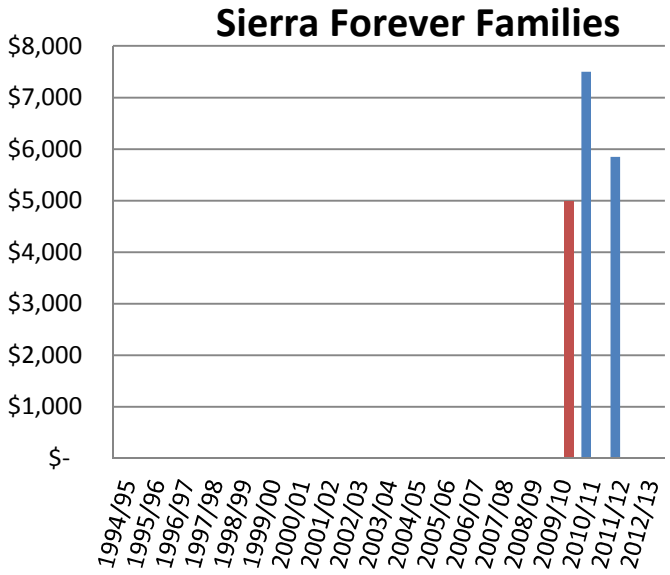
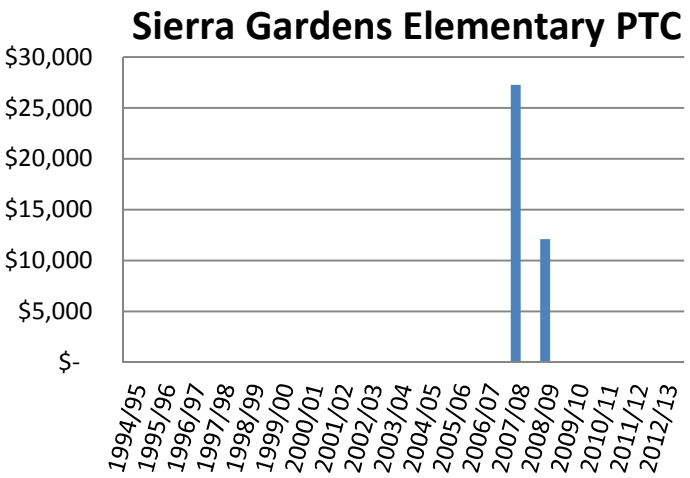


Sierra Forever Families focuses on finding and nurturing permanent families for children living in foster care.

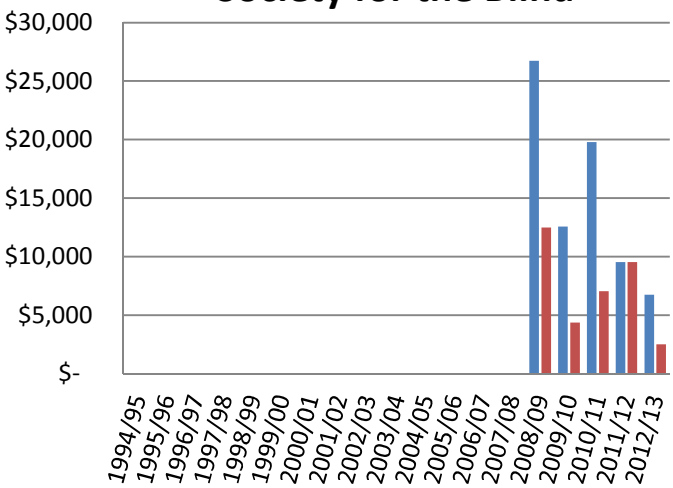
FUNDING SUMMARY	
Total Grant Awards:	**$18,350**
Highest Single Year Award:	$7,500
Average Award Amount:	$6,116
Grant Sources: CBF, AUTO	
Number of Years Funded:	3
Consecutive years:	3



Sierra Gardens PTC was committed to increasing parental involvement in support of faculty, staff, and students.

FUNDING SUMMARY	
Total Grant Awards:	**$39,397**
Highest Single Year Award:	$27,277
Average Award Amount:	$19,698
Grant Sources: CBF	
Number of Years Funded:	2
Consecutive years:	2

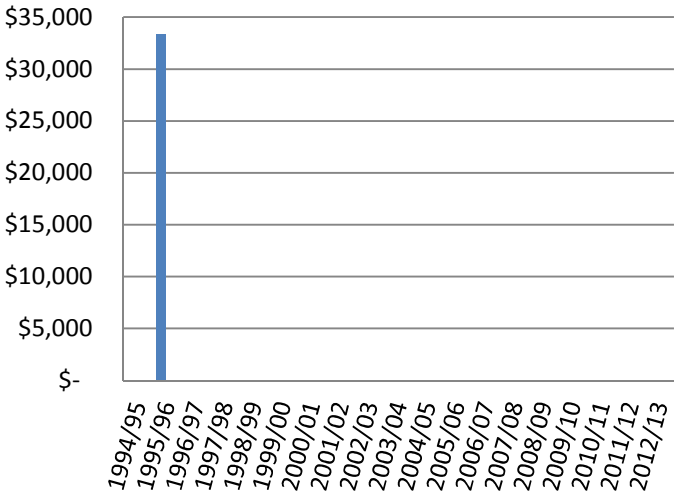
CBF
REACH/Automall



Society for the Blind empowers individuals who are blind or have low vision to live productively and independently by building confidence through training, tools and mentorship.

FUNDING SUMMARY	
Total Grant Awards:	**$75,374**
Highest Single Year Award:	$26,744
Average Award Amount:	$15,074
Grant Sources: CBF, REACH AUTO	
Number of Years Funded:	5
Consecutive years:	5

South Placer Science Consortium

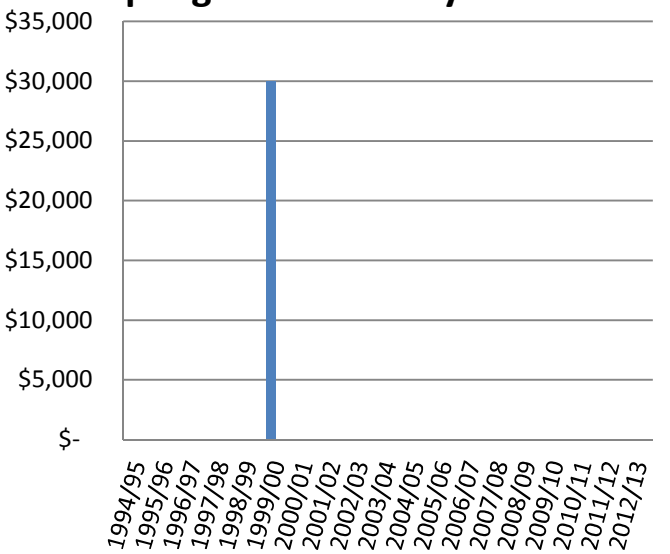


South Placer Science Consortium had no online information at the writing of this report. According to the City's records, the South Placer Science consortium was grant funded for environmental education programs.

FUNDING SUMMARY	
Total Grant Awards:	**$33,333**
Highest Single Year Award:	$33,333
Average Award Amount:	$33,333
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0

CBF
REACH/Automall

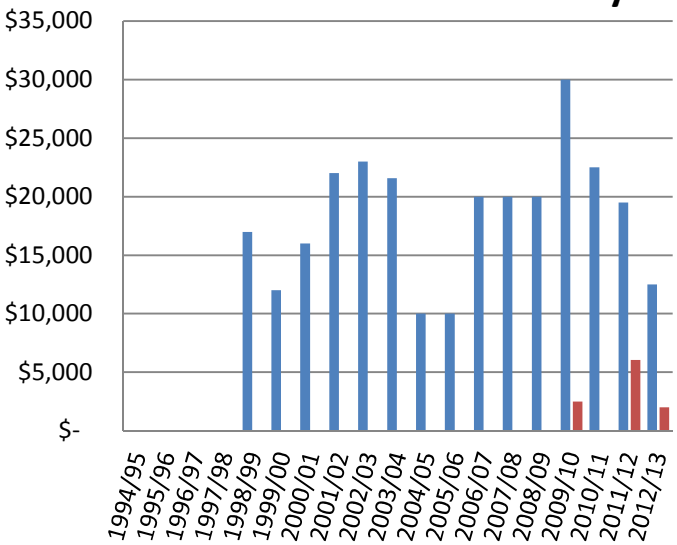
Spanger Elementary School PTA



Spanger PTA is a parent teacher association committed to increasing parental involvement in support of *Spanger* Elementary faculty, staff, and students.

FUNDING SUMMARY	
Total Grant Awards:	**$30,000**
Highest Single Year Award:	$30,000
Average Award Amount:	$30,000
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0

St. Vincent de Paul Society

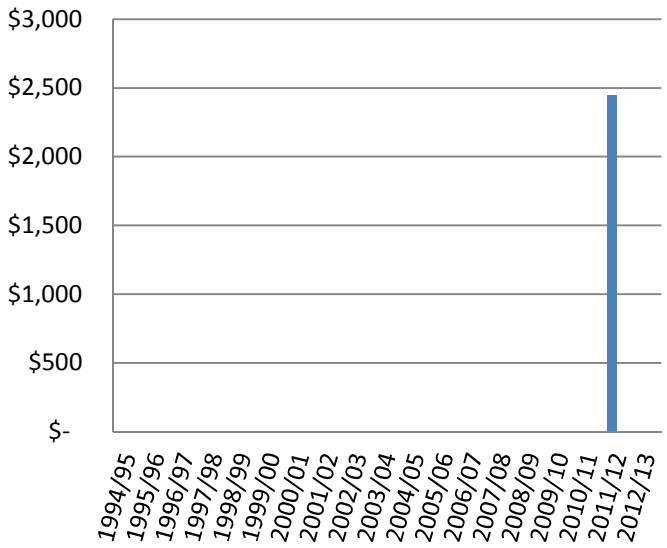


St. Vincent de Paul uses donated resources to help those who are suffering, through person-to-person assistance that promotes human dignity and integrity.

FUNDING SUMMARY	
Total Grant Awards:	**$276,049**
Highest Single Year Award:	$30,000
Average Award Amount:	$18,403
Grant Sources: CBF, AUTO	
Number of Years Funded:	15
Consecutive years:	15

CBF
REACH/Automall

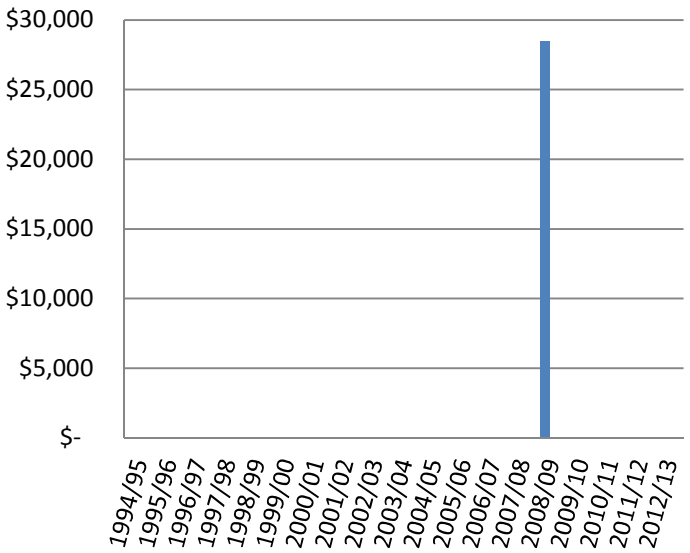
Stoneridge Elementary School



Stoneridge Elementary is a pre-K to 5th grade school in the Roseville City School District.

FUNDING SUMMARY	
Total Grant Awards:	**$2,450**
Highest Single Year Award:	$2,450
Average Award Amount:	$2,450
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0

Sun City Roseville Foundation

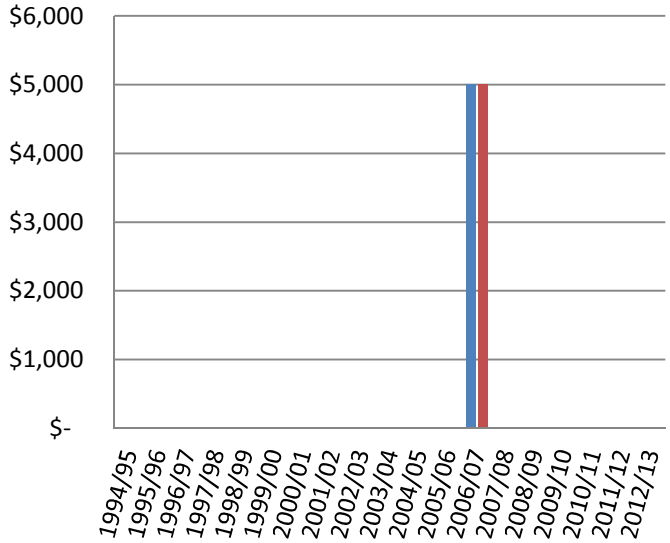


Sun City Roseville Foundation provides services that address the physical, cultural, educational and social needs of Sun City Roseville residents.

FUNDING SUMMARY	
Total Grant Awards:	**$28,500**
Highest Single Year Award:	$28,500
Average Award Amount:	$28,500
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0

CBF
REACH/Automall

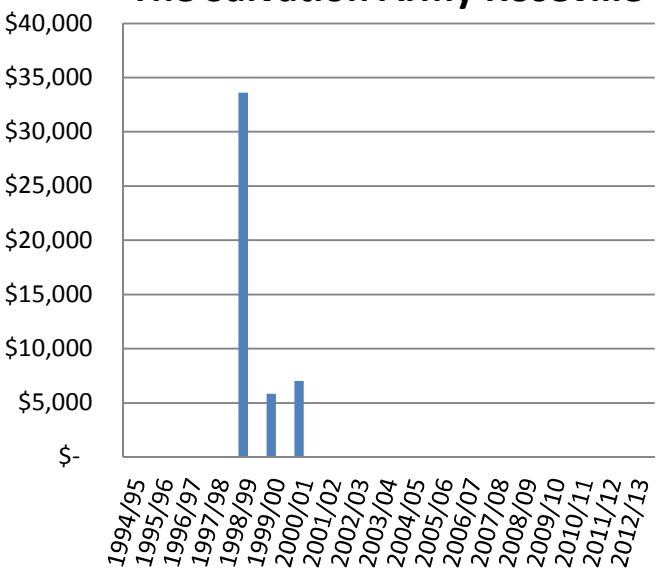
Teens Matter, Inc.



Teens Matter uses a three-tiered approach to help teens discover who they are, how to manage the basics of getting along in the world, and how to find their wings and fly.

FUNDING SUMMARY	
Total Grant Awards:	**$10,000**
Highest Single Year Award:	$10,000
Average Award Amount:	$10,000
Grant Sources: CBF, REACH	
Number of Years Funded:	1
Consecutive years:	0

The Salvation Army Roseville

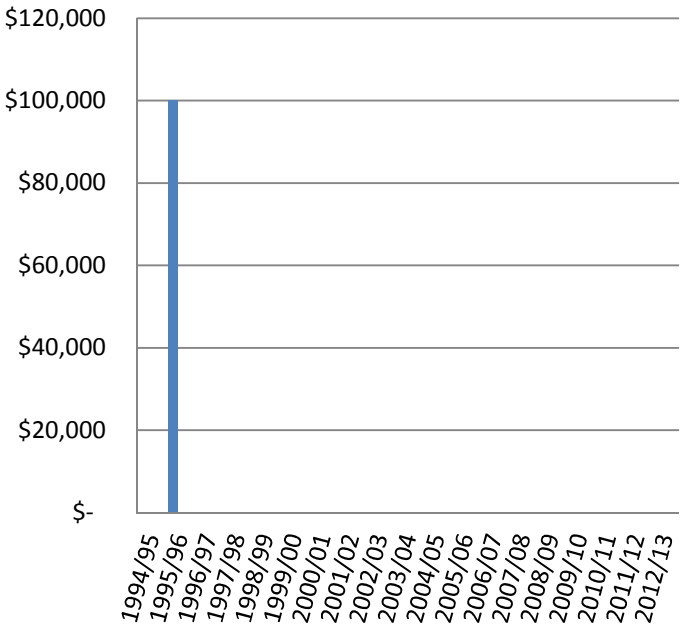


Salvation Army offers church and social services programs through their Corps Community Center located in Downtown Roseville.

FUNDING SUMMARY	
Total Grant Awards:	**$46,473**
Highest Single Year Award:	$33,600
Average Award Amount:	$15,491
Grant Sources: CBF	
Number of Years Funded:	3
Consecutive years:	3

CBF
REACH/Automall

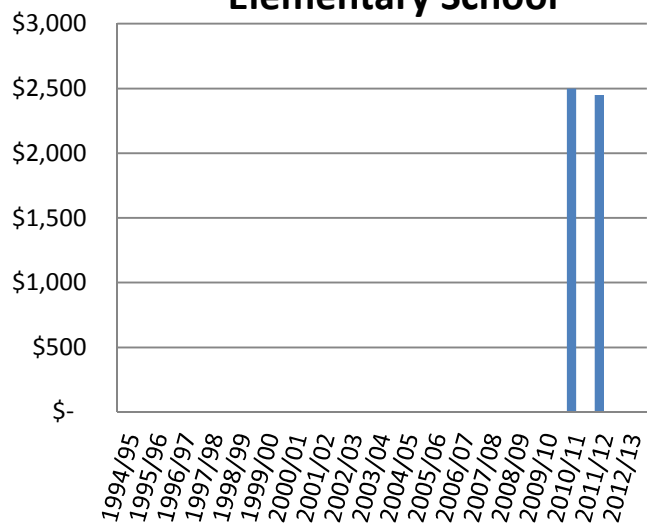
Theiles Park Association



Theiles Park Association is one of 38 individual neighborhood associations under the non-partisan umbrella organization of the Roseville Coalition of Neighborhood Associations. The purpose of the RCONA is to improve the social, physical, and economic health of Roseville by encouraging communication & participation among neighborhoods, government, businesses, & other participants.

FUNDING SUMMARY	
Total Grant Awards:	**$100,000**
Highest Single Year Award:	$100,000
Average Award Amount:	$100,000
Grant Sources: CBF	
Number of Years Funded:	1
Consecutive years:	0

Thomas Jefferson Elementary School

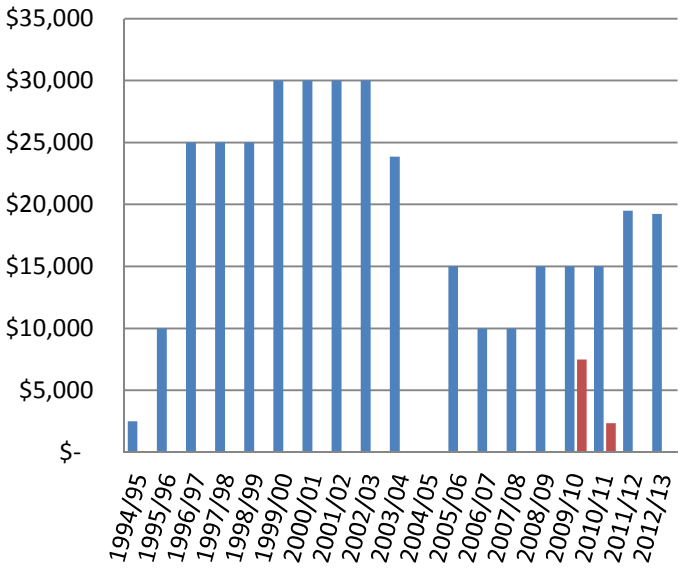


Thomas Jefferson Elementary is a pre-K to 5th grade school in the Roseville City School District.

FUNDING SUMMARY	
Total Grant Awards:	**$4,950**
Highest Single Year Award:	$2,500
Average Award Amount:	$2,475
Grant Sources: CBF	
Number of Years Funded:	2
Consecutive years:	2

CBF
REACH/Automall

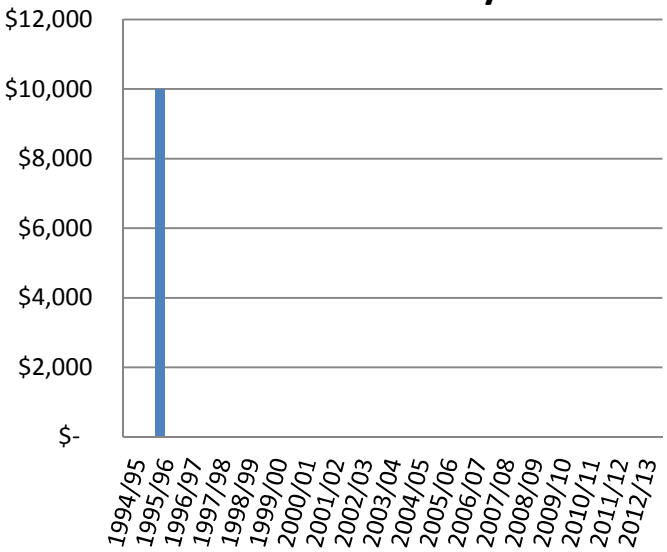
Tommy Apostolos Fund



Tommy Apostolos is an organization that raises funds to purchase clothing for underprivileged Roseville-based school children.

FUNDING SUMMARY	
Total Grant Awards:	**$359,945**
Highest Single Year Award:	$30,000
Average Award Amount:	$19,997
Grant Sources: CBF, REACH	
Number of Years Funded:	18
Consecutive years:	10, 8

United Way

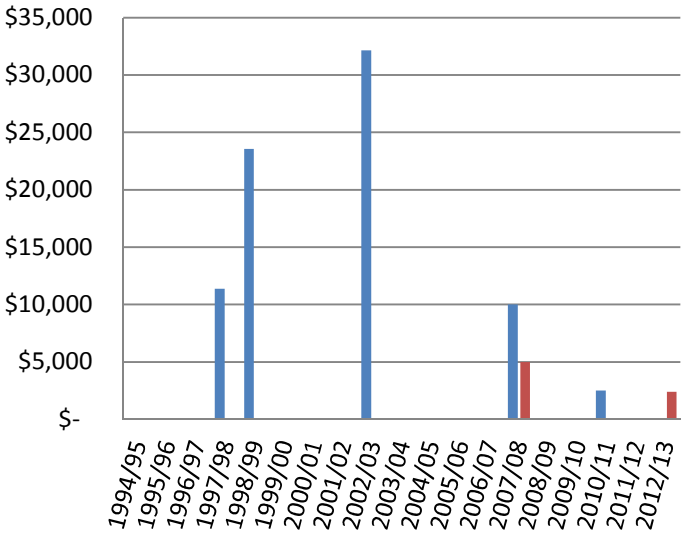


United Way envisions a world where all individuals and families achieve their human potential through education, income stability, and healthy lives.

FUNDING SUMMARY	
Total Grant Awards:	**$10,000**
Highest Single Year Award:	$10,000
Average Award Amount:	$10,000
Grant Sources: CBF	
Number of Years Requested:	
Number of Years Funded:	1
Consecutive years:	1

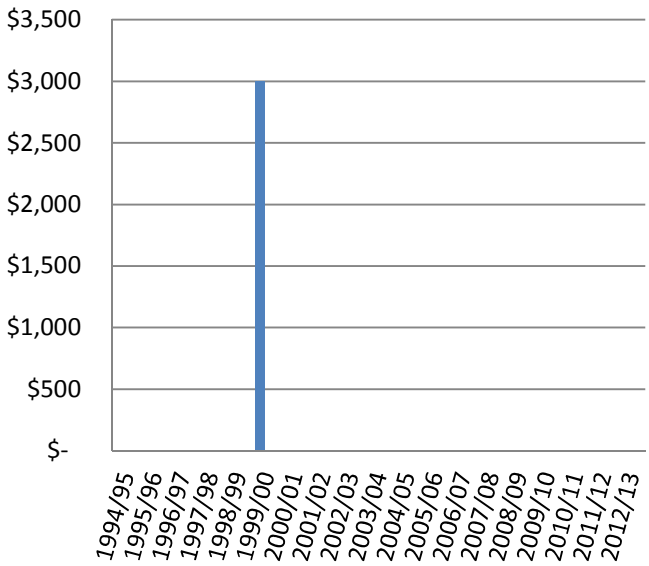
CBF
REACH/Automall

W. T. Eich Band Boosters



W.T. Eich Band Boosters are on constant lookout for new ways to help raise the band's profile. The band has increasingly relied more heavily on donations and grants for funding.

FUNDING SUMMARY	
Total Grant Awards:	**$86,960**
Highest Single Year Award:	$32,137
Average Award Amount:	$14,493
Grant Sources: CBF, REACH, AUTO	
Number of Years Funded:	6
Consecutive years:	2



Woodbridge PTA is intended to increase parental involvement in support of the school, faculty, staff, and students.

FUNDING SUMMARY	
Total Grant Awards:	**$3,000**
Highest Single Year Award:	$3,000
Average Award Amount:	$3,000
Grant Sources: CBF, AUTO	
Number of Years Requested:	6
Number of Years Funded:	6
Consecutive years:	2

CBF
REACH/Automall

City of Roseville
Citizens' Benefit Fund

Policy Manual

adopted by the
Roseville Grants Advisory Commission

September 12, 2000

amended
November 12, 2002
December 3, 2003
November 9, 2004
November 8, 2005
November 18, 2008
October 8, 2013

Policy Manual
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F: Request for Amendment to Grant Application
G: Memorandum from Deputy City Attorney Bob Schmitt to Assistant to the City Manager Julia Burrows dated September 20, 2002 regarding SB 975 and the Citizens' Benefit Fund
H: Memorandum from Associate City Attorney Michele Sheidenberger dated August 31, 2004 regarding AB 2690 and the Citizens' Benefit Fund

City of Roseville
Citizens' Benefit Fund
Policy Manual

Purpose

The purpose of the Citizens' Benefit Fund Policy Manual is to:

- Document the policy decisions of the Grants Advisory Commission and Roseville City Council regarding the Citizens' Benefit Fund by year and by topic;
- Serve as a reference for new Grants Advisory Commissioners and Roseville City Councilmembers as to program implementation; and
- Answer questions from the public regarding the grants process, potential grant applicants, and current grant recipients.

Chronology of Citizens' Benefit Fund

Jun 1, 1994	Grants Advisory Commission established by Ordinance 2774. Hospital Proceeds Fund Established by Ordinance number 2788. Chapter 4.06 is added to the Roseville Municipal Code to establish the Hospital Proceeds Fund.
Jul 12, 1994	City Council approves criteria and first grant application.
Jan 25, 1995	Joint City Council/Grants Advisory Commission Workshop to discuss Grant application process, including estimated timeframe for processing grant applications and restricting grant funds to benefit Roseville residents only for specific project, rather than general funding; no funding for administrative costs, audit procedures following Grant awards; procedures to notice Commission meetings and interviews with applicants.
Sep 10, 1997	Joint City Council/Grants Advisory Commission Workshop to discuss grant consideration process, appeal opportunities, award process, stewardship of funds, application form changes, multiple year funding, auditing, collaboration of organizations, grant requests for capital projects, city projects or from agencies outside the city.
Dec 16, 1998	City Council approves formal process to consider modifications to approved grants and adoption of marketing program for the Citizens' Benefit Fund.
Aug 18, 1999	Ordinance 3388 adopted by the Roseville City Council amending Chapter 4.06 of the Roseville Municipal Code. Amendments include: 1. Name change from Hospital Proceeds Fund to Citizens' Benefit Fund to reflect opportunity for donations to the fund from the community rather than limited principal amount from sale of municipal hospital. 2. Amendment to Section 4.04.040, Expenditures of Money, to indicate unappropriated amounts may be carried forward to subsequent fiscal years, or at the discretion of the City, may be added to the principal.
Jul 10, 1999	Joint City Council/Grants Advisory Commission Workshop to discuss policies related to requirement for matching funds, grant funding for leased vs. owned property, perpetual funding, monitoring/annual reports, and Ad Hoc Committee.
Nov 3, 1999	City Council adopts policies related to issues from joint Commission/Council workshop.
Dec 3, 2003	City Council approves Grants Advisory Commission recommendations for funding criteria and process improvements following three workshops by the Commission and the first REACH/Enron funding cycle.

Dec 15, 2004	City Council approved Grants Advisory Commission recommendations for revisions as a result of AB 2690 – repealing the requirement that volunteers be paid prevailing wages and eliminating the mandatory workshop.

Adopted Policies of the Grants Advisory Commission and Roseville City Council 1994-2013

Criteria for Grant Applicants

Original Criteria (6/94)
Americans with Disabilities Act Compliance (1/99)
Bids Required for Capital Items to be Included (1/96, 10/99)
Funding for Religious or Sectarian Activities Prohibited (1/99)
Grant recipients located in Roseville (9/97)
Ownership or Long-term Lease of Property Improved by Grant Funds (11/99)
Compliance with State of California Prevailing Wage Law – SB 975 (11/02) and AB 2690 (12/04)
Tax Status (12/03)

Process-Related Policies

Annual Review (10/13)
Recipient Reporting (11/99)
Appeal of Grant Advisory Commission Decision (9/97)
Audit Form (3/96)
Funds Expended within One Year (8/97)
Line Item Review (11/99)
Applicant Workshop (9/97)
Process to Amend or Extend Timeframe of Approved Grants (12/98)
Site Visits (12/03)
Two Stage Process (12/03)
Written Questions of Applicants (12/03)

Funding Policies

City Projects (9/97)
Target Maximum Amount/Limit on Amounts Requested (9/97, 12/03)
Matching Funds Not Required (11/99)
Multiple Applications from One Agency (12/03)
Multiple Year Grants (9/97, 12/03)
Perpetual Funding (11/99)
Funding Source (11/05)
Funding for Schools (11/08)

Criteria for Grant Applicants

Original Criteria

Adopted July 6, 1994

The original criteria and application form were established by the Grant Evaluation Criteria Subcommittee in 1994. The subcommittee conducted public meetings on May 24, June 14, and June 27 to discuss and revise the guidelines and presented their draft, adopted by the Commission on June 27th to the City Council on July 6, 1994.

The criteria included a points/rating system that was not adopted by the Commission. A majority of the questions in the current application were as originally drafted. New policies that have amended the application over time are discussed in this manual.

Americans with Disabilities Act Compliance

Adopted January 1999

The Commission added a question to the application form requesting specific information regarding compliance with the Americans with Disabilities Act. The City is not allowed to fund programs or services by agencies that do not comply with ADA. Applicants are also required to comply with state disability laws, which in many cases are more stringent than the federal ADA law.

Bids Required for Capital Items

Adopted January 1996
Modified October 1999

In January 1996, the Commission adopted a requirement for applicants to submit bids for capital expenditures. Capital projects costing $2,499 and under must have 3 documented telephone bids. Capital items costing $2,500 and above must have 3 written bids included. Bids do not have to be awarded to the lowest bidder; bids should be awarded to the most responsible bidder.

This language was modified in October 1999 by the Commission and approved by the City Council based on input from grant applicants. In some instances, three bids are not available for specialized equipment that may be manufactured by only one or two companies. Also, in most cases, telephone and written bids are only valid for 30 to 60 days; the grant application process runs from February to June (120 days) for final approval, which extends beyond the expiration date for the bids. The telephone and written bids are still to be included in the packet, but with notations if less than three bids are included.

Funding for Religious or Sectarian Activities Prohibited

Adopted January 1999

In January 1999, the Commission added a question to the application form asking if funding would be used to support any religious or sectarian activities. The City is allowed to fund religious organizations, but the activity, project or program cannot include the promotion a particular religious belief. The City is prohibited from funding religious activities based on laws governing the separation of church and state.

Grant Recipients Located in Roseville Adopted September 1997

The Commission and Council specified that grant recipients are to be located in Roseville rather than previous wording stating that grant recipients are to be "local." In practice, this has been interpreted by the Commission to mean that grant recipients that provide service in Roseville, but may have headquarters or offices in other locations, are eligible for funding.

Ownership or Long-Term Lease for Properties Improved by Grant Funds Adopted November 1999

Concerns were raised during the 1999-2000 grant funding cycle regarding the investment in properties by grant applicants who do not own the property. The public funds are therefore making the property of a private citizen more valuable. Question 8 was added to the application requesting that applicants submit ownership documents and/or copies of lease agreements that reveal how long the property will be leased by the applicant. With long-term leases, the value of any capital improvements will depreciate over time and benefit the grant recipients directly. The Commission recommended and the Council adopted a policy to review the applicants with long-term leases on a case-by-case basis. Staff is to look at the amount of grant funding requested and the use of the funds in particular.

Compliance with California Prevailing Wage Law – SB 975 Adopted November 2002
Modified December 2004

The California Labor Code as amended by SB 975 in 2000 affects applicants to the Citizens' Benefit Fund in two ways: the requirement to pay prevailing wages for public or private works of improvement that receive public funds and the use of volunteer labor.

By Interoffice Memorandum from the City Attorney's Office to the City Manager's Office dated September 20, 2002, the attorney clearly states applicants must comply with the SB 975. The memo details the policy for the State Prevailing Wage Laws and the Applicability to Volunteer Labor. The memorandum is attached as Appendix G to the Policy Manual.

By Interoffice Memorandum from the City Attorney's office to the City Manager's office dated August 31, 2004, the requirement that prevailing wages be paid to volunteers on public works projects was repealed by urgency legislation signed by the Governor.

Under the new law, AB 2690, the requirement to pay prevailing wages does not apply to volunteers, volunteer coordinators, or members of the California Conservation Corps or Community Conservation Corps. Although a volunteer cannot be paid, the volunteer may receive reasonable meals, lodging, transportation, and incidental expenses or nominal non-monetary awards without losing volunteer status if those benefits and payments are not a substitute form of compensation for work performed. The Memorandum is attached as Appendix H to the Policy Manual.

State Prevailing Wage Laws. Any grant applicant receiving $1,000 or greater in public monies, in this case, Citizens' Benefit Funds, must pay prevailing wages to all workers employed on

public works. Public works actually includes any public or private work of improvement, and is defined as "construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds." (Labor Code Section 1720 (a)(1)).

Exceptions to the law include public utility improvements, carpet installation, transportation projects, and certain residential and low-income housing projects. (Labor Code Section 1720(a)).

An applicant or their advisor may request the Director of Industrial Relations to provide an opinion as to the applicability of SB 975 to their project. Previous opinions and current prevailing wages can be found at the state agency's web-site: www.dir.ca.gov.

Tax Status Adopted December 2003

The Grants Advisory Commission is recommending that only agencies with the following tax status be eligible for funding.

- 501(C) 3
- 501(C) 4
- government agencies
- schools

Applications from agencies that are not within one of these categories will be ineligible. For example, 501 (C) (6) are not eligible because 1) by definition they exist primarily to serve their members rather than the community at large and 2) they can lobby and take political positions on issues, thus creating potential for conflict of interest.

Process-Related Policies

Annual Review

Adopted October 2013

The Commission will annually review and adapt the process as needed to improve efficiencies.

Recipient Reporting

Adopted November 1999
Modified November 2005, 2008

Beginning with the 2009-10 funding cycle, applicants who fail to submit a Final Report for a grant received from the preceding funding year are not eligible to apply during the subsequent funding year, or any future funding cycle until at least one year after the Final Report has been submitted..

Beginning with the 2006-2007 funding cycle, each recipient is required to submit a report describing the expenditures and accomplishments achieved with the grant funds. The report is due within 30 days of the end of the grant period. In addition, the Commission at its discretion may also require a grant recipient to submit a "mid-year" report due six months from the grantee's initial receipt of funds.

[language deleted: Each applicant is required to submit biannual reports beginning with the 2000-2001 funding cycle. The reports will be due in January and July of the year following the grant award.]

Appeal of Grant Advisory Commission Decision

Adopted September 1997

The City Council formally confirmed that if a grant recipient would like to appeal a recommendation of the Grants Advisory Commission, they may appeal to the City Council when the recommendations are presented. There is no appeal process beyond the City Council and its decision is final.

Audit Form

Adopted March 1996

An Audit Form, or financial form was created by the Finance Director and approved by the Grants Advisory Commission in March 1996. The form is signed as part of the Citizens' Benefit Fund Agreement submittal with a summary accounting to be submitted with the final report at the end of the fiscal year. The current form is included as Appendix D.

Funds Expended within One Year

Adopted August 1997

Based upon several requests from agencies that funds be carried over to another fiscal year, or be used for additional purposes, the Commission voted to revise all forms stating that funds must be expended during the fiscal year for which the grant was included in the City budget. The Citizens' Benefit Fund contract was also amended to state that all funds must be spent with one year.

Line Item Review Adopted November 1999

The City Council reaffirmed a standing practice that individual grant applications may be reviewed by the City Council following the recommendations being forwarded by the Grants Advisory Commission. The City Council reviews the recommendations as part of the annual budget adoption in June of each year. Councilmembers may "pull" individual grant applications for discussion, questions, and separate action.

Applicant Workshop Adopted September 1997
Revised November 2004

The Grants Advisory Commission recommended and the City Council approved the requirement that a representative from each agency must attend a mandatory workshop during the grant funding cycle. The workshop is to be held approximately two weeks after the grant applications are to be made available, which will usually be the regular Grants Advisory

Commission meeting on the second Tuesday of every February - Beginning with the 2005-2006 Citizens' Benefit Fund funding cycle attendance in a mandatory workshop is no longer required. However, the Grants Advisory Commission strongly encourages applicants to attend any grant related meetings offered by the City of Roseville to learn more about the Commission's work and priorities.

Process to Amend or Extend Timeframe of Approved Grants Adopted December 1998

In September 1998, the Commission determined that a formal process should be established to clearly define the requirements in the event a change to an approved grant was requested by a grant recipient. Through the work of Policy Subcommittee members, Sylvia Besana, Carol Garcia, and Susan Rohan, guidelines and a standard form were drafted for use by future applicants. Appendix E includes the Guidelines and Form approved by the City Council on December 16, 1998. As stated in the Guidelines, the City does not encourage amendments to approved grants. Circumstances may warrant flexibility by the Grants Commission and the City Council; however, only if the criteria established by the Policy Subcommittee are met and the amendment process is followed.

Site Visits Adopted December 2003

The Commission reached consensus to NOT conduct site visits during the application period (March to May) and to limit visits to other times during the year.

If individual Grants Commissioners visit applicants during the process of reviewing grants, they may receive information in addition to that contained in the written application that is not received by the other Commissioners. The City's criteria specifically states the grant will be awarded based upon the written materials provided to the Commission for its consideration.

Two Stage Process

Adopted December 2003
Modified October 2013

This is the most significant change from previous practice recommended by the Commission and approved by the Council during the process improvement workshops of 2003.

Previously, the Commission would submit individual funding recommendations, meet in May, reach consensus with very little interaction between the Commissioners and applicants, and then award the funding.

As approved, the Grants Advisory Commission will conduct a two-stage funding process. Stage 1 allows for informal discussion of the applications by the Commission in a public setting. During Stage 2 the actual funding recommendations would be made. The Commission would meet in the Council Chambers and the meeting would be televised. Each Commissioner would make individual funding recommendations as they have in the past and reach consensus on every application before voting on the final recommendations.

[language deleted: Stage 1 will occur in a workshop setting with informal discussion about the applications, review of written questions and responses, and any responses the applicants may have to additional questions from the Commission. The Commissioners can ask questions of each other and the applicants, allowing a much more interactive process than in previous funding cycles. This process was tested during the REACH and Enron funding cycle and worked very well according to feedback from the Commissioners and applicants.]

Written Questions of Applicants

December 2003
Eliminated October 2013

During the 2003 REACH and Enron funding cycle, the Commissioners piloted the idea of submitting questions to the applicants as they reviewed the applications. The process of written questions of applicants was eliminated with the FY2012/13 funding cycle. The Commission will evaluate each request based on information provided in the application.

[language deleted: The applicants received a list of questions from the entire Commission, meaning that no individual Commissioner was identified as the one asking for additional information. The applicant was given a defined time period to respond. The Commission agreed that this was a very valuable tool to learn more about the applicant. It also allows Commissioners to share their expertise and knowledge of the organizations and services available in the community and specific subjects such as accounting as demonstrated by the additional questions they ask. REACH and Enron applicants liked the opportunity to share additional information, felt this process was unique in the "grants" world and liked it.]

Funding Policies

City Projects

Adopted September 1997
Reaffirmed October 1999

City projects may be submitted and will be considered on a case-by-case basis by the Commission and Council. After considerable discussion during the 1999-2000 funding cycle, this policy was reaffirmed by the Ad Hoc Commission-Council subcommittee, Grants Advisory Commission and City Council.

Target Maximum Amount

Adopted September 1997
Revised December 2003

The Grants Advisory Commission is recommending that a target amount be set each cycle based upon the available funds. The purposes of the target amount are to benefit as many citizens as possible and to give grant applicants a realistic idea of the amount that most likely will be funded. The Commissioners also stated during their discussion that with smaller amounts, the funding would be more likely to make a difference to many citizens of Roseville, thus meeting the mission of the Fund – "to improve the quality of life of Roseville's citizens."

The Commission felt that a target maximum of $30,000 was reasonable for the 2004-2005 funding cycle with total grand funds of $400,000 projected. The Commission will, however, review every application and consider larger grants, especially for unique capital projects. The target amount is a recommendation. Applicants are encouraged to limit their requests to no more than that amount and exceptions would be considered.

The Commission will review the target amount each year based upon the projected funds available and recommend a target amount to be adopted by the Council prior to each funding cycle. The City Council agreed that a target amount would be set annually.

The Grants Advisory Commission and City Council had previously discussed this policy in 1997, but voted against setting a limit on the amount (maximum) a grant applicant can request.

Matching Funds Not Required

Adopted November 1999

The City Council approved the Grants Advisory Commission recommendation that matching funds not be required of grant applicants. Mandating that matching funds be required would limit the application numbers and the flexibility of the Commission and Council to award grants to worthy applicants. Matching funds will be a component of the evaluation by Commissioners and Council in determining which applicants have demonstrated their commitment to a project, but will not be mandatory.

Multiple Applications from One Agency

Affirmed December 2003
Revised November 2004

The Commission agreed that the practice of allowing multiple grant applications from a single agency should be continued. The Commission did not want to limit agencies with worthy programs from applying. However, agencies submitting multiple applications are encouraged to limit their requests to no more than the Target Maximum Amount adopted by the Council for the funding year. Applications are judged on their individual merit.

Multiple Year Grants

Adopted September 1997

The Grants Advisory Commission and City Council discussed, but voted against allowing grant applicants to apply for funding beyond one fiscal year. Funding is only available for the fiscal year in which the grant is approved.

Perpetual Funding

Adopted November 1999
Reaffirmed December 2003

The City Council approved the Grants Advisory Commission recommendation that no limit be set on the number of years a grant applicant may receive funding. Grant applicants will be judged on their individual merit each year.

The Commission and Council affirmed this policy after discussion in 2003. There are several agencies that receive repetitive funding from the Citizens' Benefit Fund. In fact, five organizations have received funding in all of the past ten funding cycles, and six organizations have received funding in eight of the last ten funding cycles. The Commission agreed that because the agencies provide worthy services to the community and Commissioners do an independent evaluation each year, there should not be a limit on repetitive funding.

Funding Source

Adopted November 2005

The Grants Advisory Commission may award grants from multiple funding sources. In the event that an applicant meets funding criteria for more than one funding source, the Commission has the discretion to make awards from any or all funds for which any individual applicant is eligible.

Grant Requests from Schools

Adopted November 2008

Effective with the 2009-10 grant funding cycle, individual schools may compete for a maximum of $2,500 per school. Each school (including its PTC, Boosters and other groups) is limited to one grant request per site. School districts and school district foundations remain eligible to compete for the Target Maximum Amount adopted for the funding year.

The Grants Advisory Commission (GAC) and the City Council strongly support education and have funded requests from individual schools, PTC's, Booster Clubs, school districts, school district foundations and non-profit school-based programs. Grants have funded a wide variety of projects; as a result it is difficult to determine the overall impact of the grants.

In recent years, the percentage of grants requesting support for schools or school-based programs has steadily increased. In addition, the size of requests has increased. The Commission adopted this policy in order to serve many segments of the community and to support significant district-wide projects while still allowing individual schools to compete for smaller amounts.

Appendices

Related Ordinances - Appendix A

Funding Guidelines for Current Year - Appendix B

Grant Application for Current Year - Appendix C

Request for Funds & Report of Expenditures - Appendix D

Grant Agreement - Appendix E

Request for Amendment to CBF Grant - Appendix F

Memorandum re: SB975 and Citizens' Benefit Fund - Appendix G

Memorandum re: AB 2690 and Citizens' Benefit Fund - Appendix H

ORDINANCE NO. 3388

ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING THE CHAPTER HEADING AND REFERENCES AND AMENDING SECTION 4.06.040 OF CHAPTER 4.06 OF TITLE 4 OF THE ROSEVILLE MUNICIPAL CODE RELATING TO HOSPITAL PROCEEDS FUND

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. Chapter 4.06 of Title 4 of the Roseville Municipal Code is hereby amended to read as follows:

Chapter 4.06

CITIZENS' BENEFIT FUND

Sections:

4.06.010 **Citizens' Benefit Fund established.**
4.06.020 **Proceeds from sale of municipal hospital.**
4.06.030 **Earnings on proceeds.**
4.06.040 **Expenditures of money.**
4.06.050 **Expenditure of principal.**
4.06.060 **Administrative costs.**

Section 4.06.010 Citizens' Benefit Fund established.

There is hereby established the Citizens Benefit Fund. (Ord. 2788 § 1 (part), 1994.)

Section 4.06.020 Proceeds from sale of municipal hospital.

All net proceeds from the sale of any municipally owned hospital shall be deposited in the Citizens' Benefit Fund. Such proceeds shall be invested by the Finance Director, who shall annually account for and report to the City Council as to the principal and annual earnings of said fund. The fund shall not be commingled with any other monies of the City. The Finance Director shall cause the fund to be audited each year. (Ord. 2788 § 1 (part), 1994.)

Section 4.06.030 Earnings on proceeds.

Not less than ten (10%) percent of the annual interest or earnings of the Citizens' Benefit Fund as determined by the City Council shall be retained and added to the principal each year. The remainder of the earnings may be expended in accordance with this Chapter. (Ord. 2788 § 1 (part), 1994.)

0300 0000 0002 0318

Section 4.06.040 Expenditures of money.

The City Council may, after receiving the recommendation of the Roseville Grants Advisory Commission, annually appropriate up to ninety (90%) percent of the annual earnings of the Citizens' Benefit Fund for the purpose of improving the quality of life for the citizens of the City of Roseville. Provided, however, that the City Council may, without the recommendation of the Roseville Grants Advisory Commission, annually appropriate a minor amount up to fifteen thousand ($15,000) dollars of the annual earnings for the purpose of improving the quality of life. Unappropriated amounts will be carried forward to subsequent fiscal years; however, at the discretion of the City, any unappropriated amount may be added to the principal. (Ord. 2788 § 1 (part), 1994.)

Section 4.06.050 Expenditure of principal.

The principal amount of the Citizens' Benefit Fund shall not be appropriated or expended unless a state of emergency has been declared, no other funds are available and the expenditure has been approved by a 4/5 vote of the City Council. Any principal so expended shall be repaid to the fund with interest at the rate earned by the City on investments at the time of the loan and upon such other terms as determined by the Council at a public hearing. (Ord. 2788 § 1 (part), 1994.)

Section 4.06.060 Administrative costs.

A. The costs of administering this chapter and the Roseville Grants Advisory Commission shall not be charged to the fund unless approved by a 4/5 vote of the City Council.

B. Prior to any action pursuant to this section by the City Council, the Roseville Grants Advisory Commission shall first hold at least one (1) public hearing and forward to the City Council a recommendation concerning what action, if any, should be taken by the City Council. (Ord. 2788 § 1 (part), 1994.)

SECTION 2. This ordinance shall be effective at the expiration of thirty (30) days from the date of adoption.

SECTION 3. The City Clerk is hereby directed to cause this ordinance to be published in full at least once within fourteen (14) days after it is adopted in a newspaper of general circulation in the City, or shall within fourteen (14) days after its adoption cause this ordinance to be posted in full in at least three (3) public places in the City and enter in the Ordinance Book a certificate stating the time and place of said publication by posting.

PASSED AND ADOPTED by the Council of the City of Roseville this 18th day of August, 1999, by the following vote on roll call:

AYES COUNCILMEMBERS: Earl Rush, Dan Goodhall, Claudia Gamar, Randolph Graham, Harry Crabb

NOES COUNCILMEMBERS: None

ABSENT COUNCILMEMBERS: None

0300 0000 0002 0319

MAYOR

ATTEST:

ASSISTANT City Clerk

The foregoing instrument is the original ordinance, and has been published by posting in the following public places: Lobby of Clerk's Department, City Hall Entrance and Library.

At 3:15 O'Clock August 23 in 1999

City Clerk, City of Roseville, CA

0300 0000 0002 0320

Ord3388
Pg 3

CITY OF ROSEVILLE CALIFORNIA

Citizens' Benefit Fund
2014-2015 FUNDING GUIDELINES

History and Purpose	The Citizens' Benefit Fund was established on June 4, 1993 with the proceeds from the sale of Roseville Community Hospital. Each year up to ninety percent of the interest from these funds may be distributed to non-profit organizations. The purpose of the Citizens' Benefit Fund is to assist in improving the quality of life for the citizens of the City of Roseville.
Funds Available	The Roseville Grants Advisory Commission has approximately **$231,900** in Citizens Benefit Funds to distribute to agencies "to improve the quality of life for the citizens of the City of Roseville". Citizens Benefit Funds are limited, and demand is high. On average, the Commission has been able to fund only half of the grant requests received.
Targeted Maximum Awards	Based on funding availability, the Commission strongly encourages applicants to limit Citizens' Benefit Fund requests to a maximum of **$15,000**. If multiple grant applications are submitted the cumulative requests should be limited to **$15,000**. **Public and Private Schools**: Individual schools (including PTC's, Preschools, Booster Clubs, etc) should submit *only one application per school site*. Awards to individual school sites will be limited to a maximum of **$2,500**. School districts and school district foundations should submit only one application and limit their request to **$15,000**.
Eligibility	Public agencies, schools, and non-profit 501(c)(3) or 501(c)(4) organizations serving citizens of Roseville are eligible to apply. Grants will not be made for religious purposes/activities or to organizations that discriminate on the basis of race, religion, color, national origin, ancestry, physical or mental disability, veteran status, medical condition, marital status, age, sex, or sexual orientation. Grants will not be made for religious or sectarian activities. Applicants who failed to submit a Final Report from a prior funding year (2012-13 funding cycle) are not eligible to apply during the 2014-15 funding cycle.
Disqualification	The Grants Advisory Commission makes its decisions based upon the written materials submitted by your organizations. **Applications submitted without required documents will be disqualified.**
Public Documents	All grants submitted to the City become public documents and are available to the public for review. If you would like a section or your entire application kept confidential, please mark the top of the application "CONFIDENTIAL" and the City Attorney's office will review your request. Examples of documents that may qualify include those with reference to trade secrets or home addresses of Board Members. Staff will contact the applicant within 10 days of submittal of a request for confidentiality.

Roseville Business License	The Roseville Municipal Code requires anyone conducting business within the City of Roseville to have a current business license on file with the City of Roseville. This includes non-profits doing business or providing services in Roseville. Forms are available at the Finance counter in the Roseville Civic Center. The City of Roseville will waive the license fee for non-profit organizations however there is a $1.00 State fee that will be collected.
State Prevailing Wage Laws	All Works of Improvement within the State of California that receive public funds in an amount greater than $1,000 are subject to prevailing wage laws. Prevailing wage law detailed in SB975 and became effective January 1, 2001. The law requires that any "construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds" must pay laborers the general prevailing wage rate. Grant applicants should read California Labor Code Sections 1771 and 1720 for more information regarding prevailing wage laws and refer to the State Department of Industrial Relations website at www.dir.ca.gov. Applicants are also encouraged to consult with their attorneys and/or accountants to ensure that the proposed project will include the documentation and resources to demonstrate compliance with state law.
Funding, Limitations and Reporting	The Grants Advisory Commission will make its recommendations in May 2014 with final action by the City Council in June 2014. Grant funds are expected to be available to successful applicants on or after July 1, 2014, following submittal of the signed Grant Agreement to the City Manager's Office. Awards are made for one year only and in no way imply that funding will be awarded in subsequent years. Grant funds must be used for the purpose specified in the grant application. Grant funds are intended to supplement, not supplant funding or programs that already exist. All funds must be spent by June 30, 2015, or returned to the City. Final Reports should include details regarding project expenditures and results. Failure to provide a Final Report will disqualify applicant from the next funding cycle for which the applicant would otherwise be eligible.
Dates and Deadlines	**January 6, 2014** Link to online Grant Application available on the City's main webpage and at www.roseville.ca.us/grants **January 14, 2014** Applicant Workshop at 7:00pm in the Roseville Council Chambers, 311 Vernon Street. Applicants are STRONGLY ADVISED to attend and learn more about new online grant process and funding priorities. **February 12, 2014** Completed Grant Applications **must** be submitted online at www.roseville.ca.us/grants by **5:00 p.m. PST**
For more information	Visit the City's Grants website at www.roseville.ca.us/grants or contact Kelly Wickline, Secretary to Grants Advisory Commission kwickline@roseville.ca.us or (916) 746-1350.

CITY OF ROSEVILLE CALIFORNIA

APPENDIX C

SAMPLE

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City of Roseville
Citizens' Benefit Fund / R.E.A.C.H.
2014-2015 Grant Application
2/12/2014 deadline

My Little Nonprofit Agency

My Little Nonprofit Agency
6050 Independence Ave SW #2
Washington, DC 20560
United States

Tel: (777) 777-7777 x55
Fax: (777) 777-7777 x32
Web: web.com
EIN: 11-1111111
DUNS:

Project Contact
Ineeda Grant
recip@zoomgrants.com
Tel: 1111111111

Additional Contacts
none entered

Executive Director
Joe Big
joe@web.com

$0 Requested

Application Questions

1 Agency is:

- [ ] Non Profit 501(c)(3)
- [ ] Non Profit 501(c)(4)
- [ ] Government
- [ ] Public/Private School

2 Project Description:
In 50 words or less, describe the proposed project, including the use of funds and who will be served.
-no answer-

3 Project primarily serves:

- [ ] Animals
- [ ] Arts & Humanities
- [ ] Environmental
- [ ] Health
- [ ] Human Services
- [ ] Public Society Benefit
- [ ] Recreation & Sports
- [ ] Schools (Education)
- [ ] Youth

4 Number of:

	Board Members
	Paid Staff (F/T)
	Paid Staff (P/T)
	Volunteers

5 Date Founded:
-no answer-

6 Organization's Mission:

-no answer-

7 What are the major goals of your organization?
-no answer-

8 Give a brief history of the organization.
-no answer-

9 What were the major accomplishments of the organization last fiscal year?
-no answer-

10 How does the organization use volunteers?
-no answer-

11 In accordance with board policy, what percent of your board members donate to the organization?
-no answer-

12 List below any previous funds awarded in the last five funding cycles by the Roseville Grants Advisory Commission and the purpose of the funding.
-no answer-

13 Describe the need for this project or program and evidence of community support for it.
(key supporters, volunteer hours, collaborators, donors)
-no answer-

14 Define anticipated outcomes for this project or program. How will success be measured?
-no answer-

15 Describe the population to be served, including the number to be served.
How will you ensure that recipients of your services are residents of the City of Roseville (for Citizens' Benefit Funding) or Youth, Families, or Seniors residing in Placer County (for REACH Funding)?
-no answer-

16 Please identify how your project is unique and how it fits with other similar services or projects that are provided by other agencies.
Describe the nature of your relationship with these agencies (i.e. make referrals, to jointly deliver services, collaborate in joint planning of services, etc.)?
-no answer-

17 If your request cannot be fully funded, how would your organization modify the project if funded at 50% of your request?
-no answer-

18 Please list other funding support requested for this project (include funder, date requested, amount requested, and status of request).
-no answer-

19 If funding is requested for program or operating support, rather than one-time projects, describe the funding strategies you have planned or in place to help your organization reduce costs or generate additional revenue once grant funds are expended.
-no answer-

20 If a membership or enrollment fee will be charged to participate in the project, list the amount of fee(s) and the requirements to participate.
Describe any fee waivers, subsidies or scholarships for those who cannot afford to participate.
-no answer-

21 Schools and Public Agencies ONLY (others enter N/A): Explain why your school's/agency's existing funding is not available or not sufficient to fund this request.
Demonstrate how requested funds will supplement or enhance school's/agency's programs rather than underwrite school's/agency's core mission.
-no answer-

22 If your request is a Capital Expenditure or Works of Improvement, please describe briefly the item(s) needed and the itemized costs.
Capital Expenditure is defined as any grant money that is used to acquire or upgrade a long term asset not fully used within one (1) year.
-no answer-

23 If requesting capital funds for Works of Improvement, does the organization own or lease the building or property to be improved?

☐ Yes

☐ No

Budget

Income	Project Amount	Current Fiscal Year
Federal Government Funding		
State Government Funding		
Local Government Funding		
Corporate Funding		

Foundation Funding		
Individual Contributions/Membership Dues		
Fees for Service		
Investment/Interest Income		
In-Kind Support		
Other		
Total	**$0.00**	**$0.00**

Expenses (current fiscal year)	Project Amount	Current Fiscal Year
Salaries		
Payroll Taxes and Benefits		
Professional Fees (Consultants & Contractors)		
Other Compensation		
Rent/Utilities/Maintenance		
Printing/Supplies/Postage		
Equipment		
Promotion/Advertising		
Travel/Training		
Insurance		
Other:		
Other:		
Other:		
Total	**$0.00**	**$0.00**

Documents

Documents Requested *	Required?	**Attached Documents** *
Copy of 501(C)(3) or 501(C)(4) IRS tax determination letter if applicable (Label 501C3.pdf or 501C4.pdf)	☑	
Copy of Agency's registration/renewal fee report, California State Attorney General (ct RRF-1), if applicable (Label RRF1.pdf)	☑	
Agency's budget for the current Fiscal Year (Label AgencyBudget.pdf)	☑	
Audited financial statement, if available (Label AuditedFinancials.pdf)	☑	
Most recent IRS 990. Law requires for all but schools and churches (Label IRS990.pdf)	☑	
California tax Form 199 (Label Form199.pdf)	☑	
List Board Members, officers, directors and key management positions, including salaries/comp of each individual paid directly from grant proceeds. For each note appointment dates, when term expires and affiliations (Label KeyPersonnel.pdf)	☑	
Resolution from your Board authorizing this application (Label Resolution.pdf)	☑	
Applications submitted on behalf of the City of Roseville must include a cover letter from the City Manager (CityManagerLetter.pdf)	☑	
Copy of your business license. REACH Fund applicants need to provide a copy of the business license for the principal location where they provide service (Label BusinessLicense.pdf)	☑	
Description of the item(s) needed and itemized costs (Capital Expenditures or Works of Improvement ONLY) (Label CapitalItemDescription.pdf)	☐	
Bid Requirements (Label Bids123.pdf) - $250-$2,499 must have 3 documented telephone cost estimates - $2,500 or greater must have 3 written cost estimates - individual items less than $250 do not need any estimates included	☑	
Proof of Ownership (grant deed, tax bill) or copy of lease specifying the length of property lease (Label ProofofOwnership.pdf)	☑	
Assurances and Certifications (Label AssurancesCert.pdf)	☑	
Optional Other (5MB maximum) Opportunity to upload one document with any additional information (not previously requested in the application) you feel important to share with Commission.	☑	

** ZoomGrants™ is not responsible for the content of uploaded documents.*

Form retired after 2007/08 funding cycle

Appendix D

CITY OF ROSEVILLE
TRADITION • PRIDE • PROGRESS

CITY OF ROSEVILLE
GRANT FUNDS

REQUEST FOR FUNDS & REPORT OF EXPENDITURES

FY 20 ____ TO 20 ____

Grantee (Agency Name)	Project Title
Agency Address	Funds Awarded $
	Fund Source
	Fund Account Number
Contact Person	☐ MID-Year Report Requested
Title	☐ FINAL Report Received
Phone Number ( )	EMAIL Address

GRANT FUNDS BY CATEGORY	APPROVED	MID-YEAR EXPENDITURES (if required)	TOTAL EXPENDITURES	BALANCE
PROGRAM				
CAPITAL IMPROVEMENT				
OPERATING SUPPORT				
SPECIAL PROJECT				
OTHER				
TOTALS				

	PRINT OR TYPE NAME	SIGNATURE	DATE
PROJECT DIRECTOR			
BOARD PRESIDENT/ CHAIRPERSON			
CITY AUTHORIZATION			

WHITE & YELLOW: Submit to City Manager's office w/original agreement (forward WHITE to Finance Department with Payment Request)
YELLOW: Submit to City Manager's office w/original agreement (to be used if mid-year report requested)
PINK: Submit with Final Report
GOLDENROD: Grantee to Retain

Revised 10/05

GRANT AGREEMENT

THIS GRANT AGREEMENT, is made and entered into this ___ day of _____, 20___, by and between the City of Roseville, a municipal corporation ("CITY"), and_____, a _____, ("GRANTEE"),

W I T N E S S E T H:

WHEREAS, CITY administers grants payable from the various funds pursuant to the Roseville Municipal Code and GRANTEE has applied for such grant; and

WHEREAS, the grant application is attached as Exhibit "A" to this Agreement and is incorporated herein by this reference; and

WHEREAS, the City Council has received and considered the advice of its Grants Advisory Commission relative to the awarding of this grant,

NOW, THEREFORE, the parties agree as follows:

1. Grant. CITY hereby authorizes a grant to GRANTEE in the amount of _____ ($_____) dollars. The grant shall be payable in one lump sum on or after _____ for _____.

2. Terms of Agreement Prevail. GRANTEE shall comply with all the terms and conditions of the Grant Application and this Grant Agreement. In the event of any discrepancy between the terms of this Grant Agreement and those of the Grant Application, the terms of this Grant Agreement shall prevail.

3. Funds to be Expended During Current Fiscal Year. All funds received by GRANTEE under this Agreement shall be spent prior to the end of the City's current fiscal year. All funds not spent within the current fiscal shall be returned to CITY within thirty (30) days after the conclusion of the current fiscal year.

No other fund of CITY, including without limitation its general fund, shall be liable for any payment under this Grant Agreement, nor is the taxing power of CITY pledged in any manner.

4. Grantee as Independent Entity. GRANTEE and the agents or employees of GRANTEE in performance of this Grant Agreement shall act in an independent capacity and not as officers, employees or agents of CITY.

5. City's Right to Terminate. CITY may terminate this Grant Agreement at any time and be relieved of the payment of any consideration to the GRANTEE should GRANTEE fail to perform the covenants herein contained in the manner herein provided.

6. No Assignment. This Grant Agreement is not assignable by GRANTEE either in whole or part.

7. Time is of the Essence. Time is of the essence of this Grant Agreement.

8. All Terms to be in Writing. No alteration or variation of the terms of this Grant Agreement shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement not incorporated herein shall be binding on either of the parties hereto.

9. Generally Accepted Accounting Principles. GRANTEE agrees to establish and maintain fiscal controls and accounting procedures in accordance with generally accepted accounting principles as required by the Finance Director of CITY.

GRANTEE agrees to keep records and fully disclose the amount, date, purpose, payee and disposition of the proceeds of the grant; the total cost of the program for which the grant is awarded; and the amount and disposition of that portion of the total cost provided by other sources. The procedure developed by GRANTEE must provide for accurate and timely recordation of the receipt of funds, expenditures, and unexpended balances.

10. Allowability of Expenditures. GRANTEE shall accurately document each transaction to permit the determination, through an audit if requested by CITY, of the accuracy of the records and the allowability of expenditures charged to grant funds. If the allowability of an expenditure cannot be determined because records or documentation are inadequate, the questionable expenditure shall be disallowed. In such case, GRANTEE shall reimburse CITY the amount of any disallowed expenditure. Determination by CITY of the allowability of any expenditure shall be final except in instances of fraud, mistake, or arbitrariness.

11. Maintenance of Records. GRANTEE agrees to maintain fiscal records, including invoices and receipts for a period of three (3) years after termination or expiration of this Grant Agreement and to permit CITY to inspect those records.

12. Audit. CITY may at any time require an audit of GRANTEE's financial and program records.

13. Unlawful Discrimination Prohibited. During the performance of this Grant Agreement, GRANTEE shall not deny this Grant Agreement's benefits to any person on the basis of religion, color, ethnic group, identification, sex, age or physical or mental disability, nor discriminate unlawfully against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical handicap, mental disability, medical condition,

marital status, age, or sex. GRANTEE shall ensure that the evaluation and treatment of all employees and applicants for employment are free of such discrimination.

14. Fair Employment. GRANTEE shall comply with the provision of the Fair Employment and Housing Act (Government Code §12900, et seq.), the regulations promulgated thereunder (2 CCR §7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (§11135-11139.5) and the regulations or standards adopted by the State to implement such article.

GRANTEE shall give advice of its obligation under this Grant Agreement to labor organizations or contractors with which it has a collective bargaining or other agreements. GRANTEE shall include nondiscrimination compliance provisions similar to those of the Grant Agreement in all subcontracts to perform work under this Grant Agreement.

15. Indemnification. GRANTEE shall defend, indemnify, save and hold harmless CITY and all its officers, agents and employees from all claims, suits or actions of any means, kind or description brought forth on account of fiscal or other injuries to or death of any person including but not limited to workers or the public or damage to property or natural resources resulting from the performance of this Grant Agreement except as otherwise expressly provided by statute. The duty of GRANTEE to defend, indemnify, save and hold harmless includes the duties to defend as set forth in Civil Code §2778.

GRANTEE waives any and all rights to any types of expressed or implied indemnity against CITY, its officers and employees. GRANTEE warrants that it is fully aware of and expressly waives the protection of Civil Code §1542.

16. Insurance. If the activity funded by this Grant Agreement includes construction/rehabilitation work, during the term of this Agreement GRANTEE and/or its

contractors and/or construction agents shall maintain in full force and effect the following policies of insurance:

COVERAGE	LIMITS OF LIABILITY
Workers Compensation	Statutory
Commercial General Liability	Bodily Injury: $1,000,000 each occurrence $2,000,000 aggregate Property Damage: $1,000,000 each occurrence Personal Injury: $1,000,000 each occurrence $2,000,000 aggregate
Automobile liability including endorsements for owned, hired and nonowned vehicles	Bodily Injury: $300,000 each occurrence $500,000 aggregate Property Damage: $100,000 each occurrence

GRANTEE shall submit a certificate evidencing such coverage in a form satisfactory to the City Attorney of CITY, prior to undertaking any work hereunder. A separate endorsement form showing CITY, its officers, agents and employees as additional named insureds, except for Workers' Compensation and Professional Liability shall also be provided. Such insurance shall specifically cover the contractual liability of the GRANTEE. The coverage shall be primary as to such additional insureds and no coverage of the CITY shall be called upon to contribute to a loss. Said certificates shall provide at least thirty (30) days written notice to CITY prior to cancellation or modification of any insurance required by this Agreement. The GRANTEE shall furnish a certificate for the period covered by the agreement. Any insurance written on a claims made basis is subject to the approval of the City Attorney. Insurance coverage in the minimum amounts set forth herein shall not be construed to relieve GRANTEE of liability in excess of

such coverage, nor shall it preclude CITY from taking such other actions as are available to it under any other provisions of this Agreement or law.

17. Termination by CITY. CITY may terminate this Agreement in whole or part upon ten (10) days prior written notice to GRANTEE for any of the following reasons:

A. GRANTEE fails to proceed for whatever reason with the program in the manner set forth in this Grant Agreement.

B. CITY deems this Grant Agreement is not satisfactorily being performed.

C. If any portion of this Grant Agreement is assigned without prior written approval of CITY.

18. No Waiver of Breach. No waiver of any breach of this Agreement by CITY shall be held to be a waiver of any other or subsequent breach.

19. Attorney Fees. In any action arising out of this Agreement, the prevailing party shall recover its reasonable attorney's fees.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has executed this Agreement in duplicate by its City Manager and GRANTEE has caused this Agreement to be duly executed.

CITY OF ROSEVILLE, a municipal corporation

BY: _____
RAY KERRIDGE
City Manager

_____,
a _____

BY: _____

its: _____

ATTEST:

BY: _____
SONIA OROZCO
City Clerk

and

BY:_____

its:_____

APPROVED AS TO FORM:

BY: _____
BRITA BAYLESS
City Attorney

APPROVED AS TO SUBSTANCE:

BY: _____
LAURA MATTEOLI
Economic Development Manager

Guidelines
Request for Amendment
City of Roseville Citizens' Benefit Fund Grant

The City of Roseville Grants Advisory Commission does not encourage grant recipients to modify a grant following approval by the Commission and the City Council. However, there are circumstances which may warrant further review by the Commission even after final approval. The guidelines to make such a request are listed here and a form for submittal to the Grants Commission is attached in the event your organization wishes to modify your approved grant.

Criteria to Amend an Approved Grant

Criteria for approval by the Grants Advisory Commission may include, but not be limited to:

- Consistency with the original intent of the grant application i.e. improvement to be built or program to be started.
- Delays caused by agencies beyond the control of the applicant or the City as demonstrated by the applicant and verified by the City.
- Cost effectiveness in applying the grant funds i.e. if cost savings are realized following the grant approval and program start-up, the difference may be used to expand services or programs.
- Special needs of the community i.e. the grant modification addresses a need that has arisen or an emergency situation that occurs after the grant application is approved.
- Community benefit in general.

Criteria for denial of a request to amend an approved grant may include, but not be limited to:

- Any misuse or illegal use of funds as determined by the City or an independent financial audit.
- Determination that the project or service will not be concluded within a time frame such that another grant application for the next year's funding cycle could be submitted with the same program or service results if approved.
- Lack of funding from other sources identified in the original grant application that were anticipated but not received by the organization.

All requests will be reviewed on a case-by-case basis.

Amendment Process

Written Request. A request will be considered complete when three items are submitted to the City Manager's Office.

1. **Request for Amendment Form**. The attached Request for Amendment with background information, the requested change and the reason for the change.
2. **Approval from Governing Board**. A written statement from the applicant shall be submitted approving the submittal.
3. **Financial Statement**. A financial statement for any grant funds already expended including detail of expenditures and balance remaining.

Review by Grants Advisory Commission. All requests must be reviewed by the Grants Advisory Commission. Staff will schedule the request for the next available Grants Commission meeting and prepare appropriate background information.

Recommendation to City Council. If the request includes an amendment to the Citizens' Benefit Fund Agreement, the item would also be forwarded to the City Council for action. City Council action is final.

If a request is made after October 31st of the year, the Grants Commission will not be able to consider the item until the December Grants Commission meeting and Council may not hear the item until January of the following year. In this case, the next funding cycle (applications available in January) will have already begun and you may not have the opportunity to apply for a new grant in the event the request to modify the existing grant is denied.

If you have any questions, please call the Roseville City Manager's Office and ask for Ellen Powell, Staff Liaison for the Grant Commission. The number is 916-774-5362.

Request for Amendment
City of Roseville Citizens Benefit Trust Grant

The Grants Advisory Commission will consider your request for an amendment to an approved grant providing the following is submitted to the City Manager's Office:

- Completed Request for Amendment (this form).
- Letter from Board of Directors/Governing Agents approving submittal of request.
- Financial statement for any grant funds already expended including detail of expenditures and balance remaining.

Request

☐ Extension for use of grant funds beyond end of fiscal year (June 30th) New Date: _____

☐ Change in Use of Funds (describe below).

Background Information

Name of Organization: _____

Mailing Address: _____

Contact Person: _____ Telephone: _____

Grant Information

Name of Approved Grant: _____

Amount Funded: _____ Funds Remaining: _____

Description of Original Grant: _____

_____

_____

_____

_____

Request for Amendment

Proposed Amendment to Grant and/or Reason for Extension: _____

_____

_____

_____

_____

_____

_____

_____

(Attach additional pages if necessary)

Signature: _____ Title: _____ Date: _____

Note: If this request is submitted after October 31st, you may miss the next Grants Advisory Commission funding cycle in the event your request for an amendment is denied and you wish to reapply for a new grant.

Return to Ellen Powell, Roseville City Manager's Office, 311 Vernon Street, Roseville, CA 95678. Call (916)774-5362 if you need additional information.

CITY OF ROSEVILLE
Office of the City Attorney

INTEROFFICE MEMORANDUM

TO: **Julia Burrows, Assistant to the City Manager**

FROM: Robert R. Schmitt, Deputy City Attorney

SUBJECT: **SB 975 and Citizens Benefit Fund**

DATE: **September 20, 2002**

Your August 8, 2002 memorandum asks whether and how SB 975 applies to grants from the Citizens Benefit Fund ("CBF") and to the use of volunteer labor by grantees.

State Prevailing Wage Laws

The general obligation for payment of prevailing wages stems from Section 1771 of the California Labor Code, which states in relevant part: "Except for public works projects of one thousand dollars ($1,000) or less, not less than the general prevailing wage rate... shall be paid to all workers employed on public works."

The term "public works," as modified by SB 975, means "construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds." (Labor Code Section 1720(a)(1)). Note that "public works" is broadly defined and includes the paying of public funds for both public and *private* works of improvement. Exceptions exist for public utility improvements, laying of carpet, authorized transportation projects, and certain residential and low-income housing projects. (Labor Code Section 1720(a)).

CBF monies are, of course, "public funds." Accordingly, CBF grantees are subject to prevailing wage laws when grants exceeding $1,000 are expended on works of improvement.

For your information, an interested party may file with the Director of Industrial Relations a request to determine coverage under the prevailing wage laws regarding whether either a specific type of project or type of work to be performed which that interested party believes may be subject to or excluded from coverage as public works under the labor code. (8 CCR Section 16001(a)(1)).

Applicability to Volunteer Labor

There exists a limited exception for an otherwise covered project when volunteer labor is utilized. Labor Code Section 1720.4 provides that "...public works shall not include an otherwise covered work which meets all of the following conditions:

a) The work is performed entirely by volunte[illegible]
b) The work involves facilities or structu[illegible]are, or will be, used exclusively by, or primarily f[illegible]ehalf of, private nonprofit community organiz[illegible]uding, but not limited to, charitable, youth, servi[illegible]ns, and sports groups or associations.
c) The work will no[illegible] adverse impact on employment.
d) The work is a[illegible]by the Director of Industrial Relations as meeting t[illegible]ements of this section.

See appendix H.

This section repealed by AB 2690

For [illegible]s of subdivision (c), the director [of the Department of Indus[illegible]al Relations] shall request information on whether or not the work will have an adverse impact on employment from the appropriate local or state organization of duly authorized employee representatives of workers employed on public works."

A request to the Director for approval relative to the "volunteer exception" shall be made and include information as follows:

a. An awarding body wishing to use volunteer labor on what would otherwise be a public works project, pursuant to Labor Code Section 1720.4 shall serve a written request for approval on the Director, not less than 45 days prior to the commencement of work on the facilities or structures.
b. The request for approval shall fully set forth the awarding body's grounds for belief that the requirements of Labor Code Section 1720.4(a), (b), and (c) are satisfied, and shall list all the crafts and classifications of workers that typically perform the types of work needed for the project.
c. The request for approval shall identify the unions which represent workers in the crafts or classifications listed in (b) within the locality in which the public work is performed. (8 CCR Section 16003).

Although it is not strictly the awarding body (City of Roseville), but rather the grantee, that desires to use volunteer labor, compliance with the aforementioned procedure is recommended. Moreover, it readily appears that obtaining the appropriate information and ultimate approval by the Director of Industrial Relations will require significant staff effort and coordination with the CBF grantee.

Comments

All CBF grantees are, of course, required to enter into a Citizens Benefit Fund Grant Agreement with the City. In the event a grantee is subject to prevailing wage laws, our standard agreement must be modified to include the necessary prevailing wage administrative and enforcement obligations.

In the event an otherwise covered grantee is excluded from the prevailing wage laws under the volunteer labor exception, our standard agreement must be modified to ensure that only volunteer labor will be used.

Lastly, information regarding prevailing wage rates and related information can be obtained from the Department of Industrial Relations' website at www.dir.ca.gov.

Please feel free to contact me if you have any questions.

CITY OF ROSEVILLE
Office of the City Attorney

INTEROFFICE MEMORANDUM

TO: **Ellen Powell, Legislative Analyst**
Vicki Philpott, Assistant to the City Manager

FROM: **Michelle Sheidenberger, Associate City Attorney** M.A.

SUBJECT: **New Law Regarding Prevailing Wages and Volunteers**

DATE: **August 31, 2004**

I have good news for the Grants Advisory Commission! New, urgency legislation has been signed by the Governor repealing the requirement that prevailing wages be paid to volunteers on public works projects unless certain burdensome requirements are met.

Under the new law, AB 2690, the requirement to pay prevailing wages does not apply to volunteers, volunteer coordinators, or members of the California Conservation Corps or Community Conservation Corps.

In order to be a "volunteer" under this law, the following criteria have to be met:

1. The person must perform the work for civic, charitable, or humanitarian reasons.
2. The person must perform the work for a public agency or a 501(c)(3).
3. The person must perform the work without promise, expectation, or receipt of any compensation for work performed.
4. The person's services must be offered freely and without pressure and coercion from an employer.

Although a volunteer cannot be paid, the volunteer may receive reasonable meals, lodging, transportation, and incidental expenses or nominal nonmonetary awards without losing volunteer status if those benefits and payments are not a substitute form of compensation for work performed.

A person is not considered a "volunteer" under this law if the following occur:

1. If the person receives compensation at any time for work done on the project.
2. If the person works for a contractor, other than a 501(c)(3) contractor, which is receiving compensation for work done on the project.

This law also provides that "volunteer coordinators" do not have to be paid prevailing wages. A "volunteer coordinator" is defined as a person paid by a 501(c)(3) to

oversee or supervise volunteers. An individual may be considered a volunteer coordinator even if the individual performs some nonsupervisory work on a project alongside the volunteers, so long as the individual's primary responsibility on the project is to oversee or supervise the volunteers rather than to perform nonsupervisory work.

Due to these changes in the law, you'll need to amend the current grants application regarding the payment of prevailing wages to volunteers. Please let me know if I can be of assistance.

RESOLUTION NO. 19-444

APPROVING A PROFESSIONAL SERVICES AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND KONE CONSULTING, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, a professional services agreement for a community needs assessment, by and between the City of Roseville and Kone Consulting, LLC, has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said agreement is hereby approved and that the City Manager is authorized to execute it on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this____day of _____, 20_, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

PROFESSIONAL SERVICES AGREEMENT

Community Needs Assessment

THIS AGREEMENT is made and entered into this ___ day of _____, 20__, by and between the City of Roseville, a municipal corporation ("CITY"), and Kone Consulting, LLC, a Washington limited liability company ("CONSULTANT"); and

W I T N E S S E T H:

WHEREAS, CITY desires professional services to perform a community needs assessment for the City; and

WHEREAS, CONSULTANT has prepared a proposal dated August 20, 2019 which describes the scope of work to be performed by CONSULTANT, the budget for the work, and the schedule for performance of the work; and

WHEREAS, CONSULTANT is qualified and experienced to provide such professional services.

NOW, THEREFORE, the parties agree as follows:

1. Services. CONSULTANT shall perform, at the direction of CITY, the scope of services as described in EXHIBIT "A," attached hereto and incorporated herein by this reference.

2. Compensation. For its services provided hereunder, CONSULTANT shall be compensated on a time and expense basis in accordance with the budget estimate as described in

EXHIBIT "B," attached hereto and incorporated herein by this reference. Total compensation shall not exceed forty-four thousand, nine hundred eighty-four dollars ($44,984.00).

CONSULTANT shall submit one monthly invoice for its services. Such invoices shall be delineated by task, the person performing the services, and the hourly rate, which shall be stated in time increments of not greater than one tenth (1/10) hours. CITY shall pay invoices within thirty (30) days after receipt, if the services specified in the invoice have been satisfactorily completed.

3. Indemnification. To the fullest extent allowed by law, CONSULTANT shall defend, indemnify, and save and hold harmless CITY, its officers, agents, employees and volunteers from any claims, suits or actions of every name, kind and description brought forth, or on account of, injuries to or death of any person (including but not limited to workers and the public), or damage to property, resulting from or arising out of CONSULTANT's willful misconduct or negligent act or omission while engaged in the performance of obligations or exercise of rights created by this Agreement, except those matters arising from CITY's sole negligence or willful misconduct. The parties intend that this provision shall be broadly construed.

CONSULTANT's responsibility for such defense and indemnity obligations shall survive the termination or completion of this Agreement for the full period of time allowed by law. The defense and indemnity obligations of this Agreement are undertaken in addition to, and shall not in any way be limited by, the insurance obligations contained in this Agreement.

4. Insurance. CONSULTANT agrees to continuously maintain, in full force and effect, the following minimum policies of insurance during the term of this Agreement.

COVERAGE	LIMITS OF LIABILITY
Workers' Compensation	Statutory
Commercial General Liability	$1,000,000 each occurrence $2,000,000 aggregate Personal Injury: $1,000,000 each occurrence $2,000,000 aggregate
Automobile Liability	$1,000,000 combined single limit
Professional Liability (errors and omissions)	$1,000,000 per claim $2,000,000 aggregate

a. Form. CONSULTANT shall submit a certificate evidencing such coverage for the period covered by this Agreement in a form satisfactory to Risk Management and the City Attorney, prior to undertaking any work hereunder. Any insurance written on a claims made basis is subject to the approval of Risk Management and the City Attorney.

b. Additional Insureds. CONSULTANT shall also provide a separate endorsement form or section of the policy showing CITY, its officers, agents, employees and volunteers as additional insureds for each type of coverage, except for Workers' Compensation and Professional Liability. Such insurance shall specifically cover the contractual liability of CONSULTANT. The additional insured coverage under the CONSULTANT's policy shall be primary and noncontributory, as evidenced by a separate endorsement or section of the policy, and shall not seek contribution from CITY's insurance or self-insurance. In addition, the additional insured coverage shall be at least as broad as the Insurance Services Office ("ISO") CG 20 01 Endorsement. Any available insurance proceeds in excess of the specified minimum insurance coverage requirements and limits shall be available to the additional insureds. Furthermore, the requirements for coverage and limits shall be: (1) the minimum coverage and

limits specified in this Agreement; or (2) the full coverage and maximum limits of any insurance proceeds available to the named insureds, whichever is greater.

c. Cancellation/Modification. CONSULTANT shall provide ten (10) days written notice to CITY prior to cancellation or modification of any insurance required by this Agreement.

d. Umbrella/Excess Insurance. The limits of insurance required in this Agreement may be satisfied by a combination of primary and excess insurance. Any excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and noncontributory basis for the benefit of CITY (if agreed to in a written contract) before CITY's own insurance shall be called upon to protect it as a named insured.

e. Subcontractors. CONSULTANT agrees to include in its contracts with all subcontractors the same requirements and provisions of this Agreement, including the indemnity and insurance requirements, to the extent they apply to the scope of the subcontractor's work. Furthermore, CONSULTANT shall require its subcontractors to agree to be bound to CONSULTANT and CITY in the same manner and to the same extent as CONSULTANT is bound to CITY under this Agreement. Additionally, CONSULTANT shall obligate its subcontractors to comply with these same provisions with respect to any tertiary subcontractor, regardless of tier. A copy of CITY's indemnity and insurance provisions will be furnished to the subcontractor or tertiary subcontractor upon request.

f. Self-Insured Retentions. All self-insured retentions ("SIR") must be disclosed to Risk Management for approval and shall not reduce the limits of liability. Policies containing any SIR provision shall provide or be endorsed to provide that the SIR may be satisfied by either the named insured or CITY. CITY reserves the right to obtain a full

certified copy of any insurance policy and endorsements. The failure to exercise this right shall not constitute a waiver of such right.

g. Waiver of Subrogation. CONSULTANT hereby agrees to waive subrogation which any insurer of CONSULTANT may acquire from CONSULTANT by virtue of the payment of any loss under a Workers Compensation, Commercial General Liability or Automobile Liability policy. All Workers Compensation, Commercial General Liability and Automobile Liability policies shall be endorsed with a waiver of subrogation in favor of CITY, its officers, agents, employees and volunteers for all worked performed by CONSULTANT, its employees, agents and subcontractors.

h. Liability/Remedies. Insurance coverage in the minimum amounts set forth herein shall not be construed to relieve CONSULTANT of liability in excess of such coverage, nor shall it preclude CITY from taking such other actions as are available to it under any other provisions of this Agreement or law.

5. Records. CONSULTANT and its subcontractors shall maintain all files and records relating to the services performed hereunder during the term of this Agreement and for a period of not less than one (1) year after the date of termination or expiration. Provided, however, that in the event of litigation or settlement of claims arising from the performance of this Agreement, CONSULTANT and its subcontractors shall maintain all files and records until such litigation, appeals or claims are resolved. Duly authorized representatives of CITY shall have right of access during normal business hours and after reasonable notice to CONSULTANT's and subcontractors' files and records relating to the services performed hereunder, and may review and copy the files and records at appropriate stages during performance of the services and during the one (1) year period following termination or

expiration of this Agreement. CONSULTANT shall include this provisions in its contracts with all subcontractors.

6. Time is of the Essence. Time is of the essence of this Agreement.

7. Compliance with Laws. CONSULTANT shall comply with all federal, state and local laws, ordinances and policies as may be applicable to the performance of services under this Agreement.

8. Ability to Perform. CONSULTANT agrees and represents that it has the time, ability and professional expertise to perform the services required under this Agreement.

9. Governing Agreement. In the event of any conflict between this Agreement and its EXHIBITS, the provisions of this Agreement shall govern. In the event of any conflict between any of the EXHIBITS, the provisions of the first in order of attachment shall govern.

10. Assignment. CONSULTANT is employed to perform unique personal services. CONSULTANT shall not assign this Agreement without the prior written consent of CITY. CONSULTANT shall not employ or otherwise incur any obligation to pay other specialists or experts for services in connection with this Agreement, without prior written consent of CITY.

11. Independent Contractor. CONSULTANT shall act as an independent contractor, and covenants and agrees that it will conduct itself consistent with such status, that it will neither hold itself out as, nor claim to be, an officer or employee of CITY by reason of this Agreement.

12. Representations and Warranties. CONSULTANT warrants that it has not employed or retained any company or person, other than a bona fide employee working for CONSULTANT, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift or any other consideration, contingent upon or resulting from the award or

making of this Agreement. For breach or violation of this warranty, CITY shall have the right to terminate as void this Agreement, without liability, or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

13. Successors in Interest. This Agreement shall be binding upon the heirs, successors, executors, administrators and assigns of the respective parties hereto.

14. Copyright, Ownership and Use of Materials. All tangible material ("Material") created or delivered pursuant to this Agreement is considered a work made for hire under the Copyright Act. To the extent such Material does not qualify as a work made for hire, CONSULTANT hereby assigns to CITY all right, title, and interest, including but not limited to all copyrights, in all Material created by CONSULTANT in its performance under this Agreement. Material constitutes the scope of work outlined in Exhibit A and attached hereto, and all written and other tangible expressions, including but not limited to, drawings (including computer aided drawings), papers, documents, reports, surveys, renderings, exhibits, sketches, maps, models, prints, paintings or photographs, in any and all media or formats in which such materials have been created or are maintained. All Material furnished by CONSULTANT is, and shall remain, the property of CITY.

CONSULTANT shall execute any documents necessary to effectuate such assignment. In the event that CONSULTANT uses, employs, designates, or retains any person or entity who is not an employee of CONSULTANT, to perform any work required of it pursuant to this Agreement, CONSULTANT shall require said person or entity to execute an agreement containing the preceding paragraph.

15. Termination of Agreement. The City may terminate this Agreement without cause by giving CONSULTANT ten (10) days advance written notice from the City Manager. CONSULTANT may terminate this Agreement without cause by giving CITY thirty (30) days advance written notice. In the event of termination through no fault of CONSULTANT, CITY shall compensate CONSULTANT for services performed as of the date of termination, upon the release to CITY of all Material hereunder, in any and all media or formats in which such materials have been created or are maintained. CITY retains the right to receive and use any Material, notwithstanding any termination or any dispute regarding the amount to be paid.

16. Attorney's Fees; Venue; Governing Law. If either party commences any legal action against the other party arising out of this Agreement or the performance hereof, the prevailing party in such action shall be entitled to recover its reasonable litigation expenses, including but not limited to, court costs, expert witness fees, discovery expenses, and attorney's fees. Any action arising out of this Agreement shall be brought in Placer County, California, regardless of where else venue may lie. This Agreement shall be governed by and construed in accordance with the laws of the State of California.

17. Modification. This Agreement and each provision contained herein may be waived, amended, supplemented or eliminated only by mutual written agreement of the parties.

18. Severability. If any of the provisions contained in this Agreement are for any reason held invalid or unenforceable, such holding shall not affect the remaining provisions or the validity and enforceability of the Agreement as a whole.

19. Notices. Any notices to parties required by this Agreement shall be delivered personally or mailed, U.S. first class postage prepaid, addressed as follows:

CITY OF ROSEVILLE	CONSULTANT
Laura Matteoli Economic Development Director 311 Vernon Street Roseville, CA 95678	Alicia Kone President/Owner 23632 Highway 99, Ste. F #225 Edmonds, WA 98026

Either party may amend its address for notice by giving notice to the other party in writing.

20. Integrated Agreement. This is an integrated agreement and contains all of the terms, considerations, understanding and promises of the parties. It shall be read as a whole.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Agreement in duplicate by its City Manager and attested to by its City Clerk under the authority of Resolution No. _____, adopted by the Council of the City of Roseville on the ___ day of _____, 20__, and CONSULTANT has caused this Agreement to be executed.

CITY OF ROSEVILLE, a
municipal corporation

BY: _____
DOMINICK CASEY
City Manager

ATTEST:

BY: _____
SONIA OROZCO
City Clerk

KONE CONSULTING, LLC, a
Washington limited liability company

BY: Alicia M. Kone
its: owner & president

and

BY: _____
its: _____

[SIGNATURES CONTINUED ON FOLLOWING PAGE]

APPROVED AS TO FORM:

BY: _____
ROBERT R. SCHMITT
City Attorney

APPROVED AS TO SUBSTANCE:

BY: Laura Matteoli
LAURA MATTEOLI
Economic Development Director

EXHIBIT "A"

koné consulting

August 20, 2019

Mr. Troy Holt
City of Roseville, Economic Development Department
311 Vernon Street
Roseville, CA 95678

Cover letter—City of Roseville Community Needs Assessment RFP

Dear Mr. Holt:

Koné Consulting, LLC is pleased to submit this proposal for consulting services to perform a Community Needs Assessment for Roseville. Our consulting team offers a unique mix of skills and experience which will allow you to develop strategy, identify goals and results, and devise and track measures that demonstrate performance, and continuously improve on that performance over time. We have broad experience in strategic planning as well as helping government entities implement their strategies directly and in collaboration with their partners. In this work, engagement with the community and partnering organizations is critical. Our team bring a variety of proven techniques for community engagement and performance measurement in the public sector.

We have worked directly with several cities in our home state of Washington—including the City of Burien, City of Edmonds, City of SeaTac, and the City of Tacoma—as well as in Oregon, on projects involving strategy, assessment, and community engagement. We understand the environment in which municipal governments work: that economic forces and political realities drive strategy and guide any actions undertaken and resources associated with that strategy.

Alicia Koné, Karin Ellis, Brian Kerr, and Erika Larimer are our proposed project team. I, Alicia Koné, am the authorized representative, and my signature is below. I attest to the truth and accuracy of the content in this proposal and that we have the capacity and availability to perform the services described in this RFP while adhering to your requirements.

Thank you for the opportunity to respond to this RFP.

Yours sincerely,

Alicia Koné

Alicia Koné, President and Owner
alicia.kone@koneconsulting.com
(425) 275-2895

koné consulting

Tab D: Project Understanding

We believe that understanding the needs of your community and developing a strategy based on that understanding can help move organizations toward better business practices and better programmatic and community outcomes. We do not use off-the-shelf, formulaic approaches. We view each client, organization and set of circumstances as unique. We combine our content expertise and real-world experience with a researched, fact-based understanding of your situation, and bring a set of facilitation and planning tools we have developed over the years to ensure the best possible approach and process to meet your needs.

Methods

We use the **Institute of Cultural Affairs (ICA) Technology of Participation (ToP)** methodology to facilitate group processes and engage adult leaders in assessment and planning. The ICA method is a consensus-based approach that focuses on including all points of view, perspectives and experiences. These methods help us ensure that the process will be:

- *dynamic*, engaging the energy of the group,
- *participatory*, soliciting and honoring the creativity of all participants,
- *responsive*, adapting to meet changing needs and circumstances,
- *realistic*, including practical outcomes that are useful and relevant, and
- *inclusive*, involving a wide spectrum of skills, knowledge, interests and abilities.

In addition to informing decisions, the ToP methods have the added benefit of increasing a community's inclusive engagement and cultural relevance: *the ability to interact with a variety of individuals, valuing each one equally, and creating/using facilitation techniques that allow everyone a voice and opportunity to share their opinion openly and without judgment.*

In addition, we use **Lean thinking, principles, and methods** to help people see their work from a holistic, client-focused point of view. Lean is an expression of the idea that organizations can—and should—maximize customer value while minimizing waste and respecting people. For over 100 years, process improvement has been applied in the manufacturing industry and production work, but in the past two decades the principles and methods of Lean have been used successfully by service-sector and knowledge industries such as health care, public assistance agencies, and government information technology improvement projects. For us, Lean provides a set of principles and methods that support developing people in the public sector.

Finally, we use **performance measurement** as a way to organize staff, stakeholders, and community around a shared understanding of a system's performance today—and where it is heading in the future. Performance measurement is a set of habits around measuring the performance of work in

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ways that help people understand how things are working today and uncover opportunities for improvement. Stacey Barr's book Practical Performance Measurement: Using the PuMP Blueprint for Fast, Easy and Engaging KPIs lays out an eight-step process (the PuMP Blueprint) for creating and using performance measures to make strategic goals and an organization's performance relative to that strategy visible over time. PuMP is particularly well-suited to measuring seemingly intangible goals and creating shared understanding and buy-in for those measures.

Alignment with other planning efforts

During the rapid assessment which begins our work, we will identify other strategic planning and related approaches to community health across the region, as well as in comparable cities elsewhere. Strategy doesn't happen in a vacuum but is supported by other complementary efforts occurring nearby and within the community. Identifying these strategies and the stakeholders behind them will allow us to identify and plan for results with the possibility that stakeholders may have differing or conflicting views, or that improvement toward one target might confound progress towards another. By developing consensus and clearly noting trade-offs where they exist, your strategic plan will allow for better alignment between all the organizations involved and may open the door for surprising ways to achieve your desired outcomes.

Overview of our approach

Our work together will begin with an in-person kick-off meeting, at which we will agree on key components of the project and schedule (task 1). After that, our team will spend approximately 8 weeks doing a rapid assessment of your situation (task 2). During this task, we will meet individually with members of the City Council, members of the Grants Advisory Commission, and other stakeholders we identify during project initiation or during the rapid assessment. We will also host meetings with community groups or nonprofit groups during this time.

We will use the findings and materials gathered during the rapid assessment to engage the Grants Advisory Commission in defining and mapping results and building meaningful measures and plans for responding to changes in those measures (tasks 3 and 4). Our team will facilitate in-Grants Advisory Commission meetings and assist with memorializing the products we create together, as well as help you plan for ways to circulate the work in progress with interested parties as a way to gather early feedback.

Finally, we will document the strategy we create together and communicate it to City Council as well as other stakeholders (task 5).

Our work together will end with a retrospective meeting (task 6) where we review the work to date and help you plan for sustaining the grant program and measuring its success over time.

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Tab E: Project Plan

Task 1: Project initiation - expected duration: 2 weeks

Activities for task 1:

- In-person kick-off meeting with City staff to review project objectives, timeline, budget, and team responsibilities
- Develop detailed project plan and timeline
- Identify key stakeholders, and partners
- Identify project risks and opportunities

Deliverables for task 1:

- Detailed project plan and schedule, with agreement on participation from public and stakeholders (e.g. nonprofit groups, community groups)
- Monthly status reporting template
- Working list of stakeholders, partners in the community, and community contacts
- Working list of key informants for interviews

Task 2: Rapid assessment - expected duration: 8 weeks

Activities for task 2:

- Gather extant data from the City of Roseville and other local, regional, and federal sources
- Gather national reports and community needs assessments from comparable cities
- Inventory needs, resources, and opportunities
- Approximately 25 key informant interviews, to be conducted by our team

Deliverables for task 2:

- Summary and analysis of extant data
- Coded themes and findings from key informant interviews
- Draft prioritization of community needs

Task 3: Defining and mapping results - expected duration: 6 weeks

Activities for task 3:

- One day-length results mapping workshop, to be held during a Grants Advisory Commission Meeting, and facilitated by our team
- Gallery walk(s) or other means to gather public comments and perspectives on identified community needs, results map, and strategies

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Deliverables for task 3:

- Two drafts of results map, including goals, goals/targets, and proposed measures

Task 4: Performance measurement, response, and evaluation - expected duration: 4 weeks

Activities for task 4:

- One day-length length workshops for performance measure identification and design, to be held during a Grants Advisory Commission Meeting
- Follow-up consultation to finalize and produce performance measures

Deliverables for task 4:

- Performance measures with defined data sources, calculation, and presentation
- Indicators, targets, and responses for each measure
- Reporting format that links measures to outcomes, results, and overall strategy for your ongoing use

Task 5: Documenting the strategy - expected duration: 4 weeks

Activities for task 5:

- Two-hour work session with City staff to review and update the draft Community Needs Assessment

Deliverables for task 5:

- Draft: Community Needs Assessment
- Final draft: Community Needs Assessment
- PowerPoint slide deck giving an overview of the Community Needs Assessment
- Presentation of the Community Needs assessment to City Council

Task 6: Retrospective

Activity: A meeting with City staff to reflect on the work to date, identify risks and opportunities for sustaining the Community Needs Assessment and moving toward its goals, and to reflect on the strategy development process and our work together.

EXHIBIT "B"

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Tab F: Cost Proposal

Our proposed budget, organized by project task, is below. It is based on billing rates of $245/hour for Alicia Koné, project director; $160/hour for Karin Ellis and Brian Kerr, consultants; and $58/hour for Erika Larimer, project assistant. Beyond labor, our proposed expenses include printed materials for in-person workshops, and travel expenses, which include airfare, per diems at GSA's rates and ground transportation costs.

	Hours			Expenses			Subtotal
Task	Koné	Ellis, Kerr	Larimer	Materials	Labor	Travel	for task
1: Project initiation	6	21	5	$50	$5,122	$1,977	$7,149
2: Rapid assessment	4	48	40		$10,996	$1,977	$12,973
3: Defining and mapping results		24	4	$125	$4,074	$1,318	$5,517
4: Performance measurement, response, and evaluation		34	8	$25	$5,907	$1,318	$7,250
5: Documenting the strategy	13	32	14	$25	$9,123	$1,977	$11,125
6: Retrospective	2	3			$970		$970
						Total	**$44,984**

COUNCIL COMMUNICATION

CC #: 0352
File #: 0900-04-02

Title:	Washington Boulevard/Andora Bridge Improvement Project - Environmental Impact Report Certification and Project Approval
Contact:	Stefanie Kemen 916-746-1300 skemen@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 7.6.

RECOMMENDATION TO COUNCIL

Staff and the Transportation Commission recommend the City Council:

1. Adopt a resolution to certify the Environmental Impact Report (EIR), adopt the Findings of Fact and Statement of Overriding Considerations, and approve the Mitigation Monitoring and Reporting Plan (MMRP); and
2. Approve the project as described therein.

BACKGROUND

The City's Roadway Capital Improvement Program calls for Washington Boulevard to have four travel lanes between Sawtell Road and Diamond Oaks Road where there are currently only two lanes. This is the segment of Washington Boulevard that includes the narrow, 2-lane railroad underpass known as the Andora Underpass.

In their May 4, 2016 meeting, Council authorized staff to work with a consultant (Mark Thomas) to complete the design and environmental document for the Washington Boulevard/Andora Bridge Improvement Project including all amenities of the widening. Staff and the consultant also worked to identify and procure outside funding sources to fund the then-estimated $20 million dollar project.

In August of 2017, the City was successful in procuring an Active Transportation Program (ATP) grant from the California Transportation Commission (CTC) for $2.2 million to fund the bicycle and pedestrian improvements associated with the widening project. The approved ATP grant scope was directly tied to and dependent upon the completion of the ultimate widening project and required the project be ready to construct by June 30, 2020.

Besides the ATP grant and $1.1 million in Congestion Mitigation and Air Quality (CMAQ) funding, staff has not been successful in procuring any additional funds for the project. Also, as the design has been refined and coordination with UPRR has confirmed their requirements, construction

costs have escalated. The current estimate for the total project is now $35 million, and adequate funds for construction have not yet been identified. However, having a "shovel-ready" project will assist staff in their continued pursuit of outside funding sources.

In the meantime, to meet the construction deadlines imposed by the ATP funding and to avoid losing the ATP grant award, staff has split the project into two phases which will allow for the construction of bike and pedestrian improvements prior to the widening of the underpass. This proposed phasing of the project requires some modifications to the design submitted to the CTC along with our grant application. The CTC must approve the changes via an amendment in order for the City to keep the ATP funding.

The CTC has outlined a process by which agencies can apply for an amendment to the approved scope for ATP grants. The process requires that the amended project provide equal or greater bike and pedestrian benefit when compared to the awarded project. Staff worked with Caltrans management and our consultants to identify an amended project that constructs bicycle and pedestrian improvements through the original project corridor and continues them south beyond the original project limits to All America City Boulevard. This amended project is known as a Phase 1 of the Washington Boulevard/Andora Bridge Improvement Project. Phase 2 would construct the Andora Undercrossing and road widening associated with it.

A key map identifying which elements of the project will be constructed in which phase is included as an attachment.

Phase 1 improvements include:

- Widening Washington Boulevard from two to four lanes between Sawtell Road and Kaseberg Drive, and Diamond Oaks Road and Pleasant Grove Boulevard;
- Constructing a new multi-use trail from Pleasant Grove Boulevard to All America City Boulevard along the east side of Washington Boulevard;
- Enhancing the existing bicycle and pedestrian railroad undercrossing that is directly north of, but separate from, the Andora roadway undercrossing;
- Improving signalized intersections along Washington Boulevard; and
- Installing a new traffic signal at the intersection of Washington Boulevard and Kaseberg Drive.

Phase 2 improvements include:

- Widening Washington Boulevard from two to four lanes between Kaseberg Drive and Diamond Oaks Road; and
- Replacing and widening the existing Union Pacific Rail Road Bridge with the new Andora Bridge.

At the time of this report, staff anticipates approval of the amended scope project at the October, 9-10, 2019 CTC meeting. If approved, Phase 1 improvements are scheduled to be constructed in the summer of 2020.

Public Participation

The City has used a community-based approach with a focus on public outreach for this project.

Public outreach efforts have included four community meetings. To notify residents and community members, mass mailers (over 1,200) and email notifications (over 1,600) were sent to community members and stakeholders, and signage was posted along Washington Boulevard

near key intersections and entrances to neighborhoods. Information regarding meetings were also posted on the City's website, calendar, and current events section, as well as shared on Facebook, NextDoor, and Instagram.

The first three community meetings were held in 2016 prior to the most recent funding and project phasing discussions. Therefore, on June 11, 2019, the City held a Community Meeting with the purpose of updating the public regarding the specific changes proposed with the phasing of the project. More than 95 residents attended the meeting. An online survey was provided to solicit more responses. In total, over 292 comments were collected and over 90% responded in favor of the Phase 1 improvements if the funding is retained.

Draft EIR: The Draft EIR (Exhibit A) including appendices was released for a 45-day public review period from June 17 through August 1, 2019. Notice of the availability of the Draft EIR and the opportunity to comment at the July 16, 2019 Transportation Commission meeting was provided to the public in the following ways:

- Direct mailing to over 1,200 property owners, within ¼-mile of the project area
- Legal notification in the Roseville Press-Tribune
- City of Roseville website and social media
- Copies of the Draft EIR were made available online, at the Permit Center, City Clerk's Office, and in the City's libraries.

Transportation Commission Recommendation: The Draft EIR was presented to the Transportation Commission on July 16, 2019. At that meeting, the Transportation Commission was tasked with accepting public comment on the Draft EIR, commenting on the Draft EIR, and making a recommendation to the City Council on the Final EIR.

During the 45-day public review period for the Draft EIR, seven written comments were received. At the Transportation commission meeting, 13 verbal comments were received (one from the public, and 12 from commissioners), and the Transportation Commission recommended the City Council certify the EIR and approve the project as described therein.

Final EIR: Pursuant to CEQA, a Final EIR (Exhibit B) was prepared to document and respond to all comments received during the public comment period. The Final EIR responses clarify, amplify, and/or correct information presented in the Draft EIR, as appropriate. These responses are summarized in Chapter 2 and Errata is provided in Chapter 3 of the Final EIR (Exhibit B). The comments and responses to comments did not alter any of the environmental impacts or significance conclusions of the Draft EIR.

Summary of Project Impacts: A full summary of project environmental impacts and recommended mitigation measures is contained in Table S-1 of the Draft EIR (Exhibit A).

The EIR analysis determination is that there are ***no impacts*** or ***less-than-significant impacts*** to the following resource areas: Agriculture and Forestry Resources; Air Quality; Land Use and Planning; Mineral Resources; Public Services; Population and Housing; Recreation; and Utilities and Service Systems.

The Draft EIR analysis finds that there are ***potentially significant impacts*** to the following resource areas, but that impacts would be reduced to ***less than significant level with mitigation***: Biological Resources; Cultural and Tribal Resources; Geology and Soils; Hazards and Hazardous Materials; and Hydrology and Water Quality.

The following impacts, even with mitigation, were determined to be ***significant and unavoidable***:

- Aesthetics: Construction-related substantial light or glare that would adversely affect daytime or nighttime views in the area,
- Greenhouse Gas Emissions: Generation of greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment,
- Greenhouse Gas Emissions: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gasses,
- Noise: Exposure of persons to or generation of noise levels in excess of applicable standards (Construction),
- Noise: Creation of a substantial temporary or periodic increase in existing ambient noise levels in the project vicinity (Construction),
- Transportation/Traffic: Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system

Other Considerations – The CEQA Guidelines (§15130) require that EIRs discuss cumulative impacts of a project and determine whether the project's incremental effect is cumulatively considerable. Potential Cumulative Impacts are analyzed in Chapter 4 of the Draft EIR. The analysis concludes that the project would make cumulatively considerable contributions in the following resources areas:

- Noise and vibration
- Transportation/Traffic

Chapter 4 of the Draft EIR also includes an analysis of potential growth inducing impacts (Section 4.3) which were found to be less than significant, and a summary of the project's Significant and Unavoidable Impacts (Section 4.4).

Alternatives Analysis – CEQA requires EIRs to describe "…a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternative." Alternatives considered were:

- *Alternative 1 – One Lane Closure During Construction*
- *Alternative 2 – No Project*

After consideration of the alternatives, it was determined the proposed project would have the least environmental impact of the alternatives analyzed.

FISCAL IMPACT

The estimated cost for Phase 1 improvements is $5.5 million. As noted above, staff has already identified $3.3 million in federal CMAQ & grant funding for Phase 1 construction (should the CTC approve the request for scope amendment in their October 9-10 meeting). The remaining $2.2 million will be funded by Local Transportation Funds and Traffic Mitigation Fees.

The estimated cost for Phase 2 improvements is $30 million and funding has not yet been

identified. However, as noted above, staff will continue to pursue outside funding sources for Phase 2 of the project.

No General Fund resources will be used for this project.

ENVIRONMENTAL REVIEW

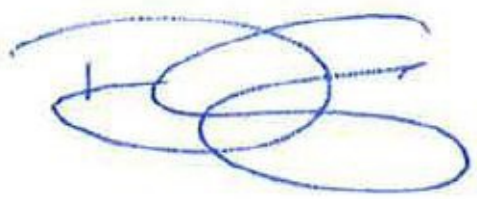
The Washington Boulevard/Andora Bridge Improvement Project EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000-21177) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, Sections 15000-15387).

The recommended action will certify the EIR for the project pursuant to CEQA guidelines.

Respectfully Submitted,

Stefanie Kemen, Principal Engineer

Jason Shykowski, Public Works Director



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-452

Draft EIR Chapters 1 and 2

Draft EIR Chapter 3

Draft EIR Chapter 4

Draft EIR Appendix A

Draft EIR Appendix B

Draft EIR Appendix C

Final EIR

Findings and SOC

Key Map - Phase 1 & 2

RESOLUTION 19-452

CERTIFYING A FINAL ENVIRONMENTAL IMPACT REPORT RELATING TO THE WASHINGTON BOULEVARD/ANDORA BRIDGE IMPROVEMENT PROJECT, ADOPTING FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS, APPROVING A MITIGATION MONITORING AND REPORTING PLAN AND APPROVING THE WASHINGTON BOULEVARD/ANDORA BRIDGE IMPROVEMENT PROJECT

WHEREAS, the City of Roseville (City) has proposed the Washington Boulevard/Andora Bridge Improvement Project (the "Project"); and

WHEREAS, the City determined that an environmental impact report (EIR) should be prepared for the Project pursuant to the California Environmental Quality Act (CEQA; Public Resources Code Section 21000 et seq.); and

WHEREAS, on June 17, 2019, the Draft EIR was distributed to the public for review and comment and the review and comment period for the Draft EIR closed August 1, 2019; and

WHEREAS, on July 16, 2019, the proposed Project and Draft EIR were reviewed by the Transportation Commission, which recommended that the City Council certify the Final EIR and approve the Project; and

WHEREAS, written and oral comments to the Draft EIR were received, and responses to those comments have been prepared and are presented in the Final EIR; and

WHEREAS, the Final EIR consists of the Draft EIR, a list of persons and agencies commenting on the Draft EIR, comments received on the Draft EIR, and responses to the significant environmental issues raised in those comments; and

WHEREAS, the Final EIR was presented to the City Council and City Council has reviewed and considered the information in the Final EIR.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Roseville as follows:

1. It is hereby certified that the Final EIR was presented to the City Council, a copy on file with the City Clerk.

2. It is hereby certified that the City Council has reviewed the Final EIR prepared for the Washington Boulevard/Andora Bridge Improvement Project, all staff reports pertaining to the Project, and all other pertinent documents relating to the preparation of the Final EIR, including the Draft EIR and all comments received thereon, and that the Final EIR is adequate, complete and has been prepared in compliance with CEQA.

3. It is hereby certified that the Final EIR reflects the independent judgment and analysis of the City Council of the City of Roseville and that the City Council reviewed and considered the information contained in the Final EIR prior to approving the Project.

4. The City Council hereby adopts the Findings of Fact and Statement of Overriding Considerations for the Washington Boulevard/Andora Bridge Improvement Project, on file with the City Clerk, pursuant to Public Resources Code section 21081.

5. The City Council hereby adopts and incorporates into the Project all of the mitigation measures for the Project that are within the responsibility and jurisdiction of the City that are identified in the Findings.

6. The City Council hereby adopts the Mitigation Monitoring and Reporting Plan for the Washington Boulevard/Andora Bridge Improvement Project, on file with the City Clerk.

7. The City Clerk shall be the custodian of the record of the proceedings, and the documents and other materials constituting the record of proceedings shall be located at the office of the City Clerk.

8. The City Clerk is directed to file a Notice of Determination in the Office of the County Clerk of Placer County for posting in the County Clerk's Office in accordance with Public Resources Code section 21152, within five working days after approval of the resolution.

9. The City Council hereby approves the Washington Boulevard/Andora Bridge Improvement Project.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2019 by the following on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
CITY CLERK

Draft Environmental Impact Report

For the Washington Boulevard/ Andora Bridge Improvement Project

June 2019

City of Roseville
Public Works
311 Vernon Street
Roseville, CA 95678

CITY OF ROSEVILLE CALIFORNIA
Public Works

DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE WASHINGTON BOULEVARD/ANDORA BRIDGE IMPROVEMENT PROJECT

PREPARED FOR:

City of Roseville
Public Works – Engineering
311 Vernon Street
Roseville, CA 95678
Contact: Stefanie Kemen, Senior Engineer
916.774.5372

PREPARED BY:

ICF
630 K Street, Suite 400
Sacramento, CA 95814
Contact: Susan Bushnell
916.737.3000

June 2019

ICF. 2019. Draft Environmental Impact Report for the Washington Boulevard/Andora Bridge Improvement Project. June. Sacramento, CA. Prepared for: City of Roseville, Roseville, CA.

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Appendices in printed copies are bound separately

Appendix A Notice of Preparation and Public Comments

Notice of Preparation

Community Open House and Public Scoping Meeting Summary Report

Notice of Preparation Comment Letters

Appendix B Final Transportation Study and Technical Memorandum for the Washington / Andora Widening Project

Fehr & Peers' *Final Transportation Study for the Washington/ Andora Widening Project* (September 18, 2018)

Fehr & Peers' Technical Memorandum dated April 10, 2019

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Acronyms and Abbreviations

2036 RTP	Placer County 2036 Regional Transportation Plan
AB	Assembly Bill
ADAM	Aerometric Data Analysis and Management System
ADL	Aerially deposited lead
ADT	average daily traffic
Alquist-Priolo Act	Alquist-Priolo Earthquake Fault Zoning Act
AMSL	above mean sea level
APE	area of potential effect
AQSR	Air Quality Study Report
ARB	California Air Resources Board
Basin Plan	Central Valley RWQCB's Water Quality Control Plan
BAU	business-as-usual
bgs	below ground surface
BMPs	best management practices
BP	before present
Business Plan Act	Hazardous Materials Release Response Plans and Inventory Act
CAA	Clean Air Act
CAAQS	California ambient air quality standards
CAL FIRE	California Department of Forestry and Fire Protection
CalARP	California Accidental Release Prevention
Cal-EPA	California Environmental Protection Agency
Cal-OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CBSC	California Building Standards Code
CDWR	California Department of Water Resources
Central Valley Water Board	Central Valley Regional Water Quality Control Board
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CH_4	methane
CIP	Capital Improvement Program
City	City of Roseville
CLOMR	Conditional Letter of Map Revision
CMP	Congestion Management Program
CMPs	corrugated metal pipes
CMS	changeable message sign
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide

CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CUPA	Certified Unified Program Agency
CVFPP	Central Valley Flood Protection Plan
CWA	Clean Water Act
CY	cubic yards
dB	Decibel
dBA	A-weighted decibels
dbh	diameter at breast height
DPM	diesel particulate matter
Dry Creek WWTP	Dry Creek Wastewater Treatment Plant
DSA	disturbed soil area
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESAs	Environmentally Sensitive Areas
FBFM	Flood Boundary and Floodway Map
FEMA	Federal Emergency Management Agency
FESA	federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
First Update	First Update to the Climate Change Scoping Plan
FMMP	Farmland Mapping and Monitoring Program
FTIPs	Federal Transportation Improvement Programs
GC	General Commercial
General Construction Permit	General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities
GHG	greenhouse gas
GWP	global warming potential
HCM	Highway Capacity Manual
HI	hazard index
Hot Spots Act	Air Toxics Hot Spots Information and Assessment Act of 1987
HREA	Health Risk and Exposure Assessment
HSC	California Health and Safety Code
HSWA	Hazardous and Solid Waste Amendments of 1984
Hydrology and Hydraulics Study	Washington/Andora Widening Project Hydrology and Hydraulics Study
I-80	Interstate 80
ICF	ICF International
IPCC	Intergovernmental Panel on Climate Change
L1	Light Industrial
LBP	lead-based paint
L_{dn}	Day-Night Level
L_{eq}	Equivalent Sound Level

L_{max}	Maximum Sound Levels
LOS	Level of Service
LSAA	lake and streambed alteration agreement
M2	General Industrial
MEI	maximum exposed individual
mg/cm^2	milligrams/square centimeter
mg/kg	milligrams per kilogram
mg/L	milligrams per liter
mgd	million gallons per day
MLD	most likely descendant
mph	miles per hour
MPO	Metropolitan Planning Organization
MRZ	mineral resource zone
MS4	Municipal Separate Storm Sewer Systems
MSATs	mobile source air toxics
MTC	Metropolitan Transportation Plan
MTIP	Metropolitan Transportation Improvement Program
MTP/SCS	2016 Metropolitan Transportation Plan/ Sustainable Communities Strategy
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NO	nitric oxide
NO_2	nitrogen dioxide
NOA	Naturally occurring asbestos
NOC	Notice of Completion
NOD	Notice of Determination
NOP	Notice of Preparation
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NPL	National Priorities List
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NSR	New Source Review
O_2	oxygen
OHP	California Office of Historic Preservation
OHWM	ordinary high water mark
OS	Open Space
OSHA	Occupational Safety and Health Administration
OSPOMP	Open Space Preserve Overarching Management Plan
Ozone Plan	Sacramento Regional 8-Hour Attainment and Reasonable Further Progress Plan
Pb	lead
PCAPCD	Placer County Air Pollution Control District

PCFWCD	Placer County Flood Control and Conservation District
PCTPA	Placer County Transportation Planning Agency
PG&E	Pacific Gas and Electric Company
Pleasant Grove WWTP	Pleasant Grove Wastewater Treatment Plant
PM	particulate matter
PM10	particulate matter of 10 microns in diameter and smaller
PM2.5	particulate matter of 2.5 microns in diameter and smaller
POM	Polycyclic organic matter
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
PPV	peak particle velocity
PR	Parks and Recreation
proposed project	proposed Washington Boulevard/Andora Bridge Improvement Project
QSD	Qualified SWPPP Developer
R1/DS	Single Family Residential/ Development Standards
RCEM	Road Construction Emissions Model
RCNM	roadway construction noise model
RCRA	Resource Conservation and Recovery Act of 1976
Regional Water Boards	Regional Water Quality Control Boards
RMC	Roseville Municipal Code
RMP	Risk Management Plan
ROG	reactive organic gases
ROWs	rights-of-way
RS	Small Lot Residential
RTP	Regional Transportation Plan
RWQCBs	Regional Water Quality Control Boards
SACOG	Sacramento Area Council of Governments
SB	Senate Bill
Scoping Plan	Climate Change Scoping Plan
SCS	sustainable communities strategy
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District's
SMARA	Surface Mining and Reclamation Act of 1975
SO_2	sulfur dioxide
SPCC	spill prevention, control, and countermeasure plan
SPRTA	South Placer Regional Transportation Authority
SR	State Route
SRAs	state responsibility areas
SSBMI	Shingle Springs Band of Miwok Indians
State CEQA Guidelines	CEQA Statute and Guidelines
State Water Board	State Water Resources Control Board
STLC	Soluble Threshold Limit Concentration
SVAB	Sacramento Valley Air Basin
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminants
Tanner Act	Toxic Air Contaminant Identification and Control Act
TAZ	traffic analysis zone

TCRs	tribal cultural resources
TDM	travel demand model
TDS	total dissolved solids
TMDLs	Total Maximum Daily Loads
TMP	Transportation Management Plan
TNM	traffic noise model
TWW	Treated wood waste
UAIC	United Auburn Indian Community
UPRR	Union Pacific Railroad
US-50	United States Route 50
USC	United States Code
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VIA	Visual Impact Assessment
VMT	vehicle miles traveled
VP/SA	Business Professional/Special Area
WAPA	Western Area Power Administration
WDRs	Waste Discharge Requirements

Summary

S.1 Introduction

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15123, this summary provides information about the environmental impact report (EIR) prepared by the City of Roseville (City) for the proposed Washington Boulevard/Andora Bridge Improvement Project (proposed project). As required by Section 15123 of the State CEQA Guidelines, this summary presents a description of the proposed project; summarizes the impacts and mitigation measures; identifies areas of known controversy, including issues raised by agencies and the public; and identifies unresolved issues.

S.2 Project Description

The proposed project involves improvements along a 1.45-mile section of Washington Boulevard. The project would involve widening a two-lane section of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard to four lanes and replacing the existing 100-year-old Union Pacific Railroad (UPRR) bridge (referred to in this document as the Andora Underpass or Andora bridge) on Washington Boulevard. The addition of two new lanes to Washington Boulevard would provide a continuous four-lane thorough fare between Sawtell Road and Pleasant Grove Boulevard and improve traffic circulation and pedestrian traffic through the area. The proposed project is subject to state and federal environmental review requirements because the use of federal funds from the Federal Highway Administration (FHWA) is proposed. The California Department of Transportation (Caltrans) is the federal lead agency under FHWA assignment of National Environmental Policy Act (NEPA) responsibilities pursuant to 23 U.S. Code 327 and the City is the lead agency under CEQA.

The project is needed because recurring morning and evening peak-period demand exceeds the current design capacity of Washington Boulevard, creating traffic operation and safety issues for motorists, pedestrians, and cyclists. These issues result in moderate delays and wasted fuel, which are expected to be exacerbated by anticipated increases in traffic from future population and employment growth.

The City's Transportation System 2035 Capital Improvement Program (CIP) identifies improvements to Washington Boulevard, including the widening of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard, to improve traffic circulation and pedestrian traffic through the area. Approximately 18,000 vehicles per day travel through this segment, and the road improvements would enhance accessibility for motorists, pedestrians, and cyclists along Washington Boulevard and nearby intersections. To enable roadway widening at the narrow Andora Underpass, the existing structure must be removed and replaced. The Andora Underpass would need to remain open and accessible to rail traffic during project construction because approximately 25 trains travel over it each day.

The proposed project would provide better connectivity between the existing two-lane, 0.85-mile segment of Washington Boulevard and the existing four-lane segments of Washington Boulevard and would provide an evacuation route in case of an emergency. The improvements would also offer a better and more continuous route for pedestrians and bicyclists, who are currently forced to detour off Washington Boulevard and onto Derek Place. The proposed project would be constructed in two phases, consisting of the following elements:

- Widening approximately 0.85 mile of Washington Boulevard from two to four lanes with a raised median separating northbound and southbound traffic (Phase 1).
- Widening the Andora Underpass to a two-span bridge with columns located in the roadway median island to accommodate the additional two lanes (Phase 2).
- Improving the Washington Boulevard/Pleasant Grove Boulevard intersection by lowering the intersection to conform to the new Washington Boulevard road elevation on the south and removing an existing “hump” across Washington Boulevard (Phase 2).
- Installing a new traffic signal at the Washington Boulevard/Kaseberg Drive intersection (Phase 1).
- Modifying the existing traffic signal at the Washington Boulevard/Diamond Oaks Road intersection to conform to the new four-lane roadway (Phase 1).
- Adding 8-foot-wide Class II (i.e., on-street with appropriate signing and striping) bike lanes along both sides of Washington Boulevard (Phase 1).
- Extending the existing Class I bike path on the east side of Washington Boulevard from a point approximately 150 feet south of Diamond Oaks Road to All-America City Boulevard with a 10- to 12-foot-wide path parallel to Washington Boulevard (Phase 1).
- Removing the existing bicycle/pedestrian crossing under UPRR (Phase 2) and providing a new temporary connection between the existing Derek Place bike path and the new Class I bike path along Washington Boulevard (described above) (Phase 1).
- Adding a new 8- to 12-foot-wide multiuse path on the west side of Washington Boulevard between Emerald Oaks Road and Kaseberg Drive. Portions of this proposed multiuse path may be deferred beyond Phase 2, until additional construction funding is available (Phases 1 and 2).
- Conducting floodplain, water quality, and drainage improvements (Phases 1 and 2).
- Relocating existing utilities, including sewer, water, telecommunications, and natural gas (Phases 1 and 2).
- Potentially installing a sound wall adjacent to a residential area along Washington Boulevard (to be determined during Phase 2).
- Temporarily restriping Foothills Boulevard at Junction Boulevard to provide two left-turn lanes from southbound Foothills Boulevard to eastbound Junction Boulevard to accommodate traffic management during widening of the Andora Underpass (Phase 2).

The proposed project would not alter the existing bus turnout adjacent to southbound Washington Boulevard and south of Pleasant Grove Boulevard.

The proposed project and phasing plan were developed in response to comments on the Notice of Preparation of a draft EIR and to take advantage of available grant funding opportunities. Since publication of the Notice of Preparation, the City has revised the project with the following provisions:

- A signal light was added at the Washington Boulevard/Kaseberg Drive Diamond K private driveway entrance.
- A sound wall was added to replace existing wooden backyard fences along the east side of Washington Boulevard south of Pleasant Grove Boulevard.
- The Washington Boulevard southbound left-turn lane to Diamond Oaks Road has been extended by approximately 100 feet.
- A Class I bike trail on the east side of Washington Boulevard has been extended south to All-America City Boulevard.

In addition to the above improvements, the project which is now proposed to be constructed in two phases. Phase 1 generally includes the majority of road widening (with the exception of widening at the Andora Underpass) and most Class I bike trail and intersection improvements (including the new signal at the Washington Boulevard/Kaseberg Drive intersection). Phase I would be constructed during summer 2020. Phase 2 would include completing the widening of Washington Boulevard at the Andora Underpass, final drainage improvements including the proposed bio-retention basin, sound wall installation, and improvements at the Washington Boulevard/Pleasant Grove Boulevard intersection. The schedule for Phase 2 construction is currently unknown and subject to funding availability.

S.3 Project Objectives

The purpose of the proposed project is to improve existing and future traffic circulation; enhance access and safety for motorists, pedestrians, and cyclists; and meet railroad clearance requirements. The proposed project's objectives are as follows:

- Implement the adopted CIP for the segment of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard.
- Improve vehicular traffic flow along Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard by widening the road and the Andora Underpass.
- Enhance access and safety along this segment of Washington Boulevard for motorists, pedestrians, and cyclists by widening the boulevard and adding a signal at the Washington Boulevard/Kaseberg Drive intersection.
- Provide a better and more continuous route for pedestrians and bicyclists on Washington Boulevard than the existing detour onto the more isolated Derek Place and extend the existing Class I bike trail south to All-America City Boulevard.
- Provide a consistent four-lane roadway along this length of Washington Boulevard by connecting the existing four-lane segments on either side of Sawtell Road and Pleasant Grove Boulevard.

- Improve traffic safety by alleviating the existing substandard vertical clearance and width at Andora Underpass.

S.4 Areas of Known Controversy and Issues to be Resolved

State CEQA Guidelines Section 15123(b) requires that a summary section include a description of areas of controversy known to the lead agency, including issues raised by agencies and the public; and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant impacts.

In summer and fall 2016, the City and the project team met with residents and local businesses about the proposed project. More than 45 community members attended two meetings with the project team to discuss the project, ask questions, and provide feedback on the project and proposed construction approach. Known areas of controversy include left-turn safety from Kaseberg Drive onto Washington Boulevard; increased potential for speeding vehicles associated with a wider street; a need for traffic calming measures; improving bicycle and multi-use path connections; minimizing the duration of construction; Diamond K Estates access during the Washington Boulevard construction closure; increased traffic on Diamond Oaks Road during the construction closure; and roadway and railroad noise effects on nearby residential neighborhoods.

It is expected that the public controversy expressed over perceived safety concerns at the Washington Boulevard/Kaseberg Drive intersection would be mostly resolved with the proposed addition of a traffic signal, dedicated left turn lanes, and bicycle and pedestrian improvements.

S.5 Environmental Impact Report Process and Public Review

The City distributed a Notice of Preparation of a draft EIR for the proposed project on September 12, 2016. The Notice of Preparation was distributed for a 30-day comment period that ended on October 12, 2016. During that time, a public meeting was held to gather public input on the scope of the EIR presented in the Notice of Preparation. The public meeting was on September 21, 2016, in Roseville, California. Comments about the Notice of Preparation were considered in the preparation of the draft EIR. Appendix A contains the Notice of Preparation and public comments received on the Notice of Preparation.

The City encourages public review of this EIR. This draft EIR is being circulated for a 45-day public review period. During this time, written comments may be submitted to the following staff person for consideration in the final EIR.

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Following the close of the public comment period, the City will prepare a final EIR that contains this draft EIR plus any technical clarifications and responses to significant environmental points raised in the public review and resource agency consultations. The draft and final EIR will be considered by the City Council and, subsequently, a decision will be made to approve or deny the proposed project.

S.6 Project Impacts and Mitigation Measures

S.6.1 Summary of Impacts

Impacts identified in this draft EIR are summarized in Table S-1 (presented at the end of this summary). For potentially significant impacts, mitigation measures are identified where feasible to reduce the impact on the environmental resources to a less-than-significant level. Unless otherwise noted in the summary table, the impacts and mitigation measures apply to both project phases. Refer to Chapter 3, *Impact Analysis*, for a detailed discussion of the impacts and mitigation measures.

S.6.2 Significant and Unavoidable Impacts

Section 21067 of CEQA and Sections 15126(b) and 15126.2(b) of the State CEQA Guidelines require that an EIR describe any significant impacts, including those that can be mitigated but not reduced to a less-than-significant level. Furthermore, where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should also be described. As discussed below, this draft EIR identifies four environmental issue areas where significant and unavoidable impacts would result from project implementation.

Aesthetics: Tying the temporary railroad track, known as a shoofly, into the existing permanent railroad track at the start of the construction window, and removing the tie-in at the end of the construction window may involve the use of night lighting. Adequate lighting is required to safely accomplish this task. No mitigation measures are available to reduce this impact to a less-than-significant level.

Greenhouse Gas Emissions: The emissions analysis presented in Chapter 3, Section 3.7, *Greenhouse Gas Emissions*, Table 3.7-4 indicates that operation of the project would decrease greenhouse gas (GHG) emissions relative to existing conditions. This result is due to factors external to the project. For example, vehicular emission rates are anticipated to lessen in future years because of continuing improvements in engine technology and the retirement of older, higher-emitting vehicles. Emissions effects directly resulting from implementation of the project are obtained through a comparison of with-project emissions to without-project emissions. As shown in Table 3.7-4, implementation of the project would increase vehicle miles traveled (VMT), resulting in a slight increase in GHG emissions compared with no project conditions. This increase is considered a significant unavoidable impact.

As discussed in Section 3.7, the proposed project is included in the Sacramento Council of Governments' 2016 Metropolitan Transportation Plan and Sustainable Communities Strategy and will be included in their 2020 version of those plans. Although long-term operation of the project would be part of SACOG's regional planning framework that is expected to achieve GHG reductions consistent with those needed to support statewide attainment of California's GHG reduction goals, implementation of the project would increase GHG emissions relative to no project conditions; therefore, the project may have a significant impact on the environment and may also conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Consequently, these GHG impacts are conservatively concluded to be significant. The impact would result from increased VMT, and there is no feasible mitigation to reduce the impact to a less-than-significant level.

Noise: Construction activities for the proposed project could increase noise levels at nearby noise sensitive land uses in the project area. The vast majority of construction activities for the proposed project would occur from 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 8:00 p.m. Saturday and Sunday, during which construction noise is exempt from the City noise limit. However, it is possible that some limited Phase 2 construction by the UPRR would need to occur outside of these exempt hours. The UPRR would need to tie the temporary railroad track into the existing permanent railroad track at the start of the Phase 2 construction window, and remove the tie-in at the end of the construction window. This activity, which would take place during a single day at the beginning and a single day at the end of the project construction window, would likely occur when the least amount of trains are likely to require access to the track, which could be during non-exempt (nighttime or early morning) hours. Although it is likely this will be daytime work, it cannot be known with certainty at this time. Should this work occur outside of the exempt daytime hours, noise levels at nearby noise-sensitive receptors could be in excess of the thresholds that govern non-transportation noise during nighttime hours. Although Mitigation Measure NOI-1, *Employ Noise-Reducing Construction Practices*, would reduce the amount of noise generated by nighttime construction, potential impacts related to nighttime construction noise would be significant and unavoidable.

It is possible that vibration-generating construction equipment, such as a vibratory roller, could be operating as close as 25 feet from residential property lines and could generate vibration levels in excess of the distinctly perceptible threshold at nearby residences.

Furthermore, it is possible that pile driving could be necessary at the UPRR overcrossing during Phase 2 construction. If pile driving is required at the railroad overcrossing, or if a vibratory roller is used within 80 feet of a residential property line, implementation of Mitigation Measure NOI-2, *Construction Vibration Control Measures*, would not be expected to reduce vibration impacts to less-than-significant levels.

Finally, as discussed Section 3.12, *Noise*, under Impact NOI-4, construction activities were also found to generate significant and unavoidable short-term or periodic noise increases.

Transportation/Traffic: The temporary construction-related street closure would unavoidably degrade intersection operations to unacceptable levels at the Roseville Parkway/Reserve Drive and Roseville Parkway/Galleria Boulevard intersections. Improvements (both physical and signal timing-related) were considered; however, any physical improvements would be complicated and temporary, and any signal timing improvements would be difficult to implement without adversely affecting overall Roseville Parkway corridor operations. Therefore, no improvements were identified as being feasible at those intersections for this temporary impact.

According to Table 3.16-8, in Section 3.16, *Transportation/Traffic*, full buildout of the proposed project would cause significant PM peak hour operations impact on the Washington Boulevard/Pleasant Grove Boulevard intersection, worsening the level of service (LOS) from D to E under existing plus project conditions. Implementation of Mitigation Measure TRA-1.1 would reduce this impact by reallocating green light time on the Washington Boulevard north/south approaches to better match travel demand. Although this measure would reduce delay, the residual impact would remain significant and unavoidable.

S.7 Other CEQA-Related Impact Conclusions

S.7.1 Cumulative Impacts

Section 15130 of the State CEQA Guidelines requires that an EIR consider a project's contribution to any significant cumulative impacts. Cumulative impacts are the incremental effects of a proposed project added to the impacts of other closely related past, present, and reasonably foreseeable future projects, which, together, are cumulatively considerable. The purpose of the cumulative impact analysis is to assess the project's contribution in the context of the larger, cumulative impact.

All resource areas were analyzed for cumulative impacts. The analyses in Chapter 3 indicate that the proposed project would have no impact on agricultural resources, mineral resources, or public services. Because the proposed project would have no impact on these resources, it cannot contribute to any potential cumulative impacts associated with them. In addition, the analysis of cumulative impacts found that the project would not contribute to cumulative impacts on six resource areas within the project region. Therefore, the proposed project would not contribute to a cumulative impact in the project region for the following resources or topic areas.

- Agricultural and forestry resources
- Mineral resources
- Public services
- Population and housing
- Recreation
- Utilities and service systems

The proposed project's contribution to cumulative impacts is expected to be less than cumulatively considerable for the following resources and topic areas within the project region, and, therefore, cumulative impacts would be less than significant.

- Aesthetics
- Air quality
- Biological resources
- Cultural and tribal resources
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning

The proposed project would make considerable contributions to cumulative impacts for two topic areas.

- Noise and vibration
- Transportation and traffic

The assessment of the project's contribution to cumulative impacts is provided in Chapter 4, *Other CEQA Considerations.*

S.7.2 Growth Inducement and Growth-Related Impacts

Section 15126.2 of the State CEQA Guidelines provides guidance for analyzing the growth-inducing impacts of a project. The growth inducement analysis must discuss ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Projects that would remove obstacles to population growth could lead to increased demand for existing community services. Growth in an area is not necessarily considered beneficial, detrimental, or of little significance to the environment. However, the secondary impacts associated with growth (e.g., air quality impacts from new construction) can be significant.

This draft EIR concludes that the project would not induce growth. Rather, this Capital Improvement Project has been planned for many years as a means of accommodating approved growth. Growth inducement and growth-related impacts are discussed in further detail in Chapter 4, *Other CEQA Considerations*.

S.7.3 Significant Irreversible Environmental Changes

Section 15126.2 of the State CEQA Guidelines requires that an EIR address any significant irreversible changes that would be caused by the proposed project. Examples of such changes include use of nonrenewable resources, irreversible damage that may result from accidents associated with a project, or irretrievable commitments of resources. Project implementation would result in the expansion of a roadway segment, including an underpass, as well as construction of new bicycle and pedestrian facilities, all of which would result in the long-term commitment of the project site to these land uses and the commitment of nonrenewable energy resources and natural resources, as discussed in this draft EIR. These irreversible impacts, which are consequences of urban development, are described in detail in the appropriate sections of Chapter 3, *Impact Analysis*, and Chapter 4, *Other CEQA Considerations*.

S.8 Project Alternatives

S.8.1 Alternatives Evaluated

The draft EIR must examine a reasonable range of alternatives to the project that could feasibly attain most of the project objectives and avoid or substantially lessen any of the project's significant environmental impacts (State CEQA Guidelines Section 15126[f]). As required by Section 15126.6 of the State CEQA Guidelines, the range of alternatives must always include the No Project alternative. The purpose of describing and analyzing a No Project alternative is to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

Two alternatives to the proposed project are examined in this draft EIR.

- Alternative 1 – One Lane Closure during Construction
- Alternative 2 – No Project

Alternative 1 is designed to satisfy the project objectives (see Section S.3, *Project Objectives*), while avoiding or minimizing environmental impacts associated with the project. The alignment and associated project components of Alternative 1 are the same as those described for the proposed project and involve the same improvements to Washington Boulevard; however, Alternative 1 differs in its construction approach, including traffic diversion and schedule. The primary difference from the proposed project is that it would leave one lane open during construction and would require an estimated 20 to 24 months to construct because a temporary railroad bridge is required over Washington Boulevard to maintain train traffic.

Alternative 1 would reduce the impacts on traffic and intersections caused by rerouting existing traffic from Washington Boulevard to other streets during its multi-month closure during construction of the proposed new Andora Undercrossing. Alternative 1 would reduce the substantial increases in project-related traffic on the parallel segment of Foothills Boulevard and Diamond Oaks Road east of Washington Boulevard. Alternative 1 would also reduce the project's effects on the following intersections during the construction closure of Washington Boulevard.

- Foothills Boulevard/Pleasant Grove Boulevard—westbound left-turn movement.
- Foothills Boulevard/Junction Boulevard—southbound left-turn movement and westbound right-turn movement during the PM peak hour.
- Roseville Parkway/Reserve Drive—eastbound right-turn movement and northbound left-turn movement during the PM peak hour.
- Roseville Parkway/Galleria Boulevard—northbound left-turn movement during the PM peak hour.

Under Alternative 1, Washington Boulevard vehicular traffic would be allowed to pass through the project site under the control of one-way flagging operations during some of the construction phases. However, the travelling public would still be significantly delayed during construction of Alternative 1 because it would not be possible to maintain two lanes of traffic flow during most of the construction period; therefore, more than half of the normal traffic would use an alternative route.

Alternative 2, the No Project alternative, would not involve any improvements to Washington Boulevard. The existing roadway and Andora Underpass would remain in their existing state.

S.8.2 Comparison of Alternatives

As indicated in Chapter 3, *Impact Analysis*, neither the proposed project nor either alternative would have any impact on agricultural and forestry resources, mineral resources, or public services; therefore, these resource areas were not considered further in the alternatives analysis.

Alternative 1

As described in the individual resource analyses in Chapter 3, *Impact Analysis*, because the location and physical characteristics would be the same, Alternative 1 (one lane closure during construction) and the proposed project would generally result in the same types and levels of both construction and operational impacts on most resources. For all other resources, nearly all impacts would be comparable for Alternative 1 and the proposed project. Exceptions to these similarities are primarily associated with full closure of Washington Boulevard under the proposed project and the longer duration of construction under Alternative 1. These exceptions include nighttime lighting during construction, air quality impacts associated with construction emissions, construction noise impacts, and traffic delays during construction. Nighttime construction lighting would have a marginally more severe impact under Alternative 1 because Alternative 1's extended construction

period (20 months) would result in a longer period of construction lighting on the project site. Likewise, construction-related air quality impacts of Alternative 1 would be slightly greater than those of the proposed project. During construction, Alternative 1 would generate slightly higher emissions of nitrogen oxides (NO_x) and particulate matter 2.5 microns in diameter or smaller than the proposed project, but would not generate emissions of reactive organic gases (ROG), NO_X, or particulate matter 10 microns in diameter or smaller in excess of PCAPCD's thresholds. Under Alternative 1, construction noise would last for a longer period than under the proposed project, resulting in marginally greater impacts. Because Washington Boulevard would be reduced to a single lane of alternating northbound and southbound traffic from south of Diamond Oaks Road to beyond the railroad bridge for a distance of 1,400 feet, traffic delays during Alternative 1's 20-month construction period would correspond to an LOS F condition. In addition, congestion caused by queuing during LOS F conditions would result in significant ingress and egress delays for residents of Diamond K Estates, which has a single stop sign controlled point of access from Washington Boulevard at Kaseberg Drive. Because traffic would degrade to a LOS F condition, Alternative 1 construction activities would have a similar impact on traffic operations (LOS F compared with road closure and therefore no LOS) as the proposed project. There would be two notable differences. First, under the proposed project, one lane of through traffic would be maintained under controlled conditions, which would benefit local traffic. Second, LOS impacts of the proposed project along the temporary detour route would be reduced slightly under Alternative 1 because maintaining one lane of through traffic at the construction site would reduce detour route average daily traffic and related intersection LOS impacts.

No Project Alternative

The individual resource analyses in Chapter 3, *Impact Analysis*, indicate that the No Project alternative would have no construction-related impacts on any resources. Roadway operations under the no project (cumulative 2035) condition would result in marginally greater NOx and carbon monoxide emissions than under the proposed project. The No Project alternative would result in a greater degradation of both AM and PM peak hour operations than would the proposed project at the intersections of Washington Boulevard with Pleasant Grove Boulevard, Diamond Oaks Road/Emerald Oak Road, and Junction Boulevard.

S.8.3 Environmentally Superior Alternative

Section 15126.6 of the State CEQA Guidelines requires that an EIR identify an environmentally superior alternative among the alternatives that are evaluated. The environmentally superior alternative is typically the alternative that would be expected to generate the fewest adverse impacts. If the No Project alternative is identified as environmentally superior, then Section 15126.6(e)(2) of the State CEQA Guidelines requires that the EIR identify which of the other alternatives is environmentally superior. Determination of the environmentally superior alternative uses the impact evaluations of the project and of each alternative in a comparative process. The impacts of each alternative are identified and compared to those of the project. The relative severity and quantity of

each alternative's impacts are evaluated, and the alternative found to have the least impact, as compared to the others, is determined to be the environmentally superior alternative.

As indicated by the individual resource analyses described in more detail in Chapter 3, *Impact Analysis*, and summarized in Section S.8.2, *Comparison of Alternatives*, the proposed project would have the least environmental impact of the alternatives analyzed. For this reason, it would be the environmentally superior alternative.

Table S-1. Summary of Project Impacts and Mitigation Measures

Impact	Level of Significance Proposed Project	Proposed Mitigation Measure(s)	Level of Significance after Mitigation Proposed Project
Aesthetics			
Impact AES-1: Temporary visual impacts caused by construction activities	LTS	None required	LTS
Impact AES-2: Have a substantial adverse effect on a scenic vista	NI	None required	NI
Impact AES-3: Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings along a scenic highway	NI	None required	NI
Impact AES-4: Substantially degrade the existing visual character or quality of the site and its surroundings	LTS	None required	LTS
Impact AES-5: Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area	S	**Mitigation Measure AES-5.1:** Minimize Fugitive Light from Portable Sources Used for Construction	SU
Agriculture and Forestry Resources			
Impact AG-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use	NI	None required	NI
Impact AG-2: Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract	NI	None required	NI
Impact AG-3: Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])	NI	None required	NI
Impact AG-4: Result in the loss of forest land or conversion of forest land to non-forest use	NI	None required	NI

Impact	Level of Significance Proposed Project	Proposed Mitigation Measure(s)	Level of Significance after Mitigation Proposed Project
Impact AG-5: Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use	NI	None required	NI
Air Quality			
Impact AQ-1: Conflict with or obstruct implementation of the applicable air quality plan	LTS	None required	LTS
Impact AQ-2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation	LTS	None required	LTS
Impact AQ-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)	LTS	None required	LTS
Impact AQ-4: Expose sensitive receptors to substantial pollutant concentrations	LTS	None required	LTS
Impact AQ-5: Create objectionable odors affecting a substantial number of people	LTS	None required	LTS
Biological Resources			
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	S	**Mitigation Measure BIO-1.1**: Install Fencing and/or Flagging to Protect Sensitive Biological Resources **Mitigation Measure BIO-1.2:** Conduct Environmental Awareness Training for Construction Personnel **Mitigation Measure BIO-1.3:** Retain a Qualified Biologist to Conduct Preconstruction Surveys and Periodic Monitoring during Construction in Sensitive Habitats	LTS

Impact	Level of Significance Proposed Project	Proposed Mitigation Measure(s)	Level of Significance after Mitigation Proposed Project
		Mitigation Measure BIO-1.4: Protect Water Quality and Minimize Sedimentation Runoff in Wetlands and Non-Wetland Waters **Mitigation Measure BIO-1.5:** Compensate for Direct Impacts on Vernal Pool Branchiopod Habitat (Phase 2 only) **Mitigation Measure BIO-1.6:** Install a No-Disturbance Buffer around the Elderberry Shrub (Phase 2 only) **Mitigation Measure BIO-1.7:** Conduct a Preconstruction Survey for Northern Western Pond Turtle and Exclude Turtles from the Work Area **Mitigation Measure BIO-1.8:** Conduct Vegetation Removal during the Non-breeding Season and Conduct Preconstruction Surveys for Nesting Migratory Birds and Raptors **Mitigation Measure BIO-1.9:** Conduct Preconstruction Surveys for Roosting Bats and Implement Protection Measures **Mitigation Measure BIO-1.10:** Modify Existing Structures during the Non-breeding Season for Structure-Nesting Migratory Birds or Implement Exclusion Measures to Deter Nesting	

Impact	Level of Significance Proposed Project	Proposed Mitigation Measure(s)	Level of Significance after Mitigation Proposed Project
Impact BIO-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	S	**Mitigation Measure BIO-1.1:** Install Fencing and/or Flagging to Protect Sensitive Biological Resources **Mitigation Measure BIO-1.2:** Conduct Environmental Awareness Training for Construction Personnel **Mitigation Measure BIO-1.3:** Retain a Qualified Biologist to Conduct Preconstruction Surveys and Periodic Monitoring during Construction in Sensitive Habitats **Mitigation Measure BIO-2.1:** Compensate for the Loss of Riparian Communities	LTS
Impact BIO-3: Have a substantial adverse effect on federally protected wetlands and non-wetland waters as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, streams etc.) through direct removal, filling, hydrological interruption, or other means	S	**Mitigation Measure BIO-1.1:** Install Fencing and/or Flagging to Protect Sensitive Biological Resources **Mitigation Measure BIO-1.2:** Conduct Environmental Awareness Training for Construction Personnel **Mitigation Measure BIO-1.3:** Retain a Qualified Biologist to Conduct Preconstruction Surveys and Periodic Monitoring during Construction in Sensitive Habitats **Mitigation Measure BIO-1.4:** Protect Water Quality and Minimize Sedimentation Runoff in Wetlands and Non-Wetland Waters **Mitigation Measure BIO-3.1:** Avoid and Minimize Disturbance of Waters of the United States and Waters of the State	LTS

Impact	Level of Significance Proposed Project	Proposed Mitigation Measure(s)	Level of Significance after Mitigation Proposed Project
		Mitigation Measure BIO-3.2: Compensate for the Permanent Loss of Waters of the United States/Waters of the State	
Impact BIO-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	LTS	None required	LTS
Impact BIO-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	LTS	None required	LTS
Cultural and Tribal Resources			
Impact CUL-1: Potential to cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5	NI	None required	NI
Impact CUL-2: Potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5	S	**Mitigation Measure CUL-2.1:** Stop Work if Cultural Resources are Encountered During Ground-Disturbing Activities	LTS
Impact CUL-3: Disturbance of any human remains, including those interred outside of formal cemeteries	S	**Mitigation Measure CUL-3.1:** Implement appropriate treatment for discovery of human remains	LTS
Impact CUL-4: Potential to cause a substantial adverse change in the significance of a tribal cultural resource pursuant to Public Resources Code Section 21074	NI	None required	NI
Geology and Soils			
Impact GEO-1: Exposure of people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides	LTS	None required	LTS

Impact	Level of Significance Proposed Project	Proposed Mitigation Measure(s)	Level of Significance after Mitigation Proposed Project
Impact GEO-2: Potential to result in substantial soil erosion or the loss of topsoil	S	**Mitigation Measure WQ-2.1:** Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements	LTS
Impact GEO-3: Placement of project-related facilities on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse	LTS	None required	LTS
Impact GEO-4: Placement of project-related facilities on expansive soil, creating substantial risks to life or property	S	**Mitigation Measure GEO-4.1:** Prepare Soil Report or Geotechnical Investigation and Implement Recommendations	LTS
Impact GEO-5: Placement of facilities on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater	NI	None required	NI
Impact GEO-6: Direct or indirect destruction of a unique paleontological resource or site or unique geologic feature	S	**Mitigation Measure GEO-6.1:** Cease Work until Review Conducted by Qualified Paleontologist and Recommendations Implemented **Mitigation Measure GEO-6.2:** Prepare and Implement a Worker Education Program for those Involved with Earthwork	LTS
Greenhouse Gas Emissions			
Impact GHG-1: Generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	S	None available	SU
Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases	S	None available	SU

Impact	Level of Significance Proposed Project	Proposed Mitigation Measure(s)	Level of Significance after Mitigation Proposed Project
Hazards and Hazardous Materials			
Impact HAZ-1: Creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, including lead based paint, aerially deposited lead, traffic striping, and treated wood waste	S	**Mitigation Measure HAZ-1.1:** Develop a Lead Abatement Plan **Mitigation Measure HAZ-1.2:** Perform Soil Testing and Appropriately Dispose of Soils Contaminated with ADL	LTS
Impact HAZ-2: Creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	LTS	None required	LTS
Impact HAZ-3: Emission of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school	NI	None required	NI
Impact HAZ-4: Placement of project-related facilities on a site that is included on a list of hazardous materials sites, and resulting creation of a significant hazard to the public or the environment	NI	None required	NI
Impact HAZ-5: Placement of project-related facilities within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, resulting in a safety hazard for people residing or working in the project area	NI	None required	NI
Impact HAZ-6: Placement of project-related facilities in the vicinity of a private airstrip, resulting in a safety hazard for people residing or working in the project area	NI	None required	NI
Impact HAZ-7: Impairment of implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan	LTS	None required	LTS

Impact	Level of Significance Proposed Project	Proposed Mitigation Measure(s)	Level of Significance after Mitigation Proposed Project
Impact HAZ-8: Exposure of people or structures to a significant risk involving wildland fires	LTS	None required	LTS
Hydrology and Water Quality			
Impact WQ-1: Violation of any water quality standards or waste discharge requirements	LTS	None required	LTS
Impact WQ-2: Substantial depletion of groundwater supplies or substantial interference with groundwater recharge	S	**Mitigation Measure WQ-2.1:** Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements.	LTS
Impact WQ-3: Substantial alteration of existing drainage patterns in a manner that would result in substantial erosion or siltation onsite or offsite	S	**Mitigation Measure WQ-2.1:** Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements.	LTS
Impact WQ-4: Substantial alteration of existing drainage patterns in a manner that would result in flooding onsite or offsite	S	**Mitigation Measure WQ-2.1:** Provide a System to Meet NPDES Post-Construction Stormwater Runoff requirements.	LTS
Impact WQ-5: Creation of or contribution to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff	NI	None required	NI
Impact WQ-6: Other substantial degradation of water quality	NI	None required	NI
Impact WQ-7: Placement of housing within a 100-year flood hazard area	NI	None required	NI
Impact WQ-8: Placement of structures that would impede or redirect floodflows within a 100-year flood hazard area	LTS	None required	LTS
Impact WQ-9: Exposure of people or structures to significant risk involving flooding, including flooding as a result of the failure of a levee or dam	NI	None required	NI

Impact	Level of Significance Proposed Project	Proposed Mitigation Measure(s)	Level of Significance after Mitigation Proposed Project
Impact WQ-10: Contribution to inundation by seiche, tsunami, or mudflow	NI	None required	NI
Land Use and Planning			
Impact LU-1: Physical division of an established community	LTS	None required	LTS
Impact LU-2: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect	NI	None required	NI
Impact LU-3: Conflict with any applicable habitat conservation plan or natural community conservation plan	NI	None required	NI
Mineral Resources			
Impact MIN-1: Contribution to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state	NI	None required	NI
Impact MIN-2: Contribution to the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan	NI	None required	NI
Noise			
Impact NOI-1: Exposure of persons to or generation of noise levels in excess of applicable standards	S	**Mitigation Measure NOI-1.1:** Employ Noise-Reducing Construction Practices	SU
Impact NOI-2: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels	S	**Mitigation Measure NOI-2.1:** Construction Vibration Control Measures	SU
Impact NOI-3: Generation of a substantial permanent increase in existing ambient noise levels in the project vicinity	LTS	None required	LTS

Impact	Level of Significance Proposed Project	Proposed Mitigation Measure(s)	Level of Significance after Mitigation Proposed Project
Impact NOI-4: Creation of a substantial temporary or periodic increase in existing ambient noise levels in the project vicinity	S	**Mitigation Measure NOI-1.1:** Employ Noise-Reducing Construction Practices	SU
Impact NOI-5: Presence of project-related activities within an airport land use plan area or within 2 miles of a public airport or public use airport, resulting in exposure of people residing or working in the project area to excessive noise levels	NI	None required	NI
Impact NOI-6: Presence of project-related activities in the vicinity of a private airstrip, resulting of exposure to people residing or working in the project area to excessive noise levels	NI	None required	NI
Population and Housing			
Impact POP-1: Creation of substantial population growth either directly or indirectly	LTS	None required	LTS
Impact POP-2: Displacement of a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere	NI	None required	NI
Impact POP-3: Displacement of a substantial number of people, necessitating the construction of replacement housing elsewhere	NI	None required	NI
Public Services			
Impact PS-1: Creation of a need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for fire protection, police protection, schools, parks, or other public facilities	NI	None required	NI

Impact	Level of Significance Proposed Project	Proposed Mitigation Measure(s)	Level of Significance after Mitigation Proposed Project
Recreation			
Impact REC-1: Increased use of existing recreational facilities, resulting in substantial physical deterioration	LTS	None required	LTS
Impact REC-2: Construction or expansion of recreational facilities that might have an adverse physical effect on the environment	LTS	None required	LTS
Transportation/Traffic			
Impact TRA-1: Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system			
Construction: Phase 1	LTS	None required	LTS
Construction: Phase 2	S	None available	SU
Operation: Phase 1	LTS	None required	LTS
Operation: Phase 2	S	**Mitigation Measure TRA-1:** Modify Traffic Signal Timing by Shifting 6 Seconds of Green Light Time from the Northbound Left-Turn Movement to the Southbound Through Movement	SU
Impact TRA-2: Conflict with an applicable congestion management program	LTS	None required	LTS
Impact TRA-3: Potential to cause a change in air traffic patterns that results in substantial safety risks	NI	None required	NI
Impact TRA-4: Substantial increase in hazards because of a design feature (e.g., sharp curves, dangerous intersections) or incompatible uses (e.g., farm equipment)	LTS	None required	LTS
Impact TRA-5: Cause inadequate emergency access	LTS	None required	LTS

Impact	Level of Significance Proposed Project	Proposed Mitigation Measure(s)	Level of Significance after Mitigation Proposed Project
Impact TRA-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	LTS	None required	LTS
Utilities and Service Systems			
Impact UT-1: Exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board	LTS	None required	LTS
Impact UT-2: Construction of new water or wastewater treatment facilities or expansion of existing facilities, with the potential to cause significant environmental effects	NI	None required	NI
Impact UT-3: Construction of new stormwater drainage facilities, or expansion of existing facilities, with the potential to cause significant environmental effects	LTS	None required	LTS
Impact UT-4: Creation of a need for new or expanded entitlements or resources for sufficient water supply	NI	None required	NI
Impact UT-5: Project-related exceedance of existing wastewater treatment capacity	NI	None required	NI
Impact UT-6: Project-related exceedance of the relevant landfill's permitted capacity	LTS	None required	LTS
Impact UT-7: Inconsistency with federal, state, and local statutes and regulations related to solid waste	NI	None required	NI

Notes:
NI = No Impact
LTS = Less than Significant
S = Significant
SU = Significant and Unavoidable

Chapter 1
Introduction

The City of Roseville (City) has prepared this draft environmental impact report (EIR) to provide an assessment of the potentially significant environmental effects of the proposed project, located along an approximately 1.4-mile segment of Washington Boulevard between All-America City Boulevard and Pleasant Grove Boulevard in the City of Roseville (Figures 1-1 and 1-2).

1.1 Purpose of this EIR

The purpose of this draft EIR is to inform decision-makers for the City, other responsible agencies, and the public of the environmental consequences of implementing the project as proposed. The draft EIR has been prepared in accordance with and in fulfillment of the California Environmental Quality Act (CEQA) Statute and Guidelines (State CEQA Guidelines). The City is the lead agency for this draft EIR. The City Council has the principal responsibility for authorizing the implementation of the project as proposed.

As described in CEQA and the State CEQA Guidelines, public agencies are generally under a substantive obligation to avoid or substantially lessen significant environmental effects of a project, where feasible. Consistent with that obligation, this draft EIR identifies the following: (1) the potentially significant environmental effects of the proposed project, including cumulative effects resulting from the proposed project together with other past, present, and probable future projects; (2) mitigation measures that could substantially lessen or avoid any such significant environmental effects; (3) any significant effects that cannot be mitigated to a less than significant level, and thus are unavoidable; and (4) reasonable, potentially feasible alternatives to the proposed project that would meet most of the basic objectives of the proposed project while substantially lessening or avoiding at least one significant effect of the proposed project.

Under CEQA, the lead agency's decision-making body (the Roseville City Council) is required to consider the information in the EIR, along with any other relevant information, in making its decisions on the proposed project. Although the EIR does not determine the ultimate decision that the City Council will make regarding implementation of the proposed project, CEQA requires the City Council to consider the information in the EIR prior to taking action on the project.

1.2 Summary of the Proposed Project

The proposed project involves activities along an approximately 1.4-mile section of Washington Boulevard. The project involves widening a 0.85-mile section of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard from two lanes to four lanes and replacing the existing 100-year-old undercrossing (Andora Underpass) beneath the Andora bridge on Washington Boulevard. The addition of two new lanes to Washington

Boulevard would provide a continuous four-lane thoroughfare between Sawtell Road and Pleasant Grove Boulevard and improve traffic circulation and pedestrian traffic through the area. The improvements would also include a better and more continuous route for pedestrians and bicyclists, who are currently forced to detour off Washington Boulevard on to Derek Place due to the narrowness of the existing road.

The proposed project is subject to state and federal environmental review requirements because the use of federal funds from the Federal Highway Administration (FHWA) is proposed. The California Department of Transportation (Caltrans) is the federal lead agency under FHWA assignment of National Environmental Policy Act (NEPA) responsibilities pursuant to 23 U.S. Code (USC) 327. Caltrans will complete its NEPA obligations prior to approving federal funding. The City is the lead agency under CEQA.

1.3 Environmental Review Process

On September 12, 2016, the City published a Notice of Preparation for the proposed project. The purpose of the Notice of Preparation was to solicit early comments from public agencies with expertise in subjects that would be discussed in the draft EIR. The 30-day comment period ended on October 15, 2016. The City also held a public scoping meeting on September 21, 2016, to solicit verbal and written comments from the public and public agencies. Table 1-1 summarizes all comments received during the Notice of Preparation comment period, including those received at the September 21, 2016 public scoping meeting, via email and U.S. Mail. Appendix A contains the full Notice of Preparation, a comprehensive Public Scoping Meeting summary report, and all NOP comment letters received via U.S. Mail.

Table 1-1. Public Comments Received during Notice of Preparation Comment Period

Public Comments		
Comments from September 21, 2016 Workshop		
Commenter	***Neighborhood***	***Summary of Comments***
Deborah Serenbetz	Diamond Oaks	Connect existing bike lanes. Provide median with trees and roses. Thank you for four lanes and the project.
Kyle Baumgartner	Diamond Creek	Adding bike paths and multi-use paths will improve mobility and create safe environment. Questions about existing multi-use paths.
Jacob Baumgartner	Diamond Creek	Project should be a good step for bike friendliness.
Sue Hallahan-Cook	Fiddyment Farm	Project is long overdue. Questions about funding.
Scott Alvord	RCONA/ Downtown Merchants Association	Diamond K needs a stop light. Close road for 4 months to complete project.
Sandra Magdaleno	Diamond Oaks Road	Extend the left turn lane off southbound Washington onto Diamond Oaks Road. Put speed tables, not bumps, on Diamond Oaks to help slow traffic.
Amos E. Gbeintor Sr.	Emerald Oaks	Keep the boulevard closed to shorten duration of the project.

Public Comments			
Sharon Edwards	Diamond K Estates	Traffic moves very fast now and will move faster with four lanes of traffic. A merge lane will not be very helpful. Install a stop sign or light at Kaseberg.	
Lorraine K. Brown	Diamond Oaks	Questions about increased train traffic and resulting air pollution and potential oil spill and fire. Noise barriers (walls) should be constructed for homes along Washington and Diamond Oaks.	
Jeff Brown	Diamond Oaks	The wooden backyard fences along the east side of Washington Boulevard south of Pleasant Grove Boulevard need to be replaced with concrete walls as part of the project. Widened road will increase noise, and the concrete walls will help reflect or dampen noise.	
Comments Received by Email			
Commenter	***Date***	***Neighborhood***	***Summary of Comments***
Ed Scanlan	Sept. 3, 2016	Diamond K Estates	A detour to access or exit is not possible because there is only one way in and out, that being off Washington. Four lanes of traffic on Washington will be like a freeway, especially because there is little if any police traffic enforcement on Washington and Pleasant Grove.
Gary Miller	September 21, 2016; April 13, 2017; April 25, 2017	Diamond K Estates	Concerns about access to Diamond K Estates because of heavy traffic on Washington, which the project could exacerbate. Concerns about limited emergency egress. The City does not care about people who live in Diamond K.
Comments Received by Letter			
Commenter	***Date Received***	***Affiliation***	***Summary of Comments***
Scott Alvord	September 18, 2016	RCONA/ Downtown Merchants Association	Concerns about Diamond K Estates access from Washington Boulevard. Project could make access more difficult. Could a traffic signal be added at this intersection?
Stephanie Tadlock	September 30, 2016	Central Valley Regional Water Quality Control Board	The environmental review document should evaluate potential impacts to both surface water and groundwater quality. Project may require various state and federal permits related to water quality.
Gene Whitehouse	September 28, 2016	United Auburn Indian Community	United Auburn Indian Community is concerned about development within its aboriginal territory that has potential to affect the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. Request copies of archaeological reports. Tribal monitor should be present during ground-disturbing activities.

Public Comments			
Yushuo Chang	October 14, 2016	Placer County Air Pollution Control District	The District's comment letter recommended use of their CEQA Handbook for impact analysis guidance, thresholds of significance, and mitigation strategies and identified adopted District Rules applicable to the project.

As indicated in Table 1-1, Notice of Preparation comments included comments on the project's original concept design. As discussed in Chapter 2, *Project Description*, the current project and phasing plan were developed in response to Notice of Preparation comments and to take advantage of available grant funding opportunities. Since publication of the Notice of Preparation, the City has revised the project with the following provisions.

- A signal light was added at the Washington Boulevard/Kaseberg Drive Diamond K private driveway entrance.
- A sound wall was added to replace existing wooden backyard fences along the east side of Washington Boulevard south of Pleasant Grove Boulevard.
- The Washington Boulevard south bound left-turn lane to Diamond Oaks Road has been extended by approximately 100 feet.
- A Class I bike trail on the east side of Washington Boulevard has been extended south to All-America City Boulevard.

In addition to these improvements, the project is now proposed to be constructed in two phases. Phase 1 generally would include the majority of road widening (with the exception of at the Andora Underpass), most Class I bike trail and intersection improvements (including the new signal at the Washington Boulevard/Kaseberg Drive intersection) and would be constructed summer 2020. Phase 2 would include completing the widening of Washington Boulevard at the Andora Underpass, final drainage improvements, including the proposed bio-retention basin, and final intersection tie in and sound wall improvements at the Washington Boulevard/Pleasant Grove Boulevard intersection. The schedule for Phase 2 construction is unknown and subject to funding availability.

Notice of Preparation project design comments also suggested "speed tables" be constructed on Diamond Oaks Road to slow traffic. It was determined this suggestion, which involves locations outside the project limits, would be better coordinated as a separate project at the neighborhood level. Notice of Preparation comments also suggested Washington Boulevard widening include a median landscaped with trees and roses; this item as not included because of funding constraints. Refer to Chapter 2, *Project Description*, for a detailed description of proposed improvements and project phasing.

The City has filed a Notice of Completion with the Governor's Office of Planning and Research, State Clearinghouse indicating that this draft EIR has been completed and is available for review and comment by the public and agencies.

The draft EIR will be available for review by the public and interested parties, agencies, and organizations for a review period of 45 days, as required by California law. The draft EIR review period will begin on **June 17, 2019 and end on August 1, 2019**. In reviewing the draft EIR, reviewers should focus on the document's adequacy in identifying and analyzing the project's significant effects on the environment and ways in which the significant effects of the project might be avoided or mitigated. To ensure inclusion in the final EIR and full consideration by the lead agency, comments on the draft EIR must be received in writing during the 45-day public review period at the following address:

Terri Shirhall, Environmental Coordinator
City of Roseville
Development Services Department
311 Vernon Street
Roseville, CA 95678

Phone: (916) 774-5536
Fax: (916) 774-5129
TDD: (916) 744-5220

Email: tshirhall@roseville.ca.us

Website: www.roseville.ca.us/pw

Written responses to significant environmental issues raised in comments on the draft EIR will be prepared and included in the final EIR. The draft EIR text and appendices, together with the response to comments document and any text changes to the draft EIR made in response to comments or other new information, will constitute the final EIR.

The City Council will review the final EIR for adequacy and consider it for certification pursuant to the requirements of Section 15090 of the State CEQA Guidelines. If the Council certifies the final EIR, the Council will then consider the project separately for approval or denial. If the Council chooses to approve the project, the Council will have to adopt findings on the feasibility of reducing or avoiding significant environmental effects; and, if the project has significant environmental effects that cannot feasibly be reduced to less-than-significant levels, the Council will also have to adopt a Statement of Overriding Considerations. If the Council does approve the proposed project, a Notice of Determination will be prepared and filed with the County Clerk and the State Clearinghouse. The Notice of Determination will include a description of the project, the date of approval, an indication of whether the Findings and Statement of Overriding Considerations were prepared, and the address where the final EIR and record of project approval are available for review.

1.4 Scope of this EIR

Consistent with Appendix G of the State CEQA Guidelines, this draft EIR evaluates the potential impacts of the proposed project for the following resources and topic areas:

- Aesthetics
- Agricultural and forestry resources

- Air quality
- Biological resources
- Cultural and tribal resources
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Mineral resources
- Noise
- Population and housing
- Public services
- Recreation
- Transportation and traffic
- Utilities and service systems

The following topics are also analyzed in this draft EIR:

- Cumulative impacts
- Significant and unavoidable impacts
- Significant irreversible changes in the environment
- Growth inducement
- Alternatives to the proposed project
- Notice of Preparation comments and public outreach

1.5 Report Organization

This draft EIR is organized into the following chapters:

Summary presents a brief description of the proposed project, summarizes environmental consequences that would result from project implementation, provides a summary table that denotes anticipated significant environmental impacts, identifies mitigation measures, and indicates the level of significance of impacts before and after mitigation. In addition, the *Summary* presents a brief description of alternatives to the proposed project and compares the environmental impacts of each of the alternatives with the impacts of the proposed project.

Chapter 1, *Introduction*, provides an introduction and overview describing the purpose and scope of topics addressed in this EIR, including a summary of the comments received on the Notice of Preparation and the environmental review process.

Chapter 2, *Project Description*, describes the proposed project and its phases, including the proposed roadway widening and associated Andora Underpass widening, as well as other improvements such as traffic signal modifications, bicycle and pedestrian facilities, water quality and drainage improvements, and utility relocation. The alternatives to the proposed project that are being considered to eliminate or reduce significant impacts are also described in this chapter. A prospective alternative that was considered and dismissed also is described.

Chapter 3, *Impact Analysis*, describes the environmental setting, including applicable plans and policies for each environmental topic listed in Section 1.4, *Scope of this EIR*; provides an analysis of the significant environmental impacts of the proposed project; and identifies mitigation measures to avoid or reduce the magnitude of significant impacts. This chapter also evaluates the alternatives to the project, specifically Alternative 1 (one lane open to traffic during construction) and Alternative 2 (No Project alternative), and summarizes the comparative environmental consequences of each alternative.

Chapter 4, *Other CEQA Considerations*, provides a discussion of the proposed project's significant and unavoidable impacts and significant irreversible environmental changes, the proposed project's cumulative impacts, and the potential for growth inducement due to project implementation.

Appendix A contains the Notice of Preparation and public comments received on the Notice of Preparation.

Appendix B contains the traffic study prepared for the project.

Appendix C contains the air quality assumptions used in the analysis of impacts on air quality.

A variety of technical studies have been prepared to support this project and are referenced throughout the draft EIR. All project-specific technical studies referenced in this draft EIR are available for review at the City of Roseville Permit Center and on the City's website (http://www.roseville.ca.us/EnvironmentalDocs).

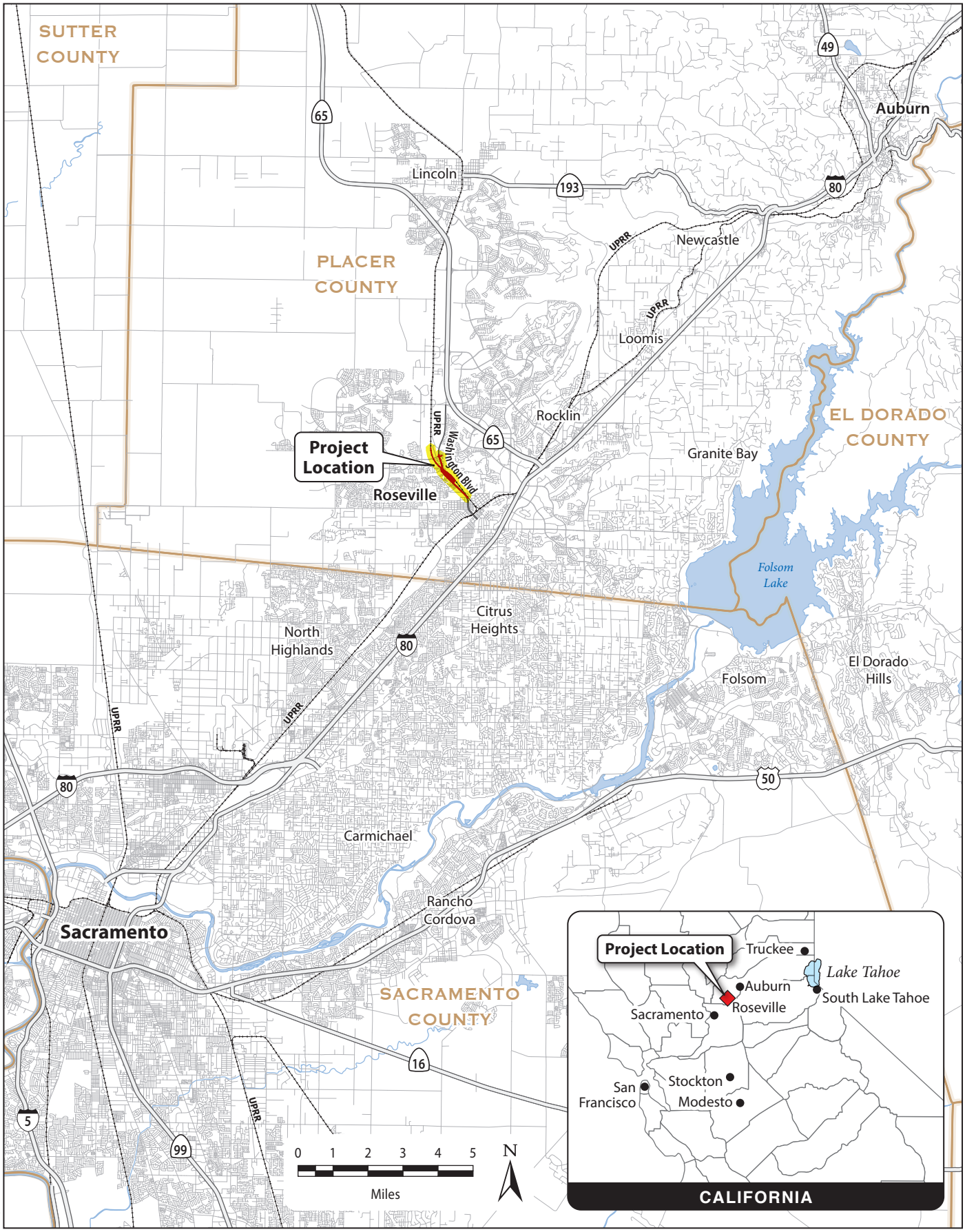

Figure 1-1
Regional Location

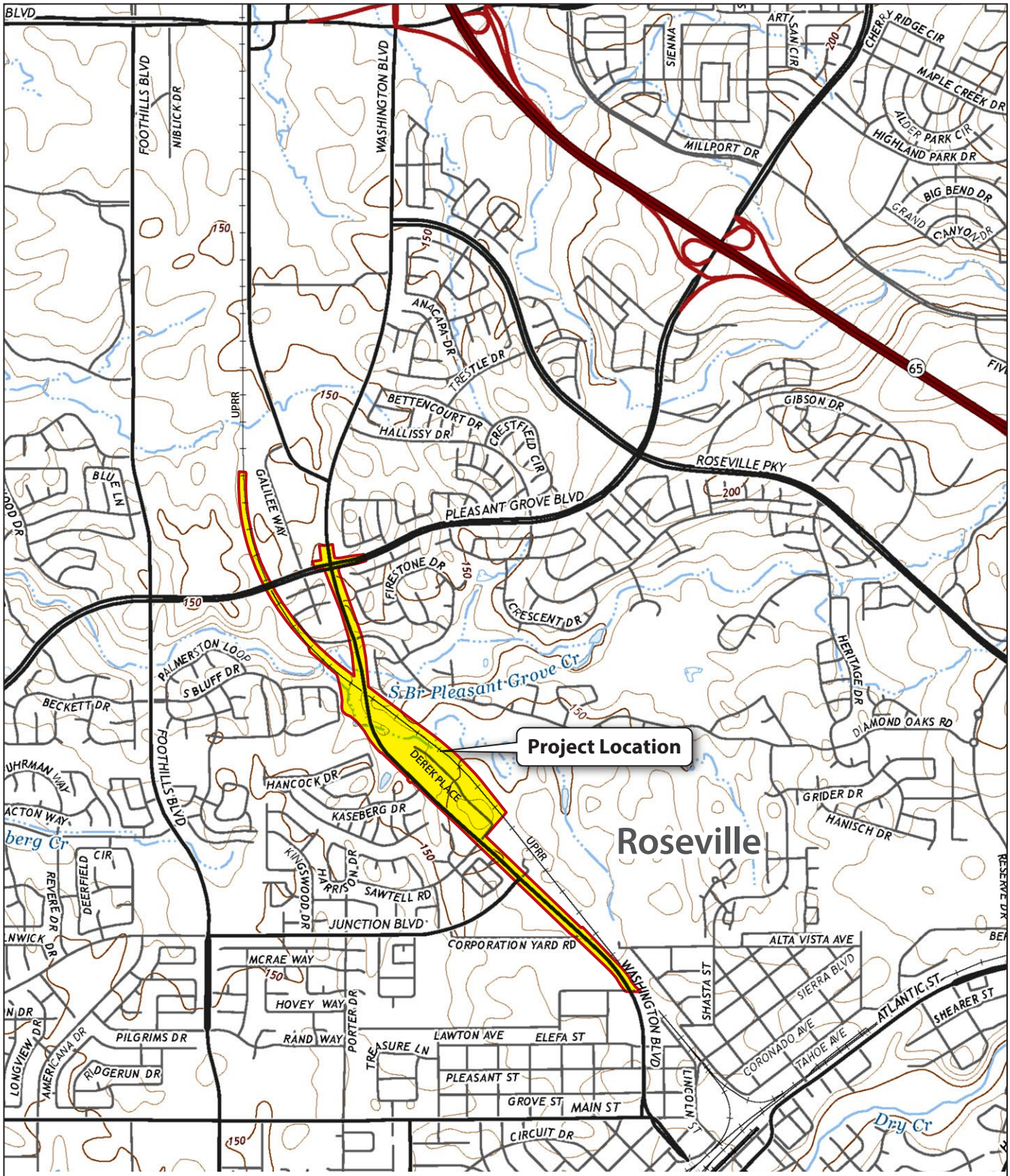

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Figure 1-2
Project Location

Chapter 2
Project Description

This chapter describes the proposed project, including the project background; purpose, need, and objectives; location and existing conditions; project components; and construction approach. The chapter also describes the project alternatives, and the permits and approvals required to construct the proposed project.

Notice of Preparation comments included comments on the project's original concept design. The project description and phasing plan have been developed to address these comments and take advantage of available funding opportunities. Project revisions that address Notice of Preparation comments include the following provisions:

- A signal light was added at the Washington Boulevard/Kaseberg Drive Diamond K private driveway entrance.
- A sound wall was added to replace existing wooden backyard fences along the east side of Washington Boulevard south of Pleasant Grove Boulevard.
- The Washington Boulevard southbound left-turn lane to Diamond Oaks Road has been extended by approximately 100 feet.
- A Class I bike trail on the east side of Washington Boulevard has been extended south to All-America City Boulevard.

In addition to these improvements, the project is now proposed in two phases. Phase 1 would generally involve the majority of road widening with the exception of at the Andora Underpass, and most Class I bike trail and intersection improvements, including the new signal at Washington Boulevard and Kaseberg Drive. Phase 1 would be constructed during summer 2020. Phase 2 would involve completing the widening of Washington Boulevard at the Andora Underpass, final drainage improvements, including the proposed bio-retention basin, and final intersection tie in and sound wall improvements at the Washington Boulevard/Pleasant Grove Boulevard intersection. The schedule for Phase 2 construction is unknown and subject to funding availability.

Notice of Preparation project design comments also suggested that "speed tables" be constructed on Diamond Oaks Road to slow traffic. It was determined this suggestion, which involves locations outside the project limits, would be better coordinated as a separate project at the neighborhood level. Notice of Preparation comments also suggested Washington Boulevard widening include a median landscaped with trees and roses. This item is not included because of funding constraints.

2.1 Project Background

Washington Boulevard generally runs north-south and begins in downtown Roseville at its junction with Oak Street and ends at State Route (SR) 65. The boulevard provides an important local connection among downtown Roseville and the North Central Roseville, Northwest Roseville, and North Industrial areas through its connections with other major

local thoroughfares, including Foothills Boulevard, Pleasant Grove Boulevard, Roseville Parkway, Industrial Boulevard, and Blue Oaks Boulevard. Washington Boulevard provides a vital economic link from residential areas to shopping and employment centers in downtown Roseville.

Washington Boulevard was constructed as a two-lane road as part of the State Highway System approximately 100 years ago. The City proposes to widen Washington Boulevard to improve the level of service (LOS) and traffic performance and to accommodate increasing traffic volumes.

The City's Transportation System 2035 Capital Improvement Program (CIP) identifies improvements to Washington Boulevard, including the widening of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard, to improve traffic circulation and pedestrian traffic through the area. Approximately 18,000 vehicles per day travel through this segment, and the road improvements would enhance accessibility for motorists, pedestrians, and cyclists along Washington Boulevard and nearby intersections. To enable roadway widening at the narrow Andora Underpass, the existing structure must be removed and replaced. The Andora Underpass would need to remain open and accessible to rail traffic during project construction because approximately 25 trains travel over it each day.

In summer and fall 2016, the City and the project team met with residents and local businesses about the proposed project. More than 45 community members attended two meetings with the project team to discuss the project, ask questions, and provide feedback on the project and proposed construction approach.

The project has been preliminarily awarded grant funding for certain Phase 1 improvements. The project's construction phasing plan was developed to ensure compliance with grant requirements and the expected retention of awarded funding.

2.2 Project Location and Existing Conditions

The proposed project is in the City of Roseville, Placer County, along an approximately 1.45-mile segment of Washington Boulevard between All-America City Boulevard on the south and Pleasant Grove Boulevard on the north (Figure 1-2). At the southern end of the project area, the UPRR line runs along the east side of Washington Boulevard, crosses over the road just south of South Branch Pleasant Grove Creek, and continues along the west side of the road toward Pleasant Grove Boulevard. The southern end of the project area includes commercial development to the east (followed by the railroad and then residential uses) and the Placer County Fairgrounds and All-American Speedway to the west. North of Junction Boulevard, the project area is bordered by commercial development to the east and residential areas to the west. The Diamond Oaks and Kaseberg-Kingswood neighborhoods are adjacent to the central and northern portions of the project area. City-designated General Open Space lands occupy the area immediately west and north of the Andora Underpass. Residential development is present on both sides of Washington Boulevard between the Andora Underpass and Pleasant Grove Boulevard. An existing Class I (i.e., off-street) bike path along the east side of Washington Boulevard connects

Diamond Oaks Road to Derek Place. Figure 2-1 shows an overview of the proposed project and existing conditions.

2.3 Project Purpose, Need, and Objectives

The purpose of the proposed project is to improve existing and future traffic; enhance access and safety for motorists, pedestrians, and cyclists; and meet railroad clearance requirements. The proposed project would also provide better connectivity between the existing two-lane, 0.85-mile segment of Washington Boulevard and the existing four-lane segments of Washington Boulevard, and would provide an evacuation route in case of an emergency. In addition, the improvements would offer a better and more continuous route for pedestrians and bicyclists, who are currently forced to detour off Washington Boulevard onto Derek Place.

The project is needed because recurring morning and evening peak-period traffic demand exceeds the current design capacity of Washington Boulevard, creating traffic operation and safety issues for motorists, pedestrians, and cyclists. These issues result in moderate delays and wasted fuel, which are expected to be exacerbated by anticipated increases in traffic from future population and employment growth.

The proposed project's objectives are as follows:

- Implement the adopted CIP improvements for the segment of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard.
- Improve vehicular traffic flow along Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard by widening the road and the Andora Underpass.
- Enhance access and safety along this segment of Washington Boulevard for motorists, pedestrians, and cyclists by widening the boulevard and adding a signal at the Washington Boulevard/Kaseberg Drive intersection.
- Provide a better and more continuous route for pedestrians and bicyclists on Washington Boulevard than the existing detour onto the more isolated Derek Place and extend the existing Class I bike trail south to All-America City Boulevard.
- Provide a consistent four-lane roadway along this length of Washington Boulevard by connecting the existing four-lane segments on either side of Sawtell Road and Pleasant Grove Boulevard.
- Improve traffic safety by alleviating the Andora Underpass' existing substandard vertical clearance and width.

2.4 Proposed Project Components

The proposed project would be constructed in two phases consisting of the following elements:

- Widening approximately 0.85 mile of Washington Boulevard from two to four lanes with a raised median separating northbound and southbound traffic (Phase 1).

- Widening the Andora Underpass to a two-span bridge with columns located in the roadway median island to accommodate the additional two lanes (Phase 2).
- Improving the Washington Boulevard/Pleasant Grove Boulevard intersection by lowering the intersection to conform to the new Washington Boulevard road elevation on the south and removing an existing hump across Washington Boulevard (Phase 2).
- Installing a new traffic signal at the Washington Boulevard/Kaseberg Drive intersection (Phase 1).
- Modifying the existing traffic signal at the Washington Boulevard/Diamond Oaks Road intersection to conform to the new four-lane roadway (Phase 1).
- Adding 8-foot-wide Class II (i.e., on-street with appropriate signing and striping) bike lanes along both sides of Washington Boulevard (Phases 1 and 2).
- Extending the existing Class I bike path on the east side of Washington Boulevard from a point approximately 150 south of Diamond Oaks Road to All-America City Boulevard with a 10- to 12-foot-wide path parallel to Washington Boulevard (Phase 1).
- Removing the existing bicycle/pedestrian crossing under UPRR (Phase 2) and providing a new temporary connection between the existing Derek Place bike path and the new Class I bike path along Washington Boulevard (described above) (Phase 1).
- Adding a new 8- to 12-foot-wide multiuse path on the west side of Washington Boulevard between Emerald Oaks Road and Kaseberg Drive (Phases 1 and 2). Portions of this proposed multiuse path may be deferred beyond Phase 2 until additional construction funding is available.
- Conducting floodplain, water quality, and drainage improvements (Phase 1 and 2).
- Relocating existing utilities, including sewer, water, telecommunications, and natural gas (Phases 1 and 2).
- Potentially constructing a sound wall adjacent to residential areas along Washington Boulevard (to be determined during Phase 2).
- Temporarily restriping Foothills Boulevard at Junction Boulevard to provide two left-turn lanes from southbound Foothills Boulevard to eastbound Junction Boulevard to accommodate traffic management during widening of the Andora Underpass (Phase 2).

The proposed project would not alter the existing bus turnout adjacent to southbound Washington Boulevard and south of Pleasant Grove Boulevard. Each of the major proposed project components is described in greater detail below. Figure 2-1 provides an overview of these components. The project is expected to be completed in two major phases with Phase 1 generally including all improvements with the exception of road and bridge widening at the Andora Underpass and a portion of the Class I trail on the west side of Washington Boulevard. Table 2-1 identifies the major construction tasks by phase.

2.4.1 Washington Boulevard Widening

The proposed project would consist of widening Washington Boulevard to allow two through lanes in each direction with a raised median separating the northbound and southbound traffic. Concrete curbs would define the new edge of roadway and separate vehicular traffic from pedestrians.

2.4.2 Andora Underpass and Bridge Widening

The existing Andora Underpass has substandard vertical clearance. To provide standard vertical clearance, the profile grade of Washington Boulevard would be lowered approximately 3 feet. The lowering of the roadway would also require removal and replacement of two drainage culvert crossings (described in Section 2.4.5, *Floodplain, Water Quality, and Drainage Improvements*).

Widening the Andora Underpass would involve broadening the existing bridge structure to a two-span bridge with columns located in the roadway median island. The existing 100 year old roadway crosses beneath the UPRR tracks at a 45-degree angle. Because UPRR now limits bridge skews to a maximum of 30 degrees, the proposed bridge median columns would be slightly skewed by approximately 15 degrees. The existing Andora Underpass can accommodate two railroad tracks, although only one track currently exists at this location. The proposed project design would accommodate two UPRR tracks, although the bridge structure would be constructed with only a single track. The ability to easily add a second track to the structure without needing to widen the concrete abutments is a project requirement. According to UPRR, there are no reasonably foreseeable plans to install a second track.

The Andora Underpass would have concrete abutments and wingwalls. The concrete surface would have some relief to mimic the appearance of an old style Works Progress Administration bridge. There is also potential for incorporating architectural enhancements, color, and features into the concrete facade to provide additional visual interest and character for the structure. The superstructure would consist of painted steel girders with painted steel hand railings extending above the track level. The bottom of the structure (soffit) would show the individual steel girders and would not be smooth like a normal concrete highway bridge.

2.4.3 Railroad Shoofly

During Phase 2, a 9-month construction period, railroad traffic would be maintained except for short time periods allowed by UPRR. During removal of the existing Andora Underpass, the railroad would be detoured to a temporary track, known as a shoofly. An estimated 25 trains would use the track each day. During the transition from the old track to the shoofly and back again, the rail line would be shut down to train traffic for about 4 hours. No trains would be diverted around the project site to other rail lines.

The shoofly would be within UPRR- and City-owned rights-of-way (as shown in Figure 2-1). The shoofly would be approximately 6,200 feet long (1.2 miles), would extend up to 0.75 mile north and 0.5 mile south of the Andora Underpass, and could shift up to 35 feet

westerly. Temporary fill would be placed within the portion of the Sierra View Tributary that runs along the tracks to accommodate the temporary shoofly alignment. Temporary culverts and fill would be placed at two locations (east and west of Washington Boulevard) within the portion of the Sierra View Tributary that runs along the tracks to accommodate the temporary shoofly alignment.

The shoofly would be constructed using imported soil. Approximately 13,500 cubic yards (CY) of fill would be placed east of Washington Boulevard and 22,500 CY would be placed west of Washington Boulevard to create the shoofly.

The temporary shoofly fill would be removed and material would be disposed at permitted soil disposal sites. Railroad slopes would be restored using the appropriate seed mix and in accordance with the project Storm Water Pollution Prevention Plan (SWPPP), and the drainages would be restored consistent with any permit conditions.

2.4.4 Bicycle Trail Improvements

Eight-foot-wide Class II striped on-street bike lanes would be constructed along both sides of Washington Boulevard within the limits of proposed road widening. In addition, a new 10-foot to 12-foot-wide Class I bike path would be constructed along the east side of Washington Boulevard beginning at a point approximately 150 south of Pleasant Grove Boulevard on the north to All-America City Boulevard on the south. This new Class I facility would replace the existing Class I bike path located approximately 100 feet east of Washington Boulevard between Diamond Oaks Road and Derek Place. This existing Class I path would be abandoned, and the existing pedestrian underpass filled and closed as part of Phase 2. A new 2,400-foot-long (0.45-mile), 10-foot-wide multiuse Class I bike path is also proposed on the west side of Washington Boulevard between Emerald Oaks Road and Kaseberg Drive; however, the construction of this path may be deferred beyond Phase 2 until additional construction funding is available.

To accommodate the Class I bike path, the recycling drop-off site on the east side of Washington Boulevard, north of All-America City Boulevard, would be either relocated, or the driveway would be modified.

All bike facilities would be enhanced with standard wayfinding signage and pavement makings to delineate proper user.

2.4.5 Floodplain, Water Quality, and Drainage Improvements

The lowering of Washington Boulevard under the Andora Underpass requires a variety of drainage and floodplain improvements because the low point of Washington Boulevard would be below the 100-year flood elevation. These improvements would include the following (shown in Figure 2-1):

- Regrading ditches and adding a drainage pump station to drain the Andora Underpass.
- Constructing a bioretention basin to treat existing stormwater and comply with current stormwater quality requirements (Water Quality Order No. 2013-0001-DWQ). The new bioretention basin would be used to treat stormwater runoff that originates from the

northern portion of the project and an area tributary to the intersection of Washington Boulevard and Pleasant Grove Boulevard. The bioretention basin (shown in Figure 2-1) would be constructed on the City-owned parcel bordered by Emerald Oaks Road, South Branch Pleasant Grove Creek, and Washington Boulevard. This parcel currently supports an open annual grassland. The basin would be created by excavation, construction of a berm along the east side of South Branch Pleasant Grove Creek, and placement of imported drain rock and sand-compost mix to support runoff retention, water quality treatment and specialized planting. Roadside water quality swales would be constructed as interim drainage improvements during Phase 1 road widening. The bioretention basin would be constructed during Phase 2 as part of the project's ultimate drainage and water quality improvements (discussed further in Section 2.5.6, *Project Schedule, Traffic Staging, and Construction Phasing*).

- Removing existing corrugated metal pipes and installing reinforced concrete pipe in four crossings of unnamed tributaries of Sierra View Tributary to support widening of Washington Boulevard.
- Replacing and extending two box culverts (Sierra View Tributary and South Branch Pleasant Grove Creek).

2.4.6 Traffic Signal and Intersection Improvements

A new traffic signal would be installed at the Washington Boulevard/Kaseberg Drive intersection. This signal would facilitate a safer bicyclist and pedestrian crossing of Kaseberg Drive and ease perceived safety concerns associated with left turns from eastbound Kaseberg Drive to northbound Washington Boulevard. In addition, the existing traffic signal at the Diamond Oaks Road/Washington Boulevard intersection would be modified to conform to the new four-lane roadway, and the existing traffic signal at the Pleasant Grove Boulevard/Washington Boulevard intersection would have signal re-timing only. Finally, the Washington Boulevard/Pleasant Grove Boulevard intersection would be regraded and improved as part of Phase 2 construction by lowering the intersection to conform to the new Washington Boulevard road elevation on the south, and an existing hump across Washington Boulevard would be removed.

2.4.7 Utility Relocations

The lowering of the roadway would necessitate relocation of City-owned sewer and water lines and underground telecommunication lines, and could require adjustments to underground Pacific Gas and Electric Company gas lines. These relocations would remain within existing right-of-way and retain essentially the existing alignments.

2.4.8 Sound Wall

Depending on future Phase 2 engineering design, a 6-foot-high sound wall may be constructed adjacent to one residential area to provide a buffer between the future road noise and the residences. The potential wall would be located on the eastern side of Washington Boulevard between Diamond Oaks Road and an existing concrete masonry wall just south of Pleasant Grove Boulevard.

2.5 Construction Approach

Construction of the proposed project would consist of the activities described below.

2.5.1 Equipment and Material Staging Areas

Potential equipment and material staging areas have been identified for the purpose of this analysis and are shown in Figure 2-1. The contractor would use City-owned areas within and outside the roadway right-of-way for staging. Open space and undeveloped areas on the west side of Washington Boulevard would be used to support shoofly construction. The bioretention basin area (designed General Open Space) would be used for staging activities on the east side of the tracks. During the Phase 2 road closure period, the roadway between Diamond Oaks and the UPRR tracks would be used for staging. The staging areas would be used for fueling and maintaining equipment (except within the City Open Space areas), as well as designated materials storage. Section 2.5.7, *Best Management Practices*, outlines the best management practices (BMPs) that would be implemented to minimize potential construction-related water quality impacts.

Should additional or alternative areas be needed for staging, the contractor would be directed to use previously disturbed or paved areas. All additional or alternative staging areas would be evaluated by the City to ensure that the staging area does not support sensitive environmental resources and that staging area use would not result in direct or indirect effects on environmental resources.

2.5.2 Construction Access and Traffic Control

Construction would temporarily affect traffic on Washington Boulevard and auxiliary streets. During Phase 2 construction, Washington Boulevard would be closed to vehicular traffic for up to 6 months. Vehicles would be rerouted on city streets. To accommodate the increased vehicular traffic on the detour route, the Foothills Boulevard/Junction Boulevard intersection would be temporarily restriped to add a second left-turn lane from southbound Foothills Boulevard to eastbound Junction Boulevard. Existing traffic signals would be temporarily modified to provide an adequate LOS during the construction period.

2.5.3 Railroad Shoofly Installation

To support the temporary shoofly, two temporary culverts would be installed within the Sierra View tributaries, one approximately 300 feet in length near Derek Place and one approximately 500 feet in length just prior to the confluence with South Branch Pleasant Grove Creek (shown in Figure 2-1). In addition, the South Branch Pleasant Grove Creek concrete box culvert (under the UPRR) would be extended. The existing concrete box culvert pedestrian undercrossing would be temporarily extended to maintain pedestrian access under the shoofly. After the culverts are installed, the shoofly fill material would be placed over the culverts.

Once the remaining earthwork was placed and compacted, imported material that is similar to roadway aggregate base would be placed along the length of the shoofly. Imported railroad rock ballast would be placed along with new track and ties starting approximately

500 feet from the beginning and 2,050 feet from the end of the shoofly. Approximately 500 feet of existing track and ties at the south end of the shoofly and 2,050 feet at the north end of the shoofly would be shifted to the shoofly alignment by UPRR employees. Once the shoofly is removed, the existing underpass and temporary extension of the pedestrian undercrossing would be removed or filled with cement slurry. The South Branch Pleasant Grove Creek concrete box culvert (under the UPRR) would be removed or, with UPRR approval, would remain in place.

Washington Boulevard would be open to traffic during the initial phases of shoofly construction and would remain open until all shoofly earthwork was completed outside the limits of the existing roadway. Washington Boulevard would then be closed to all vehicular traffic to complete the shoofly earthwork.

After the new Andora Underpass is completed, UPRR would shift the trains back to the existing track alignment and the shoofly, including rails and ties, would be removed. The earthen material occupying Washington Boulevard would be removed to allow the remaining part of the structure footings and abutment to be constructed. The final step in the clean-up phase would involve removing the temporary culverts and shoofly earthwork, restoring the existing ditches, hydroseeding slopes for controlling erosion, removing the temporary extension of the pedestrian undercrossing, and filling the existing pedestrian undercrossing with sand.

2.5.4 Earthwork

Grading

Grading would be allowed only as necessary to construct the proposed project within a designated work area. All grading activities would be evaluated for consistency with the City's Flood Damage Prevention ordinance (City of Roseville Municipal Code Chapter 9.80). Waste soils or other solid debris from project construction would be kept out of wetlands and drainages by implementing construction BMPs specified in the SWPPP.

Material Excavation and Onsite Use

Construction of the proposed project would require the excavation of approximately 63,000 CY of soil from the site, including 850 CY of concrete associated with the Andora Underpass concrete abutments. An estimated 29,000 CY of this material would be used to construct the temporary shoofly, which would then be removed and disposed of at an approved site.

2.5.5 Stream Dewatering

Dewatering may be necessary in Sierra View Tributary, South Branch Pleasant Grove Creek, and associated tributaries that contain water during the construction period. Most of the streams receive irrigation runoff during the summer construction period and natural rainfall flows during winter months. The construction contractor may choose one of the following dewatering methods, depending on the amount of water present in the stream during installation of the new permanent and temporary culverts:

- Contractor constructs a temporary dam in the stream and places a temporary culvert to allow the water to flow past the work zone. Pumping would not be used. The temporary culvert would be removed after the new culvert is in place and prior to backfilling.
- Contractor places a pump and pumps water into a detention basin that is constructed with permeable rock pursuant to standard BMP methods. The pump would be on the upstream side and the discharge on the downstream side. A pump would allow the contractor to locate the discharge pipe and discharge point at a location of the contractor's choosing, keeping the discharge pipe out of the work zone.

2.5.6 Project Schedule, Traffic Staging, and Construction Phasing

Under the current funding assumptions, project construction would begin during 2020 and be completed in two phases which, combined, would require approximately 21 months to complete. Phase 1 is expected to take 8 months and would involve all proposed road widening except at the Andora Undercrossing, signal and intersection improvements, Class I bike trail construction on the east side of Washington Boulevard, and interim drainage improvements. Phase 2 is expected to take 13 months and would involve UPRR temporary shoe fly installation and removal, Andora Underpass widening and related Class I trail improvements, regrading at the Washington Boulevard/Pleasant Grove Boulevard intersection, sound wall construction, and final drainage improvements. Depending on funding availability, Phase 2 may also include the Class I bike trail on the west side of Washington Boulevard.

During Phase 1, Washington Boulevard would be widened primarily along the east side of the existing road. Phase 1 construction would be fairly standard with no offsite temporary detours or lane restriping proposed. The traveling public would be subject to temporary lane reductions or lane shifting within the limits of the construction zone; however, Washington Boulevard would remain open throughout Phase 1 construction.

During Phase 2, the travelling public would observe the following three major stages of change to road use and traffic flow:

- Stage 1 – During the closure of Washington Boulevard to public traffic. All vehicle traffic would be detoured. Pedestrians would use the existing multiuse path and temporary culvert extension under the shoofly. Duration of 5 to 6 months.
- Stage 2 – After UPRR returns to the existing track alignment and the new structure is partially complete. Washington Boulevard traffic at the Andora Underpass would be restored for one lane in each direction. Daytime travel time delays may occur. Duration of 2 to 3 months.
- Stage 3 – Completion of the remaining roadway, structure and landscaping/erosion control. Remaining two lanes would be opened to traffic. No travel time delays are expected. Duration of 1 to 2 months.

Table 2-1 identifies the major construction tasks by phase and associated activities proposed for the project. The phases shown in Table 2-1 are preliminary and may change based on available funding, transportation improvement needs, and other considerations.

Construction activities associated with project components would generally occur Monday through Friday between 7:00 a.m. and 7:00 p.m., and Saturday and Sunday from 8:00 a.m. to 8:00 p.m.

Table 2-1. Project Construction Phases and Associated Activities

Phase 1 – Road Widening, Bike and Pedestrian Improvements	
Task	Activity
Task 1 – Preconstruction activities	Establish and clear staging areas and access road. Mobilize equipment and materials. Install environmental sensitive fencing and employ BMPs.
Task 2 – Grading and vegetation removal	Clear vegetation from work area. Conduct initial grading activities.
Task 3 – Construct eastern half of Washington Boulevard	Construct curb, sidewalk, and erosion control drainage facilities; lay aggregate base and pave.
Task 4 – Open Washington Boulevard to four lanes of traffic	Clean up, demobilize, open roadway.
Phase 2 - UPRR Andora Underpass Widening	
Task 1 – Begin shoofly installation (Washington Boulevard open to traffic)	Import fill and begin building shoofly. Restripe the Foothills Boulevard/Junction Boulevard intersection.
Task 2 – Complete shoofly and shift UPRR alignment	Close Washington Boulevard, complete earthwork, and place ties and track. UPRR shifts trains to shoofly.
Task 3 – Remove Andora Underpass	Place temporary shoring and remove existing concrete bridge.
Task 4 – Construct eastern half of Andora Underpass and Washington Boulevard	Drill foundation piles, place concrete footings and columns, install steel bridge girders, and install new track. Construct curb, sidewalk, and drainage facilities; lay aggregate base and pave.
Task 5 – Shift UPRR to new structure, remove shoofly, and construct western half of Andora Underpass	UPRR shifts trains to new structure. Remove shoofly and temporary shoring, drill foundation piles, and place concrete footings. Construct remaining curb, sidewalk, and drainage facilities; lay aggregate base and pave.
Task 6 – Open Washington Boulevard to four lanes of traffic in each direction and close existing pedestrian underpass	Complete structure abutments, roadway grading, and paving. Restore striping at Foothills Boulevard/Junction Boulevard intersection.
Task 7 – Finish Andora Underpass and open roadway	Complete sidewalks and erosion control, and demobilize.

2.5.7 Best Management Practices

Water quality measures (stormwater management measures and BMPs) would be implemented as part of the project to minimize potential water quality impacts during construction, operation, and maintenance of the project. Key management measures consist of the following:

- Protect areas that provide important water quality benefits or are particularly susceptible to erosion or sediment loss.
- Minimize the potential for erosion by limiting land disturbances such as clearing, grading, and cut and fill.
- Limit disturbance of natural drainage features and vegetation.
- Prepare and implement an approved SWPPP.
- Ensure proper storage and disposal of toxic material.
- Incorporate pollution prevention into operation and maintenance procedures to reduce pollutant loadings to surface runoff.

Construction BMPs

The City and its contractor will implement construction BMPs to avoid and minimize impacts on sensitive biological, cultural, and water resources. Implementation of the SWPPP, the Erosion Control Plan, the National Pollutant Discharge Elimination System (NPDES) permit, and the BMPs will minimize the potential for construction-related surface water pollution and ensure that water quality in waterways will not be compromised by erosion and sedimentation during construction. Any water diversion structures will be installed in accordance with the provisions outlined in the California Department of Transportation *Construction Site Best Management Practices for Clear Water Diversion* (Fact Sheet NS-5).

Temporary Fencing. The City's contractor will install construction barrier fencing (including sediment fencing and straw wattles) to prevent contaminants and debris from entering waterways. Before construction begins, the City or its contractor will identify the locations for the barrier fencing and mark those locations with stakes or flagging.

SWPPP. A SWPPP will be implemented as part of the NPDES Permit and a General Construction Activity Storm Water Permit to minimize the potential for sediments or contaminants to enter waterways.

Equipment. The City will comply with applicable stormwater ordinances, stormwater management plans, and BMPs to prevent or minimize the potential release of equipment-related petroleum contaminants into surface waters and groundwater. Implementation of standard construction procedures and precautions for working with petroleum and construction chemicals will further ensure that the impacts related to chemical handling during project construction will be minor.

Hazardous Materials. The City will implement appropriate hazardous material management practices and other good housekeeping measures to reduce the potential for chemical spills or releases of contaminants, including any non-stormwater discharge to drainage channels.

Implementation of these measures will minimize the potential for surface and groundwater contamination.

Erosion Control. The project design will incorporate permanent erosion control elements to ensure that stormwater runoff does not cause soil erosion. Erosion and sediment control plans will comply with the City's Grading Ordinance, which requires reducing erosion and retaining sediment onsite.

Toxic Materials Control and Spill Response Plan. The following measures will be incorporated into the plan and implemented to avoid or minimize the risk of spills or discharges of toxic materials into waterways.

- Prepare a hazardous material spill prevention, control, and countermeasure plan (SPCC) before construction that will be implemented during construction.
- Prevent raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life from contaminating the soil or entering waterways.
- Prevent discharge of drilling mud and fluids into the waterways by using appropriate containment, disposal, and storage methods.
- Prevent discharge of turbid water or sediment-laden runoff to waterways by using sediment filters, diverting the water to a settling tank, and/or implementing other erosion and water quality control BMPs to ensure compliance with water quality requirements prior to discharging water back to the waterways.
- Clean up all spills immediately according to the SPCC.
- Provide areas located outside the ordinary high water mark for staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants.
- Remove vehicles from the normal high-water area before refueling and lubricating to prevent contaminants from being discharged to the waterways during storm runoff. Contaminated water would be pumped to a holding tank for proper disposal.
- Prevent hazardous materials from entering waters. The construction contractor will notify the City Fire Department if evidence of soil or groundwater contamination is encountered during construction activities. Construction in that area will be halted until the Fire Department has evaluated the find and remediation is completed, if necessary.

Traffic Management Plan

The City will require the construction contractor to implement a traffic management plan (TMP), including a construction schedule and plan to meet the City's notice procedures, before construction activities are initiated. This plan will identify general methods by which construction activities will be managed to minimize substantial delays to traffic. The plan will incorporate the following guidance and components provided in the *Final Transportation Study for the Washington /Andora Widening Project* (Fehr & Peers 2018) (Appendix B).

Communication: Develop and implement a public information campaign that describes the duration of the street closure and recommends alternative routes. Particular attention will be placed on special events (e.g., school graduations or Placer County Fairgrounds events) that may attract unfamiliar users to the City's roadway system. The City is currently doing public outreach and will continue the outreach program throughout the various phases of the project.

Demolition and Construction: Describe and analyze the number of employees and their site parking areas, and the number of trucks, their routing and staging, and operating hours.

Wayfinding: Position and operate changeable message sign (CMS) trailers at strategic locations to advise motorists of the street closure and suggest alternate routes.

Traffic Operations: To offset the adverse LOS and delay effects of Phase 2 construction, modify impacted intersections as follows (refer to discussion on following page for details):

- Foothills Boulevard/Pleasant Grove Boulevard – Modify signal timing in response to changing travel demand.
- Foothills Boulevard/Junction Boulevard – Modify intersection to add a second southbound left-turn lane.

Bicycle/Pedestrian Travel: Close the multiuse path to all travelers during periods in which construction activity could pose safety concerns to those users. Advertise multiuse path closures in advance and suggest alternate routes.

Emergency Vehicle Response: The City Police and Fire Departments will coordinate with the Public Works Department to ensure that all potential effects of the closure have been addressed, including emergency vehicle routing (this includes ensuring road shoulder emergency vehicle access to Kaseberg Drive at all times, and in particular during any Alternative 1 road closure), temporary changes in fire station servicing areas, and emergency vehicle pre-emption at signalized intersections.

Monitoring: The construction TMP will include a monitoring program of daily traffic volumes and speeds on Diamond Oaks Road east of Washington Boulevard. The TMP will describe the frequency of monitoring and establish maximum acceptable thresholds for changes in operations above which a series of temporary traffic calming measures, such as temporary speed humps, enhanced enforcement, and other measures, may be considered.

The following performance standards will be met at all times during construction:

- Diamond Oaks Road east of Washington Boulevard experiences no more than a 2,000 average daily traffic increase over existing volumes.
- The median vehicular travel speed on Diamond Oaks Road east of Washington Boulevard increases by no more than 10% over existing conditions.
- Traffic signal timings at the Washington Boulevard/Pleasant Grove Boulevard and Washington Boulevard/Junction Boulevard intersections are adjusted in response to the change in travel demand.
- Construction-related trucks access the work site via Washington Boulevard, and not adjacent neighborhood streets.

- The combination of public outreach and CMS trailers enables the general public to be aware of construction-related street closures and to select alternate routes.
- Public transit and emergency provider service times are not adversely affected, based on the performance standards used by those entities.
- The multiuse path remains open and free of debris during periods in which construction operation does not pose any safety hazards to the facility.

Noise Control Measures

The following measures will be incorporated into the construction specifications for the proposed project to reduce and control noise generated by construction-related activities, consistent with City ordinances and standards:

- Noise-generating construction activities from the City's construction contractor will be restricted consistent with the City's Noise ordinance (Monday through Friday from 7:00 a.m. to 7:00 p.m., and Saturday and Sunday from 8:00 a.m. to 8:00 p.m.).
- All construction equipment will have sound-control devices no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.
- Appropriate additional noise-reducing measures will be implemented, including the following: stationary construction equipment will be located as far as possible from sensitive uses; sensitive uses will be identified on construction drawings; and excessive equipment idling will be prohibited when the equipment is not in use.

Hazards and Hazardous Materials Measures

The construction documents will identify materials that are considered hazardous. The project contractor will be required to develop a Health and Safety Plan (prepared by a registered industrial hygienist) that addresses release prevention measures; employee training, notification, and evacuation procedures; and adequate emergency response protocols and cleanup procedures.

The contractor will comply with the California Occupational Safety and Health Administration standards for the storage and handling of fuels, flammable materials, and common construction-related hazardous materials and for fire prevention (California Labor Code, Division 5, Chapter 2.5).

City of Roseville Mitigating Ordinances, Guidelines, and Standards

As part of the proposed project, the City will implement the following regulations and ordinances to reduce potential environmental impacts associated with the project.

- Noise Regulation (Roseville Municipal Code [RMC] Ch.9.24).
- Urban Stormwater Quality Management and Discharge Control Ordinance (RMC Ch.14.20).
- Stormwater Quality Design Manual (Resolution 07-432).
- City of Roseville Design and Construction Standards (Resolution 07-137).

- Community Design Guidelines (Resolution 95-347).
- Tree Ordinance (RMC Ch. 19.66).

2.6 Project Alternatives

After extensive engineering and traffic analysis efforts, and review and screening of design concepts, two build alternatives (the proposed project and Alternative 1) surfaced for consideration and analysis that would meet the project's purpose and need and objectives. The proposed project and Alternative 1 involve the same project components described above. The primary differences between the proposed project and Alternative 1 are the construction access and traffic diversion options, and the associated staging and duration of construction (the proposed project involves complete road closure) and rerouting of traffic during Phase 2 for a period of 5 to 6 months and an estimated construction duration of 13 months; Alternative 1 would leave one lane open during construction and would require an estimated 20 to 24 months of construction. Alternative 2 is the No Project alternative.

2.6.1 Alternative 1 (One Lane Closure during Construction)

Alternative 1 is designed to satisfy the project objectives identified in Section 2.3, *Project Purpose, Need, and Objectives*, while reducing traffic impacts associated with the project. The alignment and associated project components (described under Section 2.4, *Proposed Project Components*) of Alternative 1 are the same as described for the proposed project and involve the same improvements to Washington Boulevard; however, Alternative 1 differs in its construction approach, including traffic diversion and schedule. The primary difference from the proposed project is that it would leave one lane open during construction and would require an estimated 20 to 24 months to construct because a temporary railroad bridge over Washington Boulevard would be required to maintain train traffic.

Under Alternative 1, Washington Boulevard vehicular traffic would be allowed to pass through the project site under the control of one-way flagging operations during some of the construction phases. However, the travelling public would still be significantly delayed during construction under Alternative 1 because maintaining two lanes of traffic flow during most of the construction period would be impossible; therefore, more than half of the normal traffic would use an alternative route.

2.6.2 Alternative 2 (No Project)

The No Project alternative would not involve any improvements to Washington Boulevard. The existing roadway and Andora Underpass would remain in their current state.

2.6.3 Alternatives Considered but Eliminated from Further Discussion

CEQA requires any potential alternatives that were considered, but not carried forth for analysis, to be identified in the EIR. The City and project engineers considered an option of accelerated Andora bridge construction. This alternative construction method would involve the contractor building the Andora bridge without a shoofly and would allow construction to occur in a shorter time period (1 week to 2 months depending on the type of bridge aesthetics used). Without the shoofly, the UPRR track would need to be shut down during this construction period. This alternative construction method was rejected as infeasible because UPRR would not allow for any extended track shutdown periods. UPRR requires continuous access to this track because it carries both freight and Amtrak passenger trains. Also, UPRR would not identify specific, guaranteed contractor time periods when UPRR would allow work within 25 feet of the track because daily schedules for freight trains vary weekly. In addition, UPRR would not grant permission to detour trains to other UPRR tracks for any duration. For these reasons, this alternative construction approach of accelerated bridge construction was eliminated from consideration and is not evaluated in this document.

2.7 Project Approvals

CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Title 14 Section 15000 et seq.) require all state and local government agencies to consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. The City is the project proponent and the state lead agency under CEQA.

The following City approvals are anticipated for the proposed project.

- Certification of EIR—Roseville City Council.
- Project approval—Roseville City Council.

In addition to City approvals, a variety of state and federal agencies would be involved in issuing permits and approvals for the proposed project. Table 2-2 identifies the permits that would likely be required to construct the project.

Table 2-2. Permits and Approvals Needed for the Proposed Project

Agency	Permit/Approval	Status
U.S. Army Corps of Engineers	Clean Water Act Section 404 authorization for fill of waters of the United States and coordination to receive approval to work in the preserve open space area	In Process
U.S. Fish and Wildlife Service	Biological Opinion	In Process
Federal Emergency Management Agency	Conditional Letter of Map Revision/Letter of Map Revision	Not yet initiated
California Department of Fish and Wildlife	Section 1602 of the California Fish and Game Code – Lake or Streambed Alteration Agreement	Not yet initiated
Central Valley Regional Water Quality Control Board	Clean Water Act Section 401 Water Quality Certification	Not yet initiated
State Water Resources Control Board	Clean Water Act Section 402 coverage under the National Pollutant Discharge Elimination System Permit (Order No. 00-06-DWQ)	Not yet initiated
Placer County Air Pollution Control District	Formal notification prior to construction	Not yet initiated
California Department of Transportation (on behalf of Federal Highway Administration)	National Environmental Policy Act Categorical Exclusion	In Process

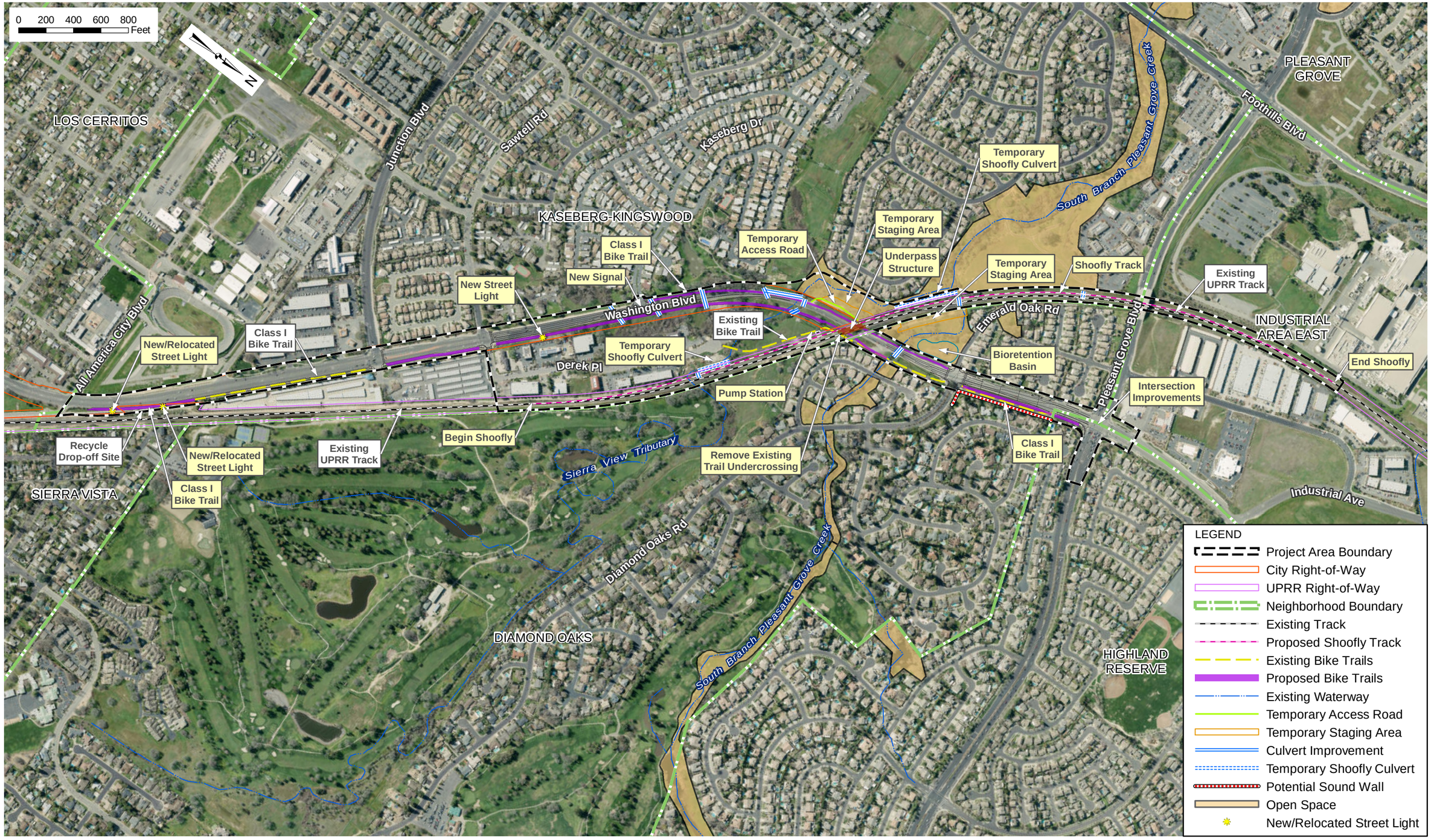
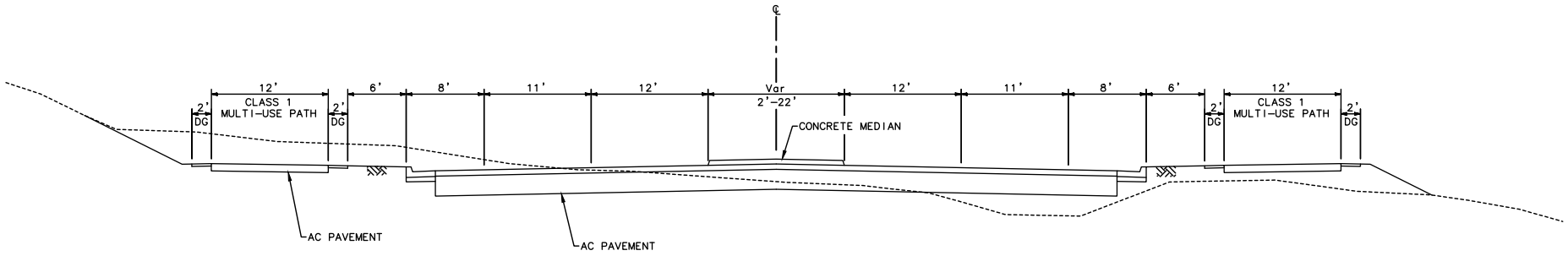


Figure 2-1
Project Components



Source: Mark Thomas 2018.

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Figure 2-2
Typical Section

Chapter 3
Impact Analysis

This chapter provides environmental analyses of the physical impacts that could result from implementation of the project. The chapter is organized into separate sections for each resource analyzed, as listed below. Each resource section provides a description of the environmental and regulatory setting, significance criteria and methodology used in the impact analysis, and the potential impacts and required mitigation measures.

This chapter is organized into the following sections.

- 3.1, Aesthetics
- 3.2, Agricultural and Forestry Resources
- 3.3, Air Quality
- 3.4, Biological Resources
- 3.5, Cultural and Tribal Resources
- 3.6, Geology and Soils
- 3.7, Greenhouse Gas Emissions
- 3.8, Hazards and Hazardous Materials
- 3.9, Hydrology and Water Quality
- 3.10, Land Use and Planning
- 3.11, Mineral Resources
- 3.12, Noise
- 3.13, Population and Housing
- 3.14, Public Services
- 3.15, Recreation
- 3.16, Transportation/Traffic
- 3.17, Utilities and Service Systems

Terminology Used in the EIR

This draft EIR uses the following terminology to describe environmental effects of the project.

Less-than-Significant Impact: A project impact is considered less than significant if it would not exceed the threshold of significance and, therefore, would not cause a substantial adverse change in the environment. No mitigation is required for a less-than-significant impact.

Potentially Significant Impact: A potentially significant impact is an environmental effect that may cause a substantial adverse change in the environment; however, additional information is needed regarding the extent of the impact. For CEQA purposes, a potentially significant impact is treated as if it were a significant impact.

Significant Impact: A project impact is considered significant if it would result in a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by the evaluation of project effects in the context of specified thresholds of significance. Where feasible, mitigation measures or project alternatives are identified to reduce these effects on the environment.

Significant and Unavoidable Impact: A project impact is considered significant and unavoidable if it would result in a substantial adverse change in the environment that cannot be feasibly avoided or mitigated to a less-than-significant level if the project is implemented. If a lead agency proposes to approved a project with significant and unavoidable impacts, the agency must adopt a statement of overriding considerations to explain its actions (State CEQA Guidelines Section 15093[b]).

Cumulative impact: Under State CEQA Guidelines Section 15355, "*cumulative impacts* refer to two or more individual effects which, which considered together, are considerable or which compound or increase other environmental impacts." Furthermore, State CEQA Guidelines Section 15130(a) requires that cumulative impacts be discussed when the "project's increment effect is cumulative considerable … [or] … provide a basis for concluding that the incremental effect is not cumulatively considerable."

Mitigation Measures: Mitigation measures are identified, where feasible, to avoid, minimize, rectify, reduce, or compensate for significant or potentially significant impacts of the project, in accordance with State CEQA Guidelines Section 15126.4

Format of the Environmental Analysis

Each section in this chapter begins with a description of the project environmental setting and regulatory setting as they pertain to the particular resource or topic. The environmental setting serves as the baseline, which provides a reference point for assessing the environmental impacts of the proposed project and the alternative, and for determining the significance of those impacts. The setting description in each section is followed by a discussion of impacts and mitigation. The impact and mitigation portion of each section contains impact statements, which are prefaced by a number in boldface type. An explanation of each impact and an analysis of its significance follow each impact statement. All mitigation measures pertinent to each individual impact follow the impact statement and discussion. The degree to which the identified mitigation measures would reduce the impact also is described.

Environmental Setting: This subsection describes the existing environmental conditions on the proposed project site and surrounding area, in accordance with State CEQA Guidelines Section 15125. The discussions of the environmental setting focus on information relevant to the resource topic under evaluation. The extent of the environmental setting area (the project study area) may differ among resources, depending on the nature of the impacts.

For example, air quality impacts are assessed for the air basin, whereas cultural resource impacts are assessed for only the project site.

Regulatory Setting: The subsection presents information on the laws, regulations, plans, and policies that relate to the resource topic. Regulations originating from the local, state, and federal levels are discussed.

Impacts: This subsection identifies the thresholds of significance used to determine the level of significance of the environmental impacts for each resource topic, describes environmental impacts and where significant or potentially significant impacts would result, and presents feasible mitigation measures. Key methods and assumptions used to frame and conduct the impact analysis, as well as issues or potential impacts not discussed further (such issues for which the project would have no impact) also are described.

After extensive engineering and traffic analysis, and review and screening of design concepts, the City identified the proposed project and Alternative 1 as two potential build alternatives that meet the project's purpose and need objectives. The proposed project and Alternative 1 are described in Chapter 2, *Project Description*, and both are analyzed in the Impacts subsection of each resource section in this chapter. Consequently, this EIR provides "project level" CEQA clearance for either the proposed project or Alternative 1.

Project impacts are organized numerically in each section (e.g., Impact AQ-1, Impact AQ-2, Impact AQ-3, and so on). The analysis of each impact begins with an impact summary table. The top of the table identifies the impact number and title in **boldface** type. This is followed by a summary of applicable policies and regulations, the impact significance with application of policies and regulations, recommended mitigation measures, and finally the impact significance after mitigation. An example of this format is shown below.

Impact AQ-1	**Impact title**
Applicable Policies and Regulations	List of applicable policies
Significance with Policies and Regulations	Proposed Project: Potentially Significant Alternative 1: Potentially Significant
Mitigation Measures	Proposed Project and Alternative 1: Mitigation Measure AQ-1.1 : Mitigation measure title Mitigation Measure AQ-1.2: Mitigation measure title
Significance after Mitigation	Proposed Project: Less than Significant with Mitigation Alternative 1: Less than Significant with Mitigation

The discussion that follows the impact summary table contains the substantial evidence supporting the impact analysis and significance conclusion. If necessary, mitigation measures are recommended to reduce potentially significant or significant impacts to less-than-significant levels, as feasible, and the significance of the impact after implementation of mitigation is described. Mitigation measure numbering corresponds to the impact that the measures would address. Unless otherwise stated in the impact summary table or discussion that follows, recommended mitigation measures apply to both project phases.

Proposed Project

The most detailed impact discussion is presented first for the proposed project. Each impact discussion contains substantial evidence supporting the significance conclusion.

Alternative 1

Substantial evidence supporting the impact conclusion for Alternative 1 is presented.

3.1 Aesthetics

This section identifies and evaluates issues related to visual resources in the project area. Section 3.1.2, *Environmental Setting*, describes the current visual setting of the project area to establish the existing environmental context against which the reader can then understand the environmental changes caused by the proposed project. The environmental changes associated with the proposed project are discussed in Section 3.1.3, *Environmental Impacts*, which identifies impacts, describes how they would result, and specifies a mitigation measure to reduce significant impacts.

No comments related to aesthetics were received in response to the Notice of Preparation.

Concepts and Terminology

Identifying a project area's visual resources and conditions involves three steps.

1. Objective identification of the visual features (visual resources) of the landscape.
2. Assessment of the character and quality of those resources relative to overall regional visual character.
3. Determination of the importance to people, or *sensitivity*, of views of visual resources in the landscape.

The aesthetic value of an area is a measure of its visual character and quality, combined with the viewer response to the area (Federal Highway Administration 2015). Visual quality can best be described as the relative worth of a landscape based on the overall impression that an individual viewer retains after driving through, walking through, or flying over an area (U.S. Bureau of Land Management 1984). Viewer response is a combination of viewer exposure and viewer sensitivity. Viewer exposure is a function of the number of viewers, number of views seen, distance of the viewers, and viewing duration. Viewer sensitivity relates to the extent of the public's concern for a particular viewshed. These terms and criteria are described in detail below.

Visual Character

Natural and artificial landscape features contribute to the visual character of an area or view. Visual character is influenced by geologic, hydrologic, botanical, wildlife, recreational, and urban features. Urban features include those associated with landscape settlements and development, including roads, utilities, structures, earthworks, and the results of other human activities. The perception of visual character can vary significantly seasonally, even hourly, as weather, light, shadow, and elements that compose the viewshed change. The basic components used to describe visual character for most visual assessments are the elements of form, line, color, and texture of the landscape features (U.S. Forest Service 1995; Federal Highway Administration 2015). The appearance of the landscape is described in terms of the dominance of each of these components.

Visual Quality

Visual quality is evaluated using the well-established approach to visual analysis adopted by the Federal Highway Administration (FHWA), employing the concepts of vividness, intactness, and unity (Federal Highway Administration 1988; Jones et al. 1975), which are described below.

- Vividness is the visual power or memorability of landscape components as they combine in striking and distinctive visual patterns.
- Intactness is the visual integrity of the natural and human-built landscape and its freedom from encroaching elements; this factor can be present in well-kept urban and rural landscapes, and in natural settings.
- Unity is the visual coherence and compositional harmony of the landscape considered as a whole; it frequently attests to the careful design of individual components in the landscape.

Visual quality is evaluated based on the relative degree of vividness, intactness, and unity, as modified by its visual sensitivity. High-quality views are highly vivid, relatively intact, and exhibit a high degree of visual unity. Low-quality views lack vividness, are not visually intact, and possess a low degree of visual unity.

Visual Exposure and Sensitivity

The measure of the quality of a view must be tempered by the overall sensitivity of the viewer. Sensitivity levels are a measure of public concern for scenic quality (U.S. Bureau of Land Management 1984). Viewer sensitivity or concern is based on the visibility of resources in the landscape, proximity of viewers to the visual resource, elevation of viewers relative to the visual resource, frequency and duration of views, number of viewers, and types and expectations of individuals and viewer groups.

The importance of a view is related in part to the position of the viewer to the resource; therefore, visibility and visual dominance of landscape elements depend on their placement within the viewshed. A viewshed is defined as all of the surface area visible from a particular location (e.g., an overlook) or sequence of locations (e.g., a roadway or trail) (Federal Highway Administration 1988). To identify the importance of views of a resource, a viewshed must be broken into distance zones of foreground, middle ground, and background. Generally, the closer a resource is to the viewer, the more dominant it is and the greater its importance to the viewer. Although distance zones in a viewshed may vary between different geographic regions or types of terrain, the standard foreground zone is 0.25–0.5 mile from the viewer, the middle ground zone is 3–5 miles from the viewer, and the background zone is from the middle ground zone to infinity (Litton 1968).

Visual sensitivity depends on the number and type of viewers and the frequency and duration of views. Visual sensitivity is also modified by viewer activity, awareness, and visual expectations in relation to the number of viewers and viewing duration. For example, visual sensitivity is generally higher for views seen by people who are driving for pleasure; people engaging in recreational activities such as hiking, biking or camping; and homeowners. Sensitivity tends to be lower for views seen by people driving to and from work or as part of

their work (U.S. Forest Service 1995; Federal Highway Administration 1988; U.S. Soil Conservation Service 1978). Commuters and non-recreational travelers generally have fleeting views and tend to focus on commute traffic, not on surrounding scenery; therefore, they are generally considered to have low visual sensitivity. Residential viewers typically have extended viewing periods and are concerned about changes in the views from their homes; therefore, they are generally considered to have high visual sensitivity. Viewers using recreation trails and areas, scenic highways, and scenic overlooks are usually assessed as having high visual sensitivity.

Judgments of visual quality and viewer response must be made in the context of a regional frame of reference (U.S. Soil Conservation Service 1978). The same landform or visual resource appearing in different geographic areas could have a different degree of visual quality and sensitivity in each setting. For example, a small hill may be a significant visual element on a flat landscape but have very little significance in mountainous terrain.

3.1.1 Existing Conditions

Regulatory Setting

This section summarizes federal, state, and local regulations related to aesthetic resources that are applicable to the proposed project.

Federal

There are no federally designated National Scenic Byways in the project vicinity (Federal Highway Administration 2017).

State

The project site is not located near a state scenic highway or other designated scenic corridor (California Department of Transportation 2017).

Local

City's General Plan 2035

The City's General Plan 2035 does not designate any scenic roads or resources (City of Roseville 2016a). The general plan contains the following aesthetics-related policies.

Land Use Element

Community Form Policy 5. Where feasible, improve existing development areas to create better pedestrian and transit accessibility.

Community Design Goal 1. Achieve a consistent level of high quality aesthetic and functional design through the development of, and adherence to, superior design concepts and principles as defined in the Community Design Guidelines.

Community Design Policy 1. Through the design review process, apply design standards that promote the use of high quality building materials, architectural and site designs, landscaping signage, and amenities.

Open Space and Conservation Element

Vegetation and Wildlife Goal 2. Maintain healthy and well-managed habitat areas in conjunction with one another, maximizing the potential for compatible open space, recreation, and visual experiences.

3.1.2 Environmental Setting

Regional Character

The project region lies in the transition zone between the flat Sacramento Valley and the Sierra Nevada and Lake Tahoe region in northern California, in western Placer County. The rolling Sierra Nevada foothills largely comprise the easternmost portion of the region. The westernmost portion of the region primarily consists of agricultural and suburban land uses, with the urban core of Sacramento located in the southwestern portion of the region. The landscape pattern is influenced by development sprawling from existing city cores and the major roadways, such as State Route (SR) 65, SR 70, Interstate 80, U.S. Route 50, SR 99, and Interstate 5. This portion of the county primarily supports agricultural, open space, and developed land uses that are located at the base of the foothills. Urban areas include Lincoln, Roseville, and Rocklin. In addition to numerous creeks and streams, major water bodies in the region that are outside of the immediate project vicinity include Dry Creek, Auburn Ravine, Pleasant Grove Creek, Folsom Lake, and the American River. Sierra View Tributary and South Branch Pleasant Grove Creek run through the project area.

Vicinity Character

The project is within the city of Roseville. The immediate project area is characterized by flat to gently sloping terrain. Development, transportation infrastructure, and mature trees and shrubs prevent distant views of the Sierra Nevada to the east. The land uses within the project corridor are primarily commercial and residential, intermixed with open space. The southern end of the project area is surrounded by commercial development to the east and residential areas to the west. Residential development is present on both sides of Washington Boulevard between the Andora Underpass and Pleasant Grove Boulevard. The Diamond Oaks and Kaseberg-Kingswood neighborhoods are adjacent to the central and northern portions of the project area. There are open space/recreational land uses (e.g., Diamond Oaks Golf Course, Sierra View Country Club, Nelson Park) nearby, as well as open space lands immediately west of the Andora Underpass.

Transportation facilities are a dominant visual feature in the project vicinity and include major roadways such as Washington Boulevard and Pleasant Grove Boulevard, as well the UPRR and the Andora Underpass. A Class I (off-street) bike path along the east side of Washington Boulevard connects Diamond Oaks Road to Derek Place. South Branch Pleasant Grove Creek bisects the project area from east to west.

The project corridor is defined as the area of land that is visible from, adjacent to, and outside the roadway right-of-way (ROW), and is determined by topography, vegetation, and viewing distance. The project vicinity consists of commercial, residential, and open space lands that abut the project area. The majority of the project area along Washington Boulevard is flat except where the road slopes down and passes beneath the Andora

Underpass. The surrounding development, vegetation, transportation facilities, and sloping terrain prevent background views.

Washington Boulevard has street lighting along the west side of the roadway except for the section between the Andora bridge and Diamond Oaks Drive. North of Sawtell Road there is no lighting along the east side of the roadway except for the lighting at the signalized intersections of Washington Boulevard at Pleasant Grove Boulevard and at Diamond Oaks Drive. There is lighting immediately north of the project area. South of Sawtell Road street lighting exists on both sides of Washington Boulevard and at the intersections of Washington Boulevard and Junction, Corporation Yard Road, and All-America City Boulevard. Both the Washington Boulevard tunnel and bike path tunnel under the UPRR line are lit for safety. Other artificial light in the project area comes from interior and outdoor lighting associated with residential and commercial development, parking lot lighting, and vehicle headlights on local streets.

Existing Viewer Groups and Viewer Responses

Existing viewer groups that would be affected by the proposed project include neighbors (people with views to the road), roadway users (people with views from the road), and pedestrians (people walking or biking on the bike paths). It is anticipated that the average response of all viewer groups would be moderately high.

Neighbors

Neighbors consist of suburban residents, employees and patrons at nearby businesses, and people using nearby parks and recreation facilities. Neighbors also include roadway users connecting to the project corridor from local roadways. Residents and business occupants are considered to have high visual sensitivity because although they are accustomed to views of the existing roadway and passing traffic, they generally view the project site for an extended period, are likely to have a high sense of ownership over local views, and are more likely to be affected by changes in the views from their homes or businesses than business patrons or employees. Business patrons and employees are likely to have moderately low visual sensitivity due to their intermittent and limited views of the project area seen while generally more focused on working or visiting the commercial uses. Recreationists are considered to have moderate visual sensitivity because although they tend to highly value views in designated recreation areas and could be exposed to these views for extended periods, their views of the project alignment would be limited.

Roadway Users

Roadway users include local commuters traveling to and from work, shoppers, recreational travelers, and local residents of the neighborhood surrounding Washington Boulevard who travel at speeds ranging from a stop to approximately 45 miles per hour (the posted speed limit). Depending on speed, drivers and passengers are able to take in brief to longer views of the scenery around them. Commuters generally have fleeting views and tend to focus on commute traffic rather than surrounding scenery, while local residents have higher sensitivity to changes in their neighborhood. Therefore, roadway users are considered to have moderately high visual sensitivity.

Pedestrians and Bicyclists

Pedestrians and bicyclists include local residents utilizing the dedicated bike trail, most likely for walking and biking to school, as well as for recreational purposes. Pedestrians and bicyclists are able to take in long views of their surroundings and therefore are considered to have high visual sensitivity.

3.1.3 Environmental Impacts

This section describes the CEQA impact analysis relating to visual resources for the proposed project. It describes the methods used to determine the project's potential impacts and lists the criteria thresholds used to conclude whether an impact would be significant. Because evaluating visual impacts is inherently subjective, federal and professional standards of visual assessment methodology have been used to determine potential impacts on aesthetic values of the project vicinity. A measure to mitigate (avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompanies each impact discussion, where applicable.

Methods for Analysis

Two main variables determine visual impacts: resource change and viewer response. Resource change refers to the evaluation of the visual character and the visual quality of the visual resources that comprise the project corridor before and after construction of a proposed project. Viewer response refers to the response of viewers to changes in their visual environment. Visual impacts are determined by assessing changes to the visual resources and predicting viewer response to those changes.

Using the concepts and terminology described at the beginning of this section, and criteria for determining significance described below, the analysis of the visual effects of the project is based on the following.

- Evaluation of regional and local visual context.
- Review of project construction drawings.
- Review of the proposed project in regard to compliance with state and local ordinances and regulations and professional standards pertaining to visual quality.

This section was prepared using information from the *Visual Impact Assessment* (VIA) technical report prepared for this project (ICF 2017). The VIA assesses potential visual impacts of the proposed project based on guidance outlined in the *Guidelines for the Visual Impact Assessment of Highway Projects* published by the FHWA (Federal Highway Administration 2015).

Determination of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant effect if it would result in any of the conditions listed below.

- Have a substantial adverse effect on a scenic vista.

- Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings along a scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Impacts and Mitigation Measures

This section describes impacts expected to result from project implementation, and provides a mitigation measure, where applicable. In general, both phases of the proposed project and Alternative 1 (one lane closure during construction) would result in the same types and levels of aesthetic impacts. Alternative 2 (No Project) would not result in any new impacts related to aesthetic resources and is not discussed further in this analysis.

Impact AES-1	**Temporary visual impacts caused by construction activities**
Applicable Policies and Regulations	City of Roseville General Plan Land Use Element, City of Roseville Design and Construction Standards (Resolution 07-137)
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required.
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

There are no scenic vista views or scenic roadways in or near the project area, so there would be no impact on such resources during construction. However, general construction activities, construction staging/stockpiling, the storage of road-widening/building materials, the presence of construction equipment (e.g., graders, excavators, pavers, and compactors), and temporary traffic barricades associated with the proposed project would result in temporary construction impacts by altering the composition of the view available from and to the project corridor.

Construction would be conducted near residences, recreation facilities, and open space lands. There are no homes facing the roadway or construction; however, construction activities would abut fenced and walled backyards along Washington Boulevard in the Diamond Oaks neighborhood and between Emerald Oaks Road and Pleasant Grove Boulevard. Residential rear yard walls also exist on the west side of Washington Boulevard

between Junction Boulevard and Sawtell Road. However, in this area, only Class I bike trail construction is proposed, and only on the east side of Washington Boulevard. These and other nearby residents would experience disruptive construction activities near their homes that may evoke a sense of invaded privacy. However, residents generally would not have views of the construction activities, as the homes face away from Washington Boulevard and are separated from the roadway by fences, sound walls and residential landscaping. Because of its elevated location, a limited amount of shoofly construction activity may be visible from second-story windows of residences that directly adjoin the corridor. Recreationists using nearby facilities such as Sierra View Country Club and travelers on bicycle paths could also be affected by construction of the shoofly. During construction, some recreationists, pedestrians, school children, and bicyclists may have intermittent, temporary views of construction equipment and activities.

The two construction staging areas would be north of Washington Boulevard (Figure 2-1). One staging area and temporary access road would be north of the Andora Underpass, where Washington Boulevard and the UPRR tracks intersect. The other staging area would be immediately south of the UPRR tracks between Washington Boulevard and Emerald Oaks Road. Staging areas and access roads would also accommodate temporary construction activities and could be visible from off-site locations.

Construction of the proposed project would last approximately 21 months, including approximately 5 to 6 months of full road closure on Washington Boulevard. Therefore, roadway users would be removed from the project corridor during a good portion of Phase 2 construction, but roadway neighbors with no intervening fencing or screening vegetation would still be able to see construction activities. Roadway neighbors on the detour route would not see construction activities but would see a temporary increase in local traffic along the detour route.

The proposed project would occur in two phases over approximately 21 months. The City's construction standards require contractors maintain clean and orderly construction sites and conduct construction litter control and street sweeping on an as needed basis. In addition, as discussed in Chapter 2, *Project Description,* Section 2.5.7, the project includes Best Management Practices that protect drainage features and vegetation and restrict unnecessary land disturbance such as clearing, grading, and cut and fill.

Temporary road construction and maintenance activities are visible intermittently throughout the City and views of such activities are not uncommon and are consistent with living in an urban setting. Therefore, because construction activities and related traffic are only temporary and subject to oversight by City inspection staff, and because impacts to trees and vegetation that contribute to visual interest would be protected and temporarily disturbed areas restored, temporary visual impacts of construction activities are considered less than significant. No mitigation is required.

Alternative 1

Construction activities associated with Alternative 1 would involve the closure of only one lane of Washington Boulevard and would last approximately 20 months. Alternative 1 would have the same less-than-significant temporary aesthetic impacts as the proposed project

with the exception that views from Washington Boulevard travel lanes would continue through all phases of construction. No mitigation is required.

Impact AES-2	**Have a substantial adverse effect on a scenic vista**
Applicable Policies and Regulations	City of Roseville General Plan 2035 Land Use Element
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

As discussed in Section 3.1.2, *Environmental Setting*, there are no scenic vistas or officially designated scenic roadways within or near the project corridor. Therefore, implementation of the proposed project would not affect scenic vistas or damage scenic resources, such as trees, rock outcroppings, and historic buildings along a scenic highway. There would be no impact. No mitigation is required.

Alternative 1

Alternative 1 would be in the same location and would have the same characteristics as the proposed project. Consequently, Alternative 1 would similarly have no impact on a scenic vista. No mitigation is required.

Impact AES-3	**Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings along a scenic highway**
Applicable Policies and Regulations	City of Roseville General Plan 2035 Land Use Element
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

There are no roadways within or near the project area that are designated in federal, state, or local plans as a scenic highway or route worthy of protection for maintaining and enhancing scenic viewsheds (California Department of Transportation 2017). Therefore,

implementation of the proposed project would not damage scenic resources, such as trees, rock outcroppings, and historic buildings along a scenic highway. There would be no impact. No mitigation is required.

Alternative 1

Alternative 1 would be in the same location and would have the same characteristics as the proposed project. Consequently, Alternative 1 would similarly have no impact on scenic resources. No mitigation is required.

Impact AES-4	**Substantially degrade the existing visual character or quality of the site and its surroundings**
Applicable Policies and Regulations	City of Roseville General Plan 2035 Land Use Element City of Roseville Design and Construction Standards (Resolution 07-137) City of Roseville Community Design Guidelines (Resolution 95-347)
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None Required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

The proposed project would result in an expanded roadway corridor on Washington Boulevard, removal of several trees, a widened Andora Underpass with a new bridge, and a new raised median separating northbound and southbound traffic. However, grading would be minimal and would not greatly alter the terrain. The corridor would be wider, but the roadway and underpass would retain their form, line, color, and texture consistent with existing conditions. The visual changes would take place within the existing City and UPRR ROW. Further, as described in Section 2.5.7 under *City of Roseville Mitigating Ordinances, Guidelines, and Standards,* the City would implement the City of Roseville Design and Construction Standards (Resolution 07-137) and the Community Design Guidelines (Resolution 95-347) to reduce potential environmental impacts associated with the project. Because the project is in an already developed suburban area and would be implemented in compliance with these standards and guidelines, this conversion would be visually consistent with the surroundings and would not degrade the area's visual character. The

visual character of the proposed project would be compatible with the existing visual character of the project area.

The proposed widened Andora Underpass would have concrete abutments and wingwalls, and would be designed to mimic the appearance of an old style Works Progress Administration bridge. As indicated in Chapter 2, *Project Description*, there is also the potential for incorporating architectural enhancements, color, and features into the concrete façade, including staining the concrete a rock-like color, to provide additional visual interest and character. The superstructure would consist of painted steel girders with painted steel hand railings extending above the track level. The bottom of the structure (soffit) would show the individual steel girders and would not be smooth like a typical concrete highway bridge. These elements would visually enhance the bridge, which is already part of the area's visual character, and would serve to increase the quality of views associated with the bridge. However, if these enhancements are not made, the proposed project would not greatly alter the visual character and quality of the corridor or lands adjacent to the ROW because while the bridge would be wider, it would be made of the same material as the existing bridge and would be of a similar design, resulting in minor visual changes.

Culvert widening and utility relocations would result in minor visual changes while the modifications are occurring. Utilities would be relocated, but their presence would be consistent with existing conditions because utilities comprise an existing visual element within the project corridor. Therefore, their relocation would not alter the character of views of and from the project corridor. Views from the project corridor to the surrounding landscape would be much the same because widening, bridge replacement, and modifications to pedestrian and bicycle access would only result in minor visual changes along the existing corridor, retaining the area's vividness, intactness, and unity. However, the proposed project would increase the paved area and require removal of mature trees, changing the project corridor from a more rural-looking, two-lane roadway to a wider, suburbanized four-lane roadway. This would alter views of and from the project corridor, slightly reducing the project area's overall visual quality.

As described in Chapter 2, a sound wall may be built along Washington Boulevard to reduce noise impacts. In the event that a sound wall is built, the design characteristics, including heights, materials, color and type of barrier or wall, would be determined during final design consistent with adopted City design standards. This would ensure wall aesthetics harmonize with existing walls.

The proposed project could result in some degradation of the existing visual quality of the site and its surroundings, however because it would comply with the City's tree preservation ordinance and applicable design guidelines, the project's aesthetic impact would be less than significant. No mitigation is required.

Alternative 1

Alternative 1 would have the same physical characteristics as the proposed project and therefore would similarly result in a less-than-significant impact. No mitigation is required

Impact AES-5	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area
Applicable Policies and Regulations	City of Roseville General Plan 2035, Land Use Element
Significance with Policies and Regulations	Proposed Project: Potentially Significant Alternative 1: Potentially Significant
Mitigation Measures	Proposed Project and Alternative 1: Mitigation Measure AES-5.1: Minimize Fugitive Light from Portable Sources Used for Construction
Significance after Mitigation	Proposed Project: Significant and Unavoidable Alternative 1: Significant and Unavoidable

Proposed Project

Evening and nighttime construction activities would require the use of bright lights, which could adversely affect roadway users and nighttime views of and from the work area. Nighttime construction could occur when UPRR is relocating the shoofly tracks, and some nighttime lighting would be required at the construction site. This nighttime lighting could result in nuisance light if not properly designed. In addition, street lighting would be added along the east side of the roadway and along the west side between Diamond Oaks and the Andora Underpass as part of the proposed project.

The contractor would typically work during the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, and 8:00 a.m. to 8:00 p.m. Saturday, Sunday, and holidays. Because project construction would continue for 21 months, some early evening construction activities within these hours could take place after sunset during late fall, winter, and early spring. Restricting construction activities to these hours would therefore limit, but not eliminate, nighttime lighting associated with project construction.

The additional lanes associated with the proposed project would result in a nominal increase in daytime glare by increasing the paved area and removing some of the roadside vegetation that provides shade. However, the pavement would be dark and greatly reduce glare, and roadside vegetation would still be present along the ROW to provide some shade.

The visual impact that would result from the presence of nighttime construction lighting would be significant and unavoidable. Implementation of Mitigation Measure AES-5.1 would reduce this impact, but not to a less-than-significant level.

Mitigation Measure AES-5.1: Minimize Fugitive Light from Portable Sources Used for Construction

At a minimum, the construction contractor will minimize project-related light and glare to the maximum extent feasible, given safety considerations. Color-corrected halide lights

will be used. Portable lights will be operated at the lowest allowable wattage while meeting safety requirements and portable lighting will only be raised to a height required to adequately aluminate the work area. All construction lights will be directed downward toward work activities and away from the night sky and particularly residential areas, to the maximum extent possible. The number of nighttime lights used will be minimized to the greatest extent possible.

Alternative 1

Alternative 1 would have the same physical characteristics as the proposed project and therefore would similarly result in a significant and unavoidable impact. Implementation of Mitigation Measures AES-5.1 would reduce this impact, but not to a less-than-significant level.

3.1.4 References Cited

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3.2 Agricultural and Forestry Resources

This section discusses agricultural and forestry resources in the project area, identifies relevant state and local regulations and policies, and discusses potential impacts of the proposed project on agricultural and forestry resources.

No comments related to agriculture and forestry resources were received in response to the Notice of Preparation for this EIR.

3.2.1 Existing Conditions

Regulatory Setting

State

Department of Conservation Farmland Mapping and Monitoring Program

The Farmland Mapping and Monitoring Program (FMMP) is a non-regulatory program that produces maps and statistical data for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status. Land rated as Prime Farmland has the soil characteristics, growing season, and moisture supply necessary for sustained high yields. Farmland of Statewide Importance is similar to Prime Farmland but with minor shortcomings, such as steeper slopes or less ability to store soil moisture than Prime Farmland has. Unique Farmland is of lesser soil quality. Grazing Land supports vegetation suitable for livestock grazing (California Department of Conservation 2004:6). The FMMP also recognizes Farmland of Local Importance, which is designated by a county board of supervisors.

City General Plan 2035

The City's *General Plan 2035* serves as Roseville's long-term guide for physical, economic, and environmental growth; however, it contains no policies regarding agriculture (City of Roseville 2016:V-2). The City's *General Plan 2035* designates lands in and adjacent to the project area for light industrial, community commercial, business professional, parks and recreation, open space, low-density residential, and high-density residential uses (City of Roseville 2017).

Environmental Setting

Much of the project area consists of right-of-way for roadways or UPRR tracks. The southern end of the project area, south of Sawtell Road to All-America City Boulevard, is limited to existing Washington Boulevard right-of-way along the east side of the road. This portion of the project site is bordered by existing Washington Boulevard followed by residential, commercial and fairground uses to the west, and self-storage and railroad uses to the east. North of Sawtell the site is bordered by commercial development and the Sierra View Country Club to the east and residential land uses to the west. The Diamond Oaks and Kaseberg-Kingswood neighborhoods are adjacent to the central and northern portions of the

project area. City General Open Space lands occupy the area immediately west of the Andora Underpass. Residential development is located east of Washington Boulevard from the Andora Underpass to Diamond Oaks Road, and on both sides of Washington Boulevard from Diamond Oaks/Emerald Oaks Roads to Pleasant Grove Boulevard. An existing off-street bicycle path along the east side of Washington Boulevard connects Diamond Oaks Road to Derek Place. Open space and undeveloped lands in and around the project area contain mature trees, wildlife habitat, and urban landscaping, but no agricultural or timber uses.

The FMMP designates the project area as Urban and Built Up Land, which means the land is occupied by structures and does not support agriculture (California Department of Conservation 2017). The FMMP has not identified any agricultural land in the project vicinity.

There is no land in or near the project area that is designated for agricultural use or timber production under the General Plan. Urban Reserve is the only general plan designation in which agriculture is a primary use, and no Urban Reserve lands are near the project area.

3.2.2 Environmental Impacts

This section describes the environmental impacts of the proposed project on agricultural and forestry resources. This section also describes the methods used to evaluate the impacts and the thresholds used to determine whether an impact would be significant.

Methods for Analysis

This analysis addresses the project's potential adverse impacts on the natural and built physical environment. Existing conditions serve as the baseline for measuring the project's potential impacts on agricultural and forest resources.

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant effect if it would result in any of the conditions listed below.

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use.
- Conflict with existing zoning for agricultural use or a Williamson Act contract.
- Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).
- Result in the loss of forest land or conversion of forest land to non-forest use.
- Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use

Impacts and Mitigation Measures

In general, both phases of the proposed project and Alternative 1 (one lane closure during construction) would result in the same impacts on agricultural and forestry resources. Alternative 2 (No Project) would not result in any impacts on agricultural and forestry resources and is not discussed further in this section.

Impact AG-1	**Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use**
Applicable Policies and Regulations	California Land Conservation Act of 1965 (Williamson Act) Farmland Security Zone provisions in California Government Code City of Roseville General Plan 2035, Land Use and Conservation and Open Space Elements City of Roseville Zoning Ordinance (allowed uses)
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The FMMP designates the project area and surrounding area as Urban and Built Up Land. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the vicinity of the project area (California Department of Conservation 2017). Thus, the project would not convert farmland to non-agricultural use. There would be no impact and no mitigation is required.

Alternative 1

Alternative 1 would occupy the same location as the proposed project. Therefore, it would not convert farmland and would have no impact. No mitigation is required.

Impact AG-2	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract
Applicable Policies and Regulations	California Land Conservation Act of 1965 (Williamson Act) City of Roseville General Plan 2035, Land Use and Conservation and Open Space Elements City of Roseville Zoning Ordinance (Title 19 of the Roseville Municipal Code)
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

Parcels in and adjacent to the project area are designated for light industrial, community commercial, business professional, parks and recreation, open space, and residential uses (City of Roseville 2017). No land near the project area is zoned for agricultural use, nor is any land under a Williamson Act contract. Thus, the project would not conflict with agricultural zoning or a Williamson Act contract. There would be no impact and no mitigation is required.

Alternative 1

Alternative 1 would occupy the same location as the proposed project. Therefore, it would not conflict with an agricultural use or a Williamson Act contract, and would have no impact. No mitigation is required.

Impact AG-3	Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])
Applicable Policies and Regulations	California Public Resources Code Sections 12220(g) and 4526 California Government Code Section 51104(g) City of Roseville Zoning Ordinance (Title 19 of the Roseville Municipal Code)
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

Parcels in and adjacent to the project area are designated for light industrial, community commercial, business professional, parks and recreation, open space, and residential uses (City of Roseville 2017). No land near the project area is zoned as forest land or for timber production. Thus, the project would not conflict with any forest or timber zoning. There would be no impact and no mitigation is required.

Alternative 1

Alternative 1 would occupy the same location as the proposed project. Therefore, it would similarly have no impact and no mitigation is required.

Impact AG-4	**Result in the loss of forest land or conversion of forest land to non-forest use**
Applicable Policies and Regulations	California Public Resources Code Sections 12220(g) and 4526 California Government Code Section 51104(g) City of Roseville Zoning Ordinance (Title 19 of the Roseville Municipal Code) City of Roseville General Plan 2035, Land Use and Open Space and Conservation Elements
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The project would be constructed on existing roadway and UPRR right-of-way and in open space. There is no forest land near the project area. Thus, the project would not result in loss of forest land or conversion to non-forest use. There would be no impact and no mitigation is required.

Alternative 1

Alternative 1 would occupy the same location as the proposed project. Therefore, it would similarly have no impact and no mitigation is required.

Impact AG-5	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use (no impact)
Applicable Policies and Regulations	City of Roseville Zoning Ordinance (Title 19 of the Roseville Municipal Code) City of Roseville General Plan 2035, Land Use and Open Space and Conservation Elements
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The proposed project would involve widening a two-lane section of Washington Boulevard to four lanes and replacing the Andora Underpass. The project is intended to improve vehicular and pedestrian circulation in the area, which is already urban and contains no agricultural or forest uses. The project would not result in conversion of farmland or forest land to other uses. There would be no impact and no mitigation is required.

Alternative 1

Alternative 1 would occupy the same location as the proposed project. Therefore, it would similarly have no impact and no mitigation is required.

3.2.3 References Cited

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3.3 Air Quality

This section describes the regulatory and environmental setting for air quality near the proposed project. This section also describes the impacts on air quality that would result from implementation of the project. This section is based in part on the following technical studies: *Washington Boulevard/Andora Bridge Improvement Project Air Quality Conformity Analysis* (California Department of Transportation 2017a) and *Washington Boulevard/ Andora Bridge Improvement Project Air Quality Study Report* (California Department of Transportation 2017b). Greenhouse gas emissions are discussed separately in Section 3.7, *Greenhouse Gas Emissions*.

The Placer County Air Pollution Control District (PCAPCD) submitted a comment letter in response to the Notice of Preparation for this EIR with respect to usage of the PCAPCD *CEQA Air Quality Handbook* (Handbook) to assist with recommended analytical approaches and feasible mitigation measures when preparing air quality analyses for land use projects. This letter was dated October 14, 2016. In October 2016, PCAPCD adopted updated significance thresholds; and, in June 2017, PCAPCD released a draft 2017 update of the District's Handbook which was subsequently approved by the PCAPCD Board in August 2017. The method of analysis contained in this section for short-term construction, long-term regional (operational), local mobile-source, and toxic air emissions is consistent with PCAPCD recommendations in the updated August 2017 Handbook.

An individual comment was also received related to potential impacts resulting from increased train traffic and vehicle volumes at specific roadway intersections. Implementation of the proposed project would not affect the frequency or number of long-term trains operating on the existing UPRR line. Accordingly, there would no change in operational locomotive emissions. Temporary air quality impacts associated with the temporary railroad detour (i.e., shoofly) are assessed in this section. Similarly, the chapter evaluates localized carbon monoxide (CO) concentrations at selected intersections from changes in vehicle volumes in the project area.

3.3.1 Existing Conditions

Regulatory Setting

Relevant regulatory agencies for criteria pollutant emissions include the U.S. Environmental Protection Agency (EPA), California Air Resources Board (CARB), and PCAPCD. EPA has established federal air quality standards for which CARB and PCAPCD have primary implementation responsibility. CARB has established state air quality standards, and CARB and PCAPCD are responsible for ensuring that state air quality standards are met. This section summarizes federal, state, regional, and local regulations related to air quality and applicable to the proposed project.

Federal Regulations

Clean Air Act and Ambient Air Quality Standards

The federal Clean Air Act (CAA), promulgated in 1963 and amended several times thereafter, including the 1990 amendments, establishes the framework for modern air pollution control in the United States. CAA directs EPA to establish federal air quality standards, known as National Ambient Air Quality Standards (NAAQS), and specifies future dates for achieving compliance. EPA has set NAAQS for six "criteria" pollutants: ozone, CO, particulate matter (PM) of 10 microns in diameter and smaller (PM10) and 2.5 microns in diameter and smaller (PM2.5), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and lead (Pb). NAAQS are divided into primary and secondary standards; the former are set to protect human health with an adequate margin of safety, the latter to protect environmental values, such as plant and animal life.

Table 3.3-1 summarizes NAAQS currently in effect for each criteria pollutant. The California ambient air quality standards (CAAQS) (discussed below) are also provided for reference.

Table 3.3-1. Federal and State Ambient Air Quality Standards

Criteria Pollutant	Averaging Time	California Standards	National Standards[a]	
			Primary	Secondary
Ozone	1-hour	0.09 ppm	None[b]	None[b]
	8–hour	0.070 ppm	0.070 ppm	0.070 ppm
Particulate Matter (PM10)	24-hour	50 μg/m	150 μg/m	150 μg/m
	Annual mean	20 μg/m	None	None
Fine Particulate Matter (PM2.5)	24-hour	None	35 μg/m	35 μg/m
	Annual mean	12 μg/m	12.0 μg/m	15.0 μg/m
Carbon Monoxide	8-hour	9.0 ppm	9 ppm	None
	1-hour	20 ppm	35 ppm	None
Nitrogen Dioxide	Annual mean	0.030 ppm	0.053 ppm	0.053 ppm
	1-hour	0.18 ppm	0.100 ppm	None
Sulfur Dioxide	Annual mean	None	0.030 ppm[c]	None
	24-hour[c]	0.04 ppm	0.14 ppm[c]	None
	3-hour	None	None	0.5 ppm
	1-hour	0.25 ppm	0.075 ppm	None
Lead	30-day Average	1.5 μg/m	None	None
	Calendar quarter	None	1.5 μg/m	1.5 μg/m
	3-month average	None	0.15 μg/m	0.15 μg/m
Sulfates	24-hour	25 μg/m	None	None
Visibility Reducing Particles	8-hour	–[d]	None	None
Hydrogen Sulfide	1-hour	0.03 ppm	None	None
Vinyl Chloride	24-hour	0.01 ppm	None	None

Source: California Air Resources Board 2016

$\mu g/m^3$ = micrograms per cubic meter
ppm = parts per million

[a] National standards are divided into primary and secondary standards. Primary standards are intended to protect public health, whereas secondary standards are intended to protect public welfare and the environment.

[b] The federal 1-hour standard of 12 parts per 100 million was in effect from 1979 through June 15, 2005. The revoked standard is referenced because it was employed for such a long period and is a benchmark for State Implementation Plans.

[c] The annual and 24-hour National Ambient Air Quality Standards for sulfur dioxide apply only for 1 year after designation of the new 1-hour standard to those areas that were previously nonattainment for 24-hour and annual National Ambient Air Quality Standards.

[d] California Ambient Air Quality Standards for visibility-reducing particles is defined by an extinction coefficient of 0.23 per kilometer – visibility of 10 miles or more due to particles when relative humidity is less than 70%.

State Regulations

California Clean Air Act and Ambient Air Quality Standards

In 1988, the state legislature adopted the California CAA, which established a statewide air pollution control program. The California CAA requires all air districts in the state to endeavor to meet CAAQS by the earliest practical date. Unlike the federal CAA, the California CAA does not set precise attainment deadlines. Instead, the California CAA establishes increasingly stringent requirements for areas that will require more time to

achieve the standards. CAAQS are generally more stringent than NAAQS and incorporate additional standards for sulfates, hydrogen sulfide, visibility-reducing particles, and vinyl chloride. CAAQS and NAAQS are listed together in Table 3.3-1.

CARB and local air districts bear responsibility for achieving California's air quality standards, which are to be achieved through district-level air quality management plans to be incorporated into the State Implementation Plan (SIP). In California, EPA has delegated authority to prepare SIPs to CARB, which, in turn, has delegated that authority to individual air districts. CARB traditionally has established state air quality standards, maintaining oversight authority in air quality planning, developing programs for reducing emissions from motor vehicles, developing air emission inventories, collecting air quality and meteorological data, and approving SIPs.

The California CAA substantially adds to the authority and responsibilities of air districts. The California CAA designates air districts as lead air quality planning agencies, requires air districts to prepare air quality plans, and grants air districts authority to implement transportation control measures. The California CAA also emphasizes the control of "indirect and area-wide sources" of air pollutant emissions. An indirect source is a facility or land use that attracts or generates motor vehicle traffic. The California CAA gives local air pollution control districts explicit authority to regulate indirect sources of air pollution and to establish traffic control measures.

State Tailpipe Emission Standards

CARB established a series of increasingly strict emission standards for new off-road diesel equipment, on-road diesel trucks, and harbor craft. Construction equipment used for the proposed project, including heavy duty trucks and off-road construction equipment, will be required to comply with the standards applicable to the model year of manufacture.

Toxic Air Contaminant Regulation

California regulates toxic air contaminants (TACs) primarily through the Toxic Air Contaminant Identification and Control Act (Tanner Act) and the Air Toxics "Hot Spots" Information and Assessment Act of 1987. In the early 1980s, CARB established a statewide comprehensive air toxics program to reduce exposure to air toxics. The Tanner Act created California's program to reduce exposure to air toxics. The Hot Spots Act supplements the Tanner Act by requiring a statewide air toxics inventory, notification of people exposed to a significant health risk, and facility plans to reduce these risks.

In August 1998, CARB identified diesel particulate matter (DPM) from diesel-fueled engines as TACs. In September 2000, CARB approved a comprehensive Diesel Risk Reduction Plan to reduce emissions from both new and existing diesel-fueled engines and vehicles. The goal of the plan is to reduce DPM (respirable particulate matter) emissions and the associated health risk by 75% in 2010 and by 85% by 2020. The plan identifies 14 measures that CARB will implement over the next several years.

Regional/Local Regulations

Placer County Air Pollution Control District

PCAPCD has local air quality jurisdiction in Placer County but does not have land use jurisdiction or jurisdiction over mobile sources. Responsibilities of the air district include overseeing stationary-source emissions, approving permits, maintaining emissions inventories, maintaining air quality monitoring stations, overseeing agricultural burning permits, and reviewing air quality–related sections of environmental documents required by CEQA. PCAPCD is also responsible for establishing and enforcing local air quality rules and regulations that address the requirements of federal and state air quality laws and for ensuring that NAAQS and CAAQS are met.

PCAPCD manages air quality through a comprehensive program that includes long-term planning, regulations, incentives for technical innovation, education, and community outreach. For example, the *Sacramento Regional 8-Hour Attainment and Reasonable Further Progress Plan* (Ozone Plan) outlines strategies to achieve the federal ozone standard throughout the entire nonattainment area of the Sacramento Valley Air Basin (SVAB) (Sacramento Metropolitan Air Quality Management District et al. 2017). PCAPCD has also adopted thresholds to assist lead agencies in evaluating the significance of air quality impacts in CEQA documents (Placer County Air Pollution Control District 2017).

The proposed project may be subject to the following district rules (Placer County Air Pollution Control District 2018). This list of rules may not be complete because additional PCAPCD rules may apply to the project as specific components are identified.

- **Rule 202, Visible Emissions**. This rule restricts emissions darker than No. 1 on the Ringlemann Chart to less than 3 minutes in any 1 hour.
- **Rule 205, Nuisance**. This rule restricts emissions of air contaminants that cause injury, detriment, nuisance or annoyance to any considerable number of persons.
- **Rule 217, Cutback and Emulsified Asphalt Paving Materials**. This rule restricts emissions of reactive organic gases (ROG) caused by the use or manufacture of cutback or emulsified asphalts for paving, road construction or road maintenance.
- **Rule 228, Fugitive Dust**. This rule requires actions to prevent, reduce, or mitigate fugitive dust emissions.

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) is the Metropolitan Planning Organization (MPO) for six-county Sacramento Region, which includes Placer County. SACOG prepares Regional Transportation Plans (RTPs, also known as MTPs) and Federal Transportation Improvement Programs (FTIPs, also known as MTIPs) that include all of the transportation projects planned for the region. SACOG and the Federal Highway Administration (FHWA) determine whether MTPs and MTIPs conform to SIP goals for achieving the CAA requirements (discussed above). SACOG's currently conforming MTP and MTIP are the *2016 Metropolitan Transportation Plan/Sustainable Communities Strategy*

(MTP/SCS)[1] and *2019–2022 Metropolitan Transportation Improvement Program* (MTIP) (Sacramento Area Council of Governments 2016, 2018).

Environmental Setting

This section describes the environmental setting related to air quality. The study area for air quality consists of the SVAB; the project footprint plus 1,000 feet along affected roadways; and all affected intersections projected to operate at level of service (LOS) E or F.

Local Meteorological Conditions

California is divided into 15 air basins based on geographic features that create distinctive regional climates. Ambient air quality in each air basin is affected by these climatological conditions, as well as topography and the types and amounts of pollutants emitted. The project is in Placer County, California, which spans three air basins; however, the project limits are entirely in the SVAB. The SVAB consists of Sacramento, Shasta, Tehama, Butte, Glenn, Colusa, Sutter, Yuba, and Yolo Counties, as well as parts of Solano and Placer Counties. The SVAB is bounded on the west by the Coast Ranges and on the north and east by the Cascade Range and Sierra Nevada. The San Joaquin Valley Air Basin lies to the south.

The SVAB has a Mediterranean climate characterized by hot, dry summers and cool, rainy winters. During the winter, the North Pacific storm track intermittently dominates valley weather, and fair weather alternates with periods of extensive clouds and precipitation. Also characteristic of winter weather in the SVAB are periods of dense and persistent low-level fog that is most prevalent between storms. The frequency and persistence of heavy fog in the SVAB diminishes with the approach of spring. The average yearly temperature range for the Sacramento Valley is between 20 and 115° F, with summer high temperatures often exceeding 90°F and winter low temperatures occasionally dropping below freezing.

Incoming airflow strength varies daily with a pronounced diurnal cycle. As shown in Figure 3.3-1, the predominant wind direction in the region is from the southeast, based on meteorological data from the North Sunrise Boulevard monitoring station (California Air Resources Board 2003). Influx strength is weakest in the morning and increases in the evening hours. Associated with the influx of air through the Carquinez Strait is the Schultz Eddy. The Schultz Eddy is an eddy formed when mountains on the valley's western side divert incoming marine air. The eddy contributes to the formation of a low-level southerly jet between 500 and 1,000 feet above the surface that is capable of speeds in excess of 35 miles per hour (mph). This jet is important for air quality in the Sacramento Valley because of its ability to transport air pollutants over large distances.

The SVAB's climate and topography contribute to the formation and transport of photochemical pollutants throughout the region. The region experiences temperature inversions that limit atmospheric mixing and trap pollutants; high pollutant concentrations result near the ground surface. Generally, the lower the inversion base height from the ground and the greater the temperature increase from base to top, the more pronounced the

[1] SACOG is currently working on the 2020 MTP/SCS, which is expected to be released for public review in fall 2019 and adopted in early 2020.

inhibiting effect of the inversion will be on pollutant dispersion. Consequently, the highest concentrations of photochemical pollutants occur from late spring to early fall when photochemical reactions are greatest because of intensifying sunlight and lowering altitude of daytime inversion layers. Surface inversions (those at altitudes of 0 to 500 feet above sea level) are most frequent during winter, and subsidence inversions (those at 1,000 to 2,000 feet above sea level) are most common in the summer.

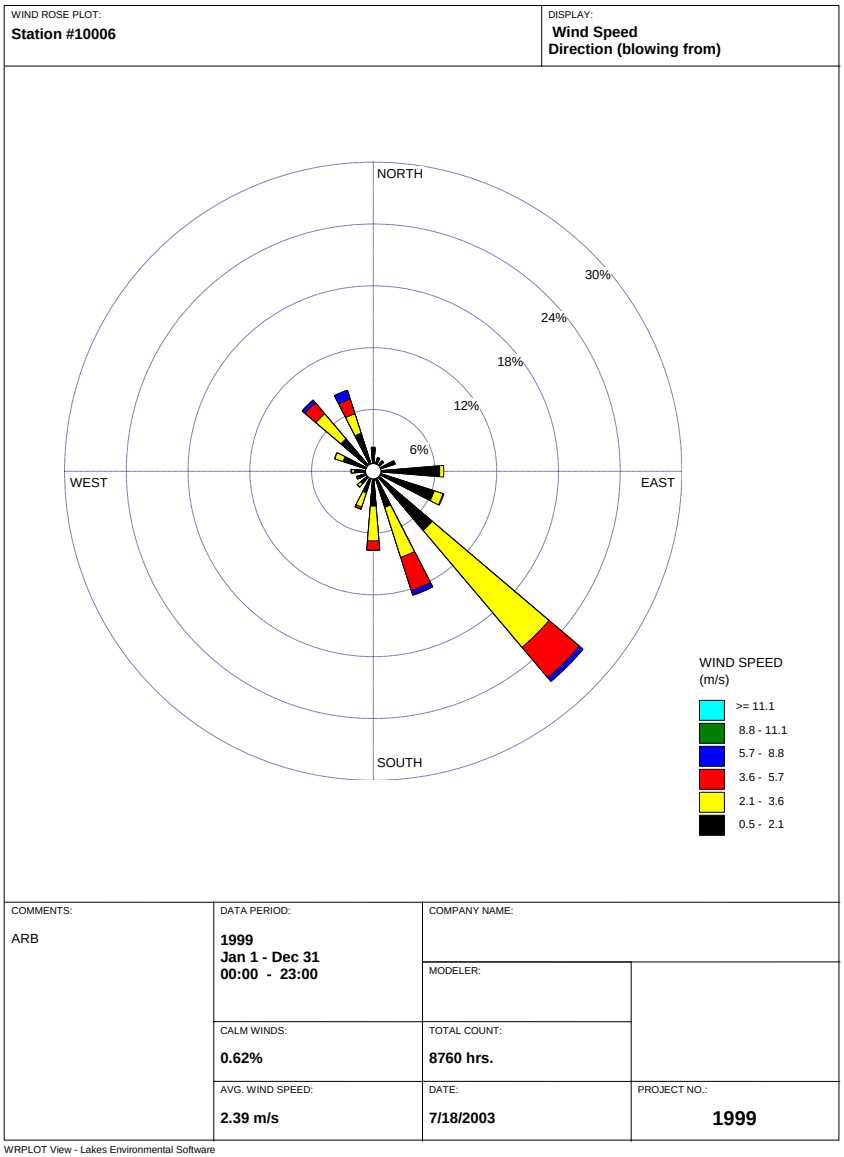

Figure 3.3-1. Wind Rose Plot—Roseville North Sunrise

Pollutants of Concern

Criteria Air Pollutants

As discussed above, the federal and state governments have established NAAQS and CAAQS, respectively, for six criteria pollutants. Ozone is considered a regional pollutant

because its precursors combine to affect air quality on a regional scale. Pollutants such as CO, NO_2, SO_2, and Pb are considered local pollutants that tend to accumulate in the air locally. PM is both a local and a regional pollutant. The primary criteria pollutants of concern generated by the project are ozone precursors (ROG and nitrogen oxides [NO_X]), CO, and PM.[2, 3]

All criteria pollutants can have human health and environmental effects at certain concentrations. The ambient air quality standards for these pollutants (Table 3.3-1) are set to protect public health and the environment within an adequate margin of safety (CAA Section 109). Epidemiological, controlled human exposure, and toxicology studies evaluate potential health and environmental effects of criteria pollutants, and form the scientific basis for new and revised ambient air quality standards.

Principal characteristics and possible health and environmental effects from exposure to the primary criteria pollutants generated by the project are discussed below.

Ozone, or smog, is a photochemical oxidant that is formed when ROG and NO_X (both by-products of the internal combustion engine) react with sunlight. ROG are compounds made up primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Other sources of ROG are emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. The two major forms of NO_X are nitric oxide (NO) and NO_2. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown irritating gas formed by the combination of NO and oxygen. In addition to serving as an integral participant in ozone formation, NO_X also directly acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens.

Ozone poses a higher risk to those who already suffer from respiratory diseases (e.g., asthma), children, older adults, and people who are active outdoor. Exposure to ozone at certain concentrations can make breathing more difficult, cause shortness of breath and coughing, inflame and damage the airways, aggregate lung diseases, increase the frequency of asthma attacks, and cause chronic obstructive pulmonary disease. Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to ozone may increase the risk of respiratory-related deaths (U.S. Environmental Protection Agency 2019a). The concentration of ozone at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of ozone and a 50% decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggests that sensitive

[2] As discussed above, there are also ambient air quality standards for SO_2, Pb, sulfates, hydrogen sulfide, vinyl chloride, and visibility particulates. However, these pollutants are typically associated with industrial sources, which are not included as part of the project. Accordingly, they are not evaluated further.

[3] Most emission of NOx are in the form of NO. Conversion to NO_2 occurs in the atmosphere as pollutants disperse downwind. Accordingly, NO_2 is not considered a local pollutant of concern for the proposed project and is not evaluated further.

populations (e.g., asthmatics) may be affected on days when the 8-hour maximum ozone concentration reaches 80 parts per billion (U.S. Environmental Protection Agency 2019b).

In addition to human health effect, ozone has been tied to crop damage, typically in the form of stunted growth, leaf discoloration, cell damage, and premature death. Ozone can also act as a corrosive and oxidant, resulting in property damage such as the degradation of rubber products and other materials.

Carbon Monoxide is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. In the study area, high CO levels are of greatest concern during the winter, when periods of light winds combine with the formation of ground-level temperature inversions from evening through early morning. These conditions trap pollutants near the ground, reducing the dispersion of vehicle emissions. Moreover, motor vehicles exhibit increased CO emission rates at low air temperatures. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation. Exposure to CO at high concentrations can also cause fatigue, headaches, confusion, dizziness, and chest pain. There are no ecological or environmental effects of ambient CO (California Air Resources Board 2019a).

Particulate Matter consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of particulates are now generally considered: respirable particles with an aerodynamic diameter of 10 micrometers or less, or PM10, and fine particles with an aerodynamic diameter of 2.5 micrometers or less, or PM2.5. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind on arid landscapes also contributes substantially to local particulate loading.

Particulate pollution can be transported over long distances and may adversely affect humans, especially people who are naturally sensitive or susceptible to breathing problems. Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease. Other symptoms of exposure may include nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lunch function, and increased respiratory symptoms. In 2008, CARB estimated that annual PM2.5 emissions for the entire Sacramento Metropolitan Area[4] causes 90 premature deaths, 20 hospital admissions, 1,200 asthma and lower respiratory symptom cases, 110 acute bronchitis cases, 7,900 lost work days, and 42,000 minor restricted activity days (Sacramento Metropolitan Air Quality Management District 2013). Depending on its composition, both PM10 and PM2.5 can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (U.S. Environmental Protection Agency 2019c).

Toxic Air Contaminants/Mobile Source Air Toxics

Although NAAQS and CAAQS have been established for criteria pollutants, no ambient standards exist for TACs. A TAC is defined by California law as an air pollutant that “may

[4] Sacramento Metropolitan Area includes: El Dorado, Sacramento, Yolo counties and portions of Placer and Solano counties.

cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health." The primary TACs of concern associated with the project are asbestos and certain mobile source air toxics (MSAT), including DPM.

Asbestos most commonly occurs in ultramafic rock that has undergone partial or complete alteration to serpentine rock (proper rock name serpentinite) and often contains chrysotile asbestos. Another form of asbestos, tremolite, can also be found associated with ultramafic rock, particularly near faults. Sources of asbestos emissions include: unpaved roads or driveways surfaced with ultramafic rock, construction activities in ultramafic rock deposits, or rock quarrying activities where ultramafic rock is present. Naturally occurring asbestos (NOA) is present in approximately 44 of California's 58 counties.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos-bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed.

Asbestos can result in a human health hazard when airborne. The inhalation of asbestos fibers into the lungs can result in a variety of adverse health effects, including inflammation of the lungs, respiratory ailments (such as asbestosis, which is scarring of lung tissue that results in constricted breathing), and cancer (such as lung cancer and mesothelioma, which is cancer of the linings of the lungs and abdomen).

MSATs are a group of 93 compounds emitted from mobile sources that are regulated under EPA's 2007 Rule on the Control of Hazardous Air Pollutants from Mobile Sources. The EPA has further identified nine compounds with significant contributions from mobile sources that are among the national- and regional-scale cancer risk drivers. These are acrolein, benzene, 1,3-butadiene, acetaldehyde, DPM, ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. CARB estimates that DPM emissions are responsible for about 70% of the total ambient air toxics risk in California (California Air Resources Board 2019b). Short-term exposure to DPM can cause acute irritation (e.g., eye, throat, and bronchial), neurophysiological symptoms (e.g., lightheadedness and nausea), and respiratory symptoms (e.g., cough and phlegm). The EPA has determined that diesel exhaust is "likely to be carcinogenic to humans by inhalation" (United States Environmental Protection Agency 2002).

Existing Air Quality Conditions

Local Monitoring Data

Several ambient air quality monitoring stations are located in PCAPCD to monitor progress toward air quality standards attainment of NAAQS and CAAQS (Table 3.3-1). The nearest air quality monitoring station in the project vicinity that reported pollutant concentrations

between 2015 and 2017 is the North Sunrise Boulevard monitoring station at 151 North Sunrise Avenue in Roseville, which is approximately 2.5 miles south of the project. The North Sunrise Boulevard station monitors for ozone (O_3), NO_2, PM10, and PM2.5. Because there are no monitors for CO in Placer County, monitoring data for CO was taken from the nearest monitoring station, located at North Highlands-Blackfoot Way in Sacramento County (7 miles southwest of the project).

Air quality monitoring data from the North Sunrise Boulevard and North Highlands-Blackfoot Way monitoring stations are summarized in Table 3.3-2. These data represent air quality monitoring data for the last 3 years in which complete data are available (2015 through 2017).

Table 3.3-2. Ambient Air Quality Monitoring Data Measured at the Roseville-North Sunrise Boulevard and North Highlands-Blackfoot Way Sacramento Monitoring Stations

Pollutant Standards	2015	2016	2017
Ozone (O_3) (Roseville-North Sunrise Boulevard)			
Maximum 1-hour concentration (ppm)	0.098	0.115	0.117
Maximum 8-hour concentration (ppm)	0.084	0.092	0.088
Number of days standard exceeded[a]			
CAAQS 1-hour (>0.09 ppm)	1	5	4
CAAQS and NAAQS 8-hour (>0.070 ppm)	6	21	10
Nitrogen Dioxide (NO_2) (Roseville-North Sunrise Boulevard)			
State maximum 1-hour concentration (ppb)	50	50	52
State second-highest 1-hour concentration (ppb)	49	43	51
Annual average concentration (ppb)	8	8	7
Number of days standard exceeded[a]			
CAAQS 1-hour (0.18 ppm)	0	0	0
Carbon Monoxide (CO) (North Highlands-Blackfoot Way)			
Maximum 8-hour concentration (ppm)	1.3	1.6	1.3
Maximum 1-hour concentration (ppm)	2.1	2.3	1.6
Number of days standard exceeded[a]			
NAAQS 8-hour (≥9 ppm)	0	0	0
CAAQS 8-hour (≥9.0 ppm)	0	0	0
NAAQS 1-hour (≥35 ppm)	0	0	0
CAAQS 1-hour (≥20 ppm)	0	0	0
Particulate Matter (PM10) (Roseville-North Sunrise Boulevard)			
National[c] maximum 24-hour concentration ($\mu g/m^3$)	35.7	39.2	66.0
National[c] second-highest 24-hour concentration ($\mu g/m^3$)	24.4	38.9	64.8
State[d] maximum 24-hour concentration ($\mu g/m^3$)	59.1	39.1	65.8
State[d] second-highest 24-hour concentration ($\mu g/m^3$)	43.1	38.9	63.9
National annual average concentration ($\mu g/m^3$)	13.0	15.7	16.4
State annual average concentration ($\mu g/m^3$)[e]	*	*	*

Pollutant Standards	2015	2016	2017
Number of days standard exceeded[a]			
NAAQS 24-hour (>150 μg/m^3)[f]	0	0	0
CAAQS 24-hour (>50 μg/m^3)[f]	1	0	5
Particulate Matter (PM2.5) (Roseville-North Sunrise Boulevard)			
National[c] maximum 24-hour concentration (μg/m^3)	29.1	21.2	27.8
National[c] second-highest 24-hour concentration (μg/m^3)	20.1	20.2	17.4
State[d] maximum 24-hour concentration (μg/m^3)	44.1	24.4	28.8
State[d] second-highest 24-hour concentration (μg/m^3)	37.7	23.1	28.2
National annual average concentration (μg/m^3)	8.0	6.8	7.2
State annual average concentration (μg/m^3)[e]	8.1	6.9	7.4
Number of days standard exceeded[a]			
NAAQS 24-hour (>35 μg/m^3)	0	0	0

Sources: California Air Resources Board 2019c; U.S. Environmental Protection Agency 2019d.
ppm = parts per million
ppb = parts per billion
NAAQS = National Ambient Air Quality Standards
CAAQS = California Ambient Air Quality Standards
μg/m^3 = micrograms per cubic meter
mg/m^3 = milligrams per cubic meter
> = greater than
≥ = greater than or equal to
NA = not applicable or there was insufficient or no data available to determine the value

[a] An exceedance is not necessarily a violation.

[b] National statistics are based on standard conditions data. In addition, national statistics are based on samplers using federal reference or equivalent methods.

[c] State statistics are based on local conditions data, except in the South Coast Air Basin, for which statistics are based on standard conditions data. In addition, state statistics are based on California-approved samplers.

[d] Measurements usually are collected every 6 days.

[e] State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.

[f] Mathematical estimate of how many days' concentrations would have been measured as higher than the level of the standard had each day been monitored. Values have been rounded.

As shown in Table 3.3-2, the Roseville-North Sunrise Boulevard monitoring station has experienced violations of the state 1-hour O_3 standard, state and federal 8-hour O_3 standard, and state 24-hour PM10 standard during the 3-year monitoring period. As discussed above, the CAAQS and NAAQS represent concentration limits of criteria air pollutants needed to adequately protect human health and the environment. Existing violations of the O_3 and PM10 ambient air quality standards indicate that certain individuals exposed to this pollutant may experience certain health effects, including increased incidence of acute and chronic cardiovascular and respiratory ailments.

Attainment Status

Local monitoring data (Table 3.3-2) are used to designate areas as nonattainment, maintenance, attainment, or unclassified for NAAQS and CAAQS. The four designations are further defined as:

- Nonattainment – Assigned to areas where monitored pollutant concentrations violate the standard in question.
- Maintenance – Assigned to areas where monitored pollutant concentrations exceeded the standard in question in the past but are no longer in violation of that standard.
- Attainment – Assigned to areas where pollutant concentrations meet the standard in question over a designated period of time.
- Unclassified – Assigned to areas where data are insufficient to determine whether a pollutant is violating the standard in question.

Table 3.3-3 summarizes the attainment status for the SVAB portion of Placer County for the NAAQS and CAAQS.

Table 3.3-3. Attainment Status of Sacramento Valley Air Basin Portion of Placer County

	Attainment Status	
Pollutant	**State**	**Federal**
Ozone	Nonattainment	Severe Nonattainment
Nitrogen Dioxide	Attainment	Attainment
Carbon Monoxide	Attainment	Attainment
PM10	Nonattainment	Attainment
PM2.5	Attainment	Moderate Nonattainment
Lead	Attainment	Attainment

Sources: California Air Resources Board 2018; U.S. Environmental Protection Agency 2019e
PM10 = particulate matter that is 10 microns in diameter and smaller.
PM2.5 = particulate matter that is 2.5 microns in diameter and smaller.

Sensitive Receptors

The PCAPCD defines *sensitive receptors* as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of sensitive receptors include schools, hospitals, and residential areas. Primary pollutants of concern to sensitive receptors are localized criteria pollutants (e.g., PM, CO), DPM, and, to a lesser extent, odors or odorous compounds such as ammonia. Sensitive receptors would not be directly affected by regional pollutants, such as ozone precursors (ROG and NO_X), although regional emissions can contribute to the formation of ground-borne ozone or secondary PM.

The project area is in an urban environment; therefore, land use compatibility issues relative to the siting of pollution-emitting sources or the siting of sensitive receptors must be considered. Receptors within 1,000 feet of the proposed project may be exposed to increased air pollution. Residential land uses are immediately east and west (closest receptor is 25 feet) of Washington Boulevard between the Andora Underpass and Pleasant Grove Boulevard. Residential receptors are also within 120 feet of the existing UPRR mainline. Use of the shoofly during construction would move existing freight traffic approximately 40 feet closer to the Kaseberg-Kingswood neighborhood that is northwest of

Washington Boulevard. Figure 3.3-2 indicates the locations of sensitive receptors located in the vicinity of the project alignment.

3.3.2 Environmental Impacts

This section describes the environmental impacts of the proposed project on air quality. This section also describes the methods used to evaluate the impacts and the thresholds used to determine whether an impact would be significant.

Methods for Analysis

Air quality impacts associated with construction and operation of the proposed project were assessed and quantified using standard and accepted software tools, techniques, and emission factors. A summary of the methodology is provided below. A full list of assumptions is provided in Appendix C.

Construction

Construction activity is a source of dust and exhaust emissions that can have substantial temporary impacts on local air quality. Such emissions would result from earthmoving and use of heavy equipment, as well as land clearing, ground excavation, cut-and-fill operations, and roadway construction. Emissions can vary substantially from day to day, depending on the level of activity, the specific operations, and the prevailing weather. A major portion of dust emissions for the project would likely be caused by construction traffic on temporary areas.

Construction emissions of ROG, NO_X, CO, PM10, and PM2.5 were estimated using the Sacramento Metropolitan Air Quality Management District's (SMAQMD) Road Construction Emissions Model (RCEM) (Version 9.0). Construction activity for the project is expected to occur in two phases. As described in Chapter 2, *Project Description*, Phase 1 would involve intersection improvements (e.g., enhanced crosswalks) and minor road widening to support the new Class I bike trail. Phase 1 construction would require 8 months in 2020. Phase 2 would involve road widening, drainage improvements including the proposed bio-retention basin, and final intersection tie in and sound wall improvements at the Washington Boulevard/Pleasant Grove Boulevard intersection. Phase 2 would require 13 months, beginning in spring 2023.

The analysis covers the proposed project, which assumes Washington Boulevard would be closed during certain periods of construction of the UPRR shoofly, and Alternative 1, which assumes the road would remain open. Construction activities during both phases for the proposed project and Alternative 1 are anticipated to occur over four subphases, (1) Grubbing/Land Clearing; (2) Grading/Excavation; (3) Drainage/Utilities/Sub-Grade; and (4) Paving. RCEM defaults were assumed, except where project-specific data were provided by the project engineers, Mark Thomas & Company (Horton pers. comm.).

Operation

Criteria Pollutants

The primary operational criteria pollutants associated with the project are ROG, NO_X, CO, PM10, and PM2.5 emitted as vehicle exhaust. Emissions were estimated using the California Department of Transportation (Caltrans) CT-EMFAC model and vehicle activity data provided in the Fehr & Peers 2018 *Transportation Study for the Washington/Andora Widening Project*. This information was supplemented with a related Fehr & Peers technical memorandum dated April 10, 2019 which reviewed the effects of newly proposed project phasing. Appendix B contains both the 2018 transportation study and the 2019 technical memo. This memo confirmed that vehicle miles traveled (VMT) following Phase 1 improvements would be less than that identified for full project buildout. The CT-EMFAC program assumed project operating conditions during average annual conditions for the SVAB portion of Placer County.

Emission were modeled for existing (2016), existing (2016) plus project, cumulative (2035) no project, and cumulative (2035) plus project conditions using daily VMT distribution by 5-mph speed bin data (5 mph to 70 mph). VMT data were not provided for opening year (2025) conditions and are therefore not evaluated in the analysis of project-related criteria pollutant. The data included vehicle activity for affected roadways in the immediate project region.

Note that the only differences between the proposed project and Alternative 1 would occur during construction. Traffic volumes, speeds, and other operational conditions under the proposed project and Alternative 1 would be identical. Accordingly, the operational impact assessment is based on a single set of traffic conditions, which is representative of both the proposed project and Alternative 1 (one lane closure during construction).

Appendix C presents the daily VMT data and CT-EMFAC emission factor outputs.

Mobile Source Air Toxics/TACs

FHWA (2016) has issued an updated interim guidance using a tiered approach on how MSATs for transportation projects should be evaluated. Depending on the specific project circumstances, FHWA has identified the following three tiers of analysis.

1. No analysis for exempt projects or projects that have no potential for meaningful MSAT effects.
2. Qualitative analysis for projects with low potential MSAT effects.
3. Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

Potential MSAT effects associated with the proposed project are assessed according to FHWA's updated interim guidance and the project analysis tiers identified above. The analysis also considers guidance from the ARB's (2005) *Air Quality and Land Use Handbook.*

Carbon Monoxide Hot Spots

Vehicle idling at roadway intersections may increase localized CO concentrations, leading to CO hot spots. The potential for CO hot spots was evaluated at roadway intersections within the transportation study area, as defined in Section 3.16, *Transportation/Traffic*. Four conditions were modeled: existing, existing plus project, cumulative (2035) no project, and cumulative (2035) plus project.

Modeled traffic volumes and operating conditions were obtained from the traffic data prepared the *Transportation Study for the Washington/Andora Widening Project*. This information was supplemented with the Fehr & Peers technical memorandum, which confirmed that operational LOS impacts and hourly traffic volumes at study area intersections following Phase 1 improvements would be less than that identified for full project buildout (Appendix B). Ambient CO concentrations near the roadway under future project conditions were modeled using CALINE4 (Benson 1989). Only the PM peak hour traffic was modeled, as the modeled LOS and delays are worse in the PM peak hour than in the AM peak hour (Appendix B).

CO intersection modeling was conducted for the following three intersections.

- Washington Boulevard/Pleasant Grove Boulevard.
- Washington Boulevard/Kaseberg Drive.
- Washington Boulevard/Junction Boulevard.

The Washington Boulevard detour during construction would also result in notable traffic increases at several intersections in the surrounding area. Therefore, CO intersection modeling also was conducted for the following two intersections to evaluate the effects of closing Washington Boulevard during construction.

- Foothills Boulevard/Junction Boulevard.
- Roseville Parkway/Galleria Boulevard.

These intersections were evaluated because they were identified in the *Transportation Study for the Washington/Andora Widening Project* as the most affected intersections (i.e., highest traffic volumes and worst levels of congestion/delay) of the intersections analyzed in the project vicinity. Vehicle emission rates were determined using the EMFAC2017 emission rate program.

CO concentrations were estimated at four receptor locations at each of the intersections analyzed. The modeled receptors are not representative of the actual sensitive receptors and represent receptors at the nearest possible location to the intersection of the modeled mixing zones.[5] Inputs to the CALINE4 model were determined using methodology

[5] In the parlance of air dispersion modeling, the *mixing zone* represents the region directly over the highway as a zone of uniform emissions and turbulence. This area is the region over the traveled way (traffic lanes, not including shoulders) plus three meters on either side. The additional three-meter width accounts for the initial horizontal dispersion imparted to pollutants by the vehicle wake. Within the mixing zone, the mechanical turbulence created by moving vehicles and the thermal turbulence created by hot vehicle exhaust are assumed to be the dominant dispersive mechanisms (Benson 1989).

recommended in Appendix B of the CO Protocol (Garza et al. 1997), and represent conservative assumptions to evaluate worst-case conditions.

Background CO concentrations based on local air quality monitoring data (see Table 3.3-2) were added to project-level results to account for sources of CO not included in the modeling. Background concentrations for cumulative (2035) no project and cumulative (2035) plus project conditions were assumed to be the same as those for the current year. Actual 1- and 8-hour background concentrations in future years would likely be lower than those used in the CO modeling analysis because the trend in CO emissions and concentrations is decreasing as a result of continuing improvements in engine technology and the retirement of older, higher-emitting vehicles.

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant effect if it would result in any of the conditions listed below.

- Conflict with or obstruct implementation of the applicable air quality plan.
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).
- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors affecting a substantial number of people.

In December 2018, the California Supreme Court issued its decision in *Sierra Club v. County of Fresno* (6 Cal. 5th 502). The court reviewed the long-term, regional air quality analysis contained in the EIR for the proposed Friant Ranch development. The Friant Ranch project is a 942-acre master-plan development in unincorporated Fresno County within the San Joaquin Valley Air Basin. The court found that the air quality analysis was inadequate because it failed to provide enough detail "for the public to translate the bare [criteria pollutant emissions] numbers provided into adverse health impacts or to understand why such a translation is not possible at this time." The court's decision clarifies that environmental documents must connect a project's air quality impacts to specific health effects or explain why it is not technically feasible to perform such an analysis.

All criteria pollutants that would be generated by the proposed project are associated with some form of health risk (e.g., asthma). The potential for pollutants to affect public health depend on a multitude of variables, including how pollutants are dispersed and transported in the atmosphere. As discussed above, both construction and operation of the project would generate regional ozone precursors (ROG and NO_X) and PM emissions. The project would also result in localized emissions, primarily CO and PM.

PCAPCD's Handbook (2017) provides guidance for evaluating project-level air quality impacts, and identifies significance thresholds to assist lead agencies in determining criteria pollutant impacts for projects located in Placer County (see Table 3.3-4).

Table 3.3-4. Placer County Air Pollution Control District Criteria Pollutant Thresholds (pounds per day)

	Ozone Precursor Emissions		
Source	**ROG**	**NO_X**	**PM10**
Construction (short-term)	82	82	82
Operational (long-term)	55	55	82

NO_X = nitrogen oxides
PM10 = particulate matter that is 10 microns in diameter and smaller
ROG = reactive organic gases
Source: Placer County Air Pollution Control District 2017

PCAPCD's ozone precursor thresholds presented in Table 3.3-4 consider existing air quality concentrations and attainment or nonattainment designations under the NAAQS and CAAQS. The NAAQS and CAAQS are informed by a wide range of scientific evidence that demonstrates there are known safe concentrations of criteria pollutants. While recognizing that air quality is cumulative problem, PCAPCD considers projects that generate criteria pollutant and ozone precursor emissions below these thresholds to be minor in nature and would not adversely affect air quality such that the NAAQS or CAAQS would be exceeded. Emissions generated by the project could increase photochemical reactions and the formation of tropospheric ozone and secondary PM, which at certain concentrations could lead to increased incidence of specific health consequences. Although these health effects are associated with ozone and particulate pollution, the effects are a result of cumulative and regional emissions. Consequently, for projects with relatively small emissions contributions (i.e., emissions below the regional air district thresholds), that project's incremental contribution cannot be traced to specific health outcomes on a regional scale, and a quantitative correlation of project-generated regional criteria pollutant emissions to specific human health impacts is not technically feasible.

PCAPCD considers localized CO emissions from mobile sources to result in significant impacts if concentrations exceed the health-protective CAAQS. The PCAPCD Handbook has not established thresholds for MSATs, but recommends DPM be evaluated using the California Air Pollution Control Officers Association's (CAPCOA) guidance and thresholds, which are the probability of contracting cancer for the maximum exposed individual exceeding 10 in 1 million, or the ground-level concentrations of non-carcinogenic PM resulting in a hazard index greater than 1 for the maximum exposed individual (California Air Pollution Control Officers Association 2009).

Impacts and Mitigation Measures

In general, both phases of the proposed project and Alternative 1 (one lane closure during construction) would result in similar impacts on air quality. When impacts of phases are different, these are noted in the impact summary table and analysis below. Alternative 2 (No

Project) would not result in any impacts related to air quality and is not discussed further in this analysis.

Impact AQ-1	Conflict with or obstruct implementation of the applicable air quality plan
Applicable Policies and Regulations	Federal Clean Air Act California Clean Air Act NAAQS and CAAQS Ozone Plan PCAPCD rules and regulations SACOG's *2016 Metropolitan Transportation Plan/Sustainable Communities Strategy* and *2019–2022 Metropolitan Transportation Improvement Program*
Significance with Policies and Regulations	Proposed Project Phase 1: Less than Significant Phase 2: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project (Phases 1 and 2) and Alternative 1: None required
Significance after Mitigation	Proposed Project Phase 1: Less than Significant Phase 2: Less than Significant Alternative 1: Less than Significant

Proposed Project

The proposed project was included in the regional emissions analysis conducted by SACOG for the conforming 2016 MTP/SCS. Projects included in the MTP/SCS are consistent with the planning goals of SIP adopted by local air quality management agencies. Accordingly, it can be concluded that the project's emissions, which would include the O_3 precursors ROG and NO_X, would not exacerbate nonattainment conditions or conflict with air quality plans adopted to attain and maintain the CAAQS and NAAQS. This impact would be less than significant. No mitigation is required.

Alternative 1

Alternative 1 would result in conditions and impacts similar to those of the proposed project. Consequently, Alternative 1 emissions, which would include the O_3 precursors ROG and NO_X, would not exacerbate nonattainment conditions or conflict with air quality plans adopted to attain and maintain the CAAQS and NAAQS. As with the proposed project, this impact would be less than significant for Alternative 1. No mitigation is required.

Impact AQ-2	Violate any air quality standard or contribute substantially to an existing or projected air quality violation
Applicable Policies and Regulations	NAAQS and CAAQS Ozone Plan PCAPCD rules and regulations PCAPCD CEQA Guidelines and thresholds
Significance with Policies and Regulations	**Construction** Proposed Project Phase 1: Less than Significant Phase 2: Less than Significant Alternative 1: Less than Significant **Concurrent Construction and Traffic Detour Emissions** Proposed Project: Less than Significant Alternative 1: Less than Significant **Operations** Proposed Project Phase 1: Less than Significant Phase 2: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project (Phases 1 and 2) and Alternative 1: None required
Significance after Mitigation	Proposed Project Phase 1: Less than Significant Phase 2: Less than Significant Alternative 1: Less than Significant

Construction

Proposed Project

Temporary construction emissions would result during Phases 1 and 2 from grubbing/land clearing, grading/excavation, drainage/utilities/sub-grade construction, and paving activities. Emissions would also be generated during Phase 2 from demolition of the existing Andora Underpass. Pollutant emissions would vary daily, depending on the level of activity, specific operations, and prevailing weather.

The SMAQMD RCEM (Version 9.0) and information provided by the project engineers were used to estimate construction-related emissions. Table 3.3-5 summarizes the estimated maximum daily emissions levels during both construction phases. Construction of Phase 1 and Phase 2 would occur over four sequential subphases; emissions for each subphase are therefore compared separately with PCAPCD's thresholds as opposed to adding emissions across all activities. Accordingly, if emissions generated during a single subphase (e.g., Phase 1 grubbing/land clearing) would exceed PCAPCD's thresholds, the project would result in a significant air quality impact.

Table 3.3-5. Estimated Criteria Pollutant Emissions from Construction of the Proposed Project (pounds per day)

				PM10			PM2.5		
Project Phase	**ROG**	**NO_X**	**CO**	**Exhaust**	**Dust**	**Total**	**Exhaust**	**Dust**	**Total**
Phase 1									
Grubbing/Land Clearing	1	11	7	<1	29	29	<1	6	6
Grading/Excavation	2	29	17	1	29	30	1	6	7
Drainage/Utilities/Sub-Grade	2	15	13	1	29	30	1	6	7
Paving	1	13	13	1	<1	1	1	<1	1
Phase 2									
Grubbing/Land Clearing	1	14	12	1	38	38	1	8	8
Grading/Excavation[a]	5	56	41	2	42	45	2	9	10
Drainage/Utilities/Sub-Grade	2	17	19	1	38	38	1	8	9
Paving	1	15	15	1	<1	1	1	<1	1
Maximum Daily, Phase 1	2	29	17	1	29	30	1	6	7
Maximum Daily, Phase 2	5	56	41	2	42	45	2	9	10
PCAPCD Threshold	*82*	*82*	–	–	–	*82*	–	–	–

CO = carbon monoxide
NO_X = nitrogen oxides
PCAPCD = Placer County Air Pollution Control District
PM10 = particles of 10 micrometers or smaller
PM2.5 = particles of 2.5 micrometers and smaller
ROG = reactive organic gases

[a] Fugitive dust emissions from demolition of the existing underpass were estimated using emission factors from the CalEEMod User Guide (Trinity Consultants 2017). It was assumed that 850 cubic yards of material would be demolished over a period of 5 days.

As shown in Tables 3.3-5, neither Phase 1 nor Phase 2 would generate ROG, NO_X, or PM10 in excess of PCAPCD's thresholds. The project would implement Caltrans Standard Specifications (14-9.02, 10-5, 13-5, and 14-11.04) and comply with the PCAPCD fugitive dust control rule (see Section 3.3.1, *Existing Conditions*). The project would also be required to comply with the City's Department of Public Works Construction Standards, Section 111, which is intended to minimize fugitive dust emissions during construction activities. Compliance with the engineering and design requirements would be noted on City-approved construction plans. Implementation of these measures would further reduce PM emissions. Consequently, construction emissions of the proposed project would not be expected to contribute a significant level of air pollution such that regional air quality within the SVAB would be degraded. This impact would be less than significant, and no mitigation is required.

Alternative 1

Similar to the proposed project, Alternative 1 would result in temporary construction emissions from construction activities. These pollutant emissions would vary daily, depending on the level of activity, specific operations, and prevailing weather. Table 3.3-6 summarizes maximum daily emission levels during construction of Alternative 1. Construction of Phase 1 and Phase 2 would occur over four sequential subphases; emissions for each subphase are therefore compared separately with PCAPCD's thresholds as opposed to adding emissions across all activities. Accordingly, if emissions generated during a single subphase (e.g., Phase 1 grubbing/land clearing) would exceed PCAPCD's thresholds, the project would result in a significant air quality impact.

Table 3.3-6. Estimated Criteria Pollutant Emissions from Construction of Alternative 1 (pounds per day)

				PM10			PM2.5		
Project Phase	**ROG**	**NO_X**	**CO**	**Exhaust**	**Dust**	**Total**	**Exhaust**	**Dust**	**Total**
Phase 1									
Grubbing/Land Clearing	1	11	7	<1	29	29	<1	6	6
Grading/Excavation	2	29	17	1	29	30	1	6	7
Drainage/Utilities/Sub-Grade	2	15	13	1	29	30	1	6	7
Paving	1	13	13	1	<1	1	1	<1	1
Phase 2									
Grubbing/Land Clearing	1	14	12	1	38	38	1	8	8
Grading/Excavation[a]	5	54	40	2	42	45	2	9	10
Drainage/Utilities/Sub-Grade	2	16	19	1	38	38	1	8	8
Paving	1	13	15	1	<1	1	<1	<1	<1
Maximum Daily, Phase 1	2	29	17	1	29	30	1	6	7
Maximum Daily, Phase 2	5	54	40	2	42	45	2	9	10
PCAPCD Threshold	*82*	*82*	–	–	–	*82*	–	–	–

CO = carbon monoxide
NO_X = nitrogen oxides
PCAPCD = Placer County Air Pollution Control District
PM10 = particles of 10 micrometers or smaller
PM2.5 = particles of 2.5 micrometers and smaller
ROG = reactive organic gases

[a] Fugitive dust emissions from demolition of the existing underpass were estimated using emission factors from the CalEEMod User Guide (Trinity Consultants 2017). It was assumed that 850 cubic yards of material would be demolished over a period of 5 days.

As shown in Table 3.3-6, neither Phase 1 nor Phase 2 under Alternative 1 would generate ROG, NO_X, or PM10 in excess of PCAPCD's thresholds. The project would implement Caltrans Standard Specifications (14-9.02, 10-5, 13-5, and 14-11.04), and comply with the PCAPCD fugitive dust control rule (see Section 3.3.1, *Existing Conditions*). The project would also be required to comply with the City's Department of Public Works Construction Standards, Section 111, which is intended to minimize fugitive dust emissions during construction activities. Compliance with the engineering and design requirements would be noted on City-approved construction plans. Implementation of these measures would further reduce PM emissions. Consequently, emissions by construction of Alternative 1 would not be expected to contribute a significant level of air pollution such that regional air quality within the SVAB would be degraded. As is the case for the proposed project, this impact would be less than significant, and no mitigation is required.

Concurrent Construction and Traffic Detour Emissions

Proposed Project

As part of Phase 2 construction, Washington Boulevard would be closed to all vehicular traffic from south of Diamond Oaks Road to north of Kaseberg Drive in 2023. The road closure and associated detour would cause an estimated 10,600 VMT increase during the weekdays (Gard pers. comm.). Emissions generated by the VMT increase were conservatively assumed to occur concurrently with the grading and excavation subphase of

Phase 2 construction (this is the subphase that would generate the maximum daily construction emissions). A conservative estimate of overlapping emissions from simultaneous construction activities and the traffic detour were summed and are presented in Table 3.3-7. The increase in VMT was quantified using the CT-EMFAC2017 model assuming a posted speed limit of 40 mph on the detour route.

Table 3.3-7. Estimated Unmitigated Criteria Pollutant Emissions from Construction Activities and the Washington Boulevard Traffic Detour (2019) (pounds per day)

Source	ROG	NO_X	CO	PM10	PM2.5
Grading and excavation	5	56	41	45	10
Traffic detour vehicle miles traveled	<1	4	16	4	1
Total	5	61	57	49	11
PCAPCD Threshold	*82*	*82*	–	*82*	–

CO = carbon monoxide
NO_X = nitrogen oxides
PCAPCD = Placer County Air Pollution Control District
PM10 = particles of 10 micrometers or smaller
PM2.5 = particles of 2.5 micrometers and smaller
ROG = reactive organic gases

As shown in Table 3.3-7, concurrent construction and traffic detour emissions would not exceed PCAPCD's thresholds. As noted above, the project would implement Caltrans Standard Specifications (14-9.02, 10-5, 13-5, and 14-11.04), PCAPCD fugitive dust control rules, and City's Department of Public Works Construction Standards, Section 111, during grading and excavation activities. Implementation of these measures would further reduce PM emissions. Consequently, emissions generated by construction of the proposed project, inclusive of the traffic detour emissions, would not be expected to contribute a significant level of air pollution such that regional air quality within the SVAB would be degraded. As is the case for the proposed project, this impact would be less than significant, and no mitigation is required.

Alternative 1

The Washington Boulevard closure would not be required under Alternative 1. However, traffic congestion would occur through the construction site because of temporary lane closures. Specifically, as described in Section 3.16, *Transportation/Traffic*, peak-hour vehicle delay for northbound traffic on Kaseberg Drive and southbound traffic from Diamond Oaks Road through the Washington Boulevard/Pleasant Grove Boulevard intersection would be around 300 and 220 seconds per vehicle, respectively. Due to this congestion, individuals may alter their travel route to avoid the project area, even if the roadway remains officially open. The traffic diversion and additional delay may increase emissions generated during the construction period, but the specific quantity cannot be quantified because it is unknown how individuals will choose to change their travel habits.

While additional emissions may be generated, they are not expected to exceed those estimated under the full traffic detour for the proposed project (see Table 3.3-7). Based on the estimated detour and construction emissions for Alternative 1 (see Table 3.3-6),

concurrent construction and traffic detour emissions would not exceed PCAPCD's thresholds. Accordingly, this impact would be less than significant.

Operation

Proposed Project

Long-term air quality impacts are those associated with motor vehicles operating on the roadway network, predominantly those operating in the project vicinity. Emission of ROG, NO_X, CO, PM10, and PM2.5 for existing (2016), existing (2016) plus project, cumulative (2035) no project, and cumulative (2035) plus project conditions were evaluated through modeling conducted using Caltrans' CT-EMFAC2017 model and vehicle activity data provided in the *Transportation Study for the Washington/Andora Widening Project* (Appendix B). Table 3.3-8 summarizes the modeled emissions by scenario and presents a comparison of emissions under the existing plus project and cumulative (2035) plus project conditions to emissions under the cumulative (2035) no project and existing (2016) conditions. As noted above, the operational impact assessment is based on a single set of traffic conditions, which is representative of both build alternatives (the proposed project and Alternative 1). Only emissions under full build (i.e., after completion of Phase 2) were modeled as traffic volumes, and, thus, emissions would be lower with completion of only Phase 1.

Table 3.3-8. Estimated Criteria Pollutant Emissions from Operation of the Proposed Project (pounds per day)

Condition	Daily VMT	ROG	NO_X	CO	PM10	PM2.5
2016 Existing	52,098,452	7,313	59,374	160,177	2,507	266
2016 Existing Plus Project	52,104,120	7,314	59,382	160,204	2,507	266
Cumulative (2035) No Project	73,990,584	2,499	24,610	77,449	2,361	51
Cumulative (2035) Plus Project	73,991,365	2,499	24,609	77,446	2,361	51
Incremental Project Impact						
2016 Existing Plus Project vs. 2016 Existing	5,668	2	8	28	<1	<1
Cumulative (2035) Plus Project vs. Cumulative (2035) No Project	781	<1	-1	-3	<1	<1
PCAPCD Threshold	–	*55*	*55*	–	*82*	–

CO = carbon monoxide
NO_X = nitrogen oxides
PCAPCD = Placer County Air Pollution Control District
PM10 = particles of 10 micrometers or smaller
PM2.5 = particles of 2.5 micrometers and smaller
ROG = reactive organic gases
VMT = vehicle miles travelled

The emissions analysis presented in Table 3.3-8 indicates that operation of the proposed project would result in minor increases of all criteria pollutants compared to existing conditions. Relative to cumulative (2035) no project conditions, the project would have virtually no effect on ROG and PM emissions, and result in minor decreases of NOx and CO. These reductions are primarily the result of changes in vehicle speed patterns and the

relationship between vehicle speeds and emission rates, which offset the minor increase in VMT associated with implementation of the project. The increase in ROG and PM emissions would be minor and would not exceed PCAPCD thresholds. Consequently, emissions by operation of the proposed project would not be expected to contribute a significant level of air pollution such that regional air quality within the SVAB would be degraded. This impact would be less than significant, and no mitigation is required.

Alternative 1

Alternative 1 would result in the same impacts as discussed for the proposed project and presented in Table 3.3-8. The impacts would be less than significant, and no mitigation is required.

Impact AQ-3	**Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)**
Applicable Policies and Regulations	NAAQS and CAAQS Ozone Plan PCAPCD rules and regulations PCAPCD CEQA Guidelines and thresholds
Significance with Policies and Regulations	Proposed Project Phase 1: Less than Significant Phase 2: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project (Phases 1 and 2) and Alternative 1: None required
Significance after Mitigation	Proposed Project Phase 1: Less than Significant Phase 2: Less than Significant Alternative 1: Less than Significant

Proposed Project

The City, as CEQA lead agency, relies on a two-tier criteria pollutant cumulative analysis methodology similar to that adopted by SMAQMD as outlined in its *Guide to Air Quality Assessment in Sacramento County* (Sacramento Air Quality Management District 2018). That is, if a project would not result in significant project-level criteria air pollutant emissions for which the region is designated nonattainment (i.e., exceed the PCAPCD recommended project thresholds shown in Table 3.3-4), project emissions would not be considered cumulatively considerable and would result in a less-than-significant cumulative impact. Should a project exceed the thresholds, a Tier 2 evaluation is conducted to determine Ozone Plan consistency in accordance with CEQA Guidelines Section 15064 (h)(3). Under the Tier 2 analysis, projects that are found to be consistent with the Ozone Plan and which would not conflict with the Ozone Plan emissions budget are considered less than

cumulatively considerable. The City finds that this methodology is appropriate for Roseville projects because the city is within the SVAB, the same air basin where the above methodology is utilized by numerous CEQA lead agencies with concurrence and support from SMAQMD.

As shown in Tables 3.3-5 through 3.3-8, neither construction nor operation of the proposed project would result in emissions in excess of PCAPCD's recommended project thresholds. Accordingly, project emissions would not be considered cumulatively considerable and would result in a less-than-significant cumulative impact without a Tier 2 evaluation being required.

Alternative 1

As shown in Tables 3.3-6 and 3.3-8 and as is the case for the proposed project, neither construction nor operation of Alternative 1 would result in emissions in excess of PCAPCD's recommended project thresholds. Concurrent construction and traffic delay/diversion emissions likewise would not exceed thresholds. Accordingly, emissions would not be considered cumulatively considerable and would result in a less-than-significant cumulative impact without a Tier 2 evaluation being required.

Impact AQ-4	**Expose sensitive receptors to substantial pollutant concentrations**
Applicable Policies and Regulations	NAAQS and CAAQS PCAPCD rules and regulations PCAPCD CEQA Guidelines and thresholds
Significance with Policies and Regulations	Proposed Project Phase 1: Less than Significant Phase 2: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project (Phases 1 and 2) and Alternative 1: None required
Significance after Mitigation	Proposed Project Phase 1: Less than Significant Phase 2: Less than Significant Alternative 1: Less than Significant

Proposed Project

Toxic Air Contaminants/Mobile Source Air Toxics

Construction Activities

Heavy-duty equipment would generate DPM during roadway-widening activities. As shown in Table 3.3-5, DPM emissions would be minor (1 to 2 pounds per day, depending on subphase) and only occur over a period of 13 months. The short-term construction period is well below the 30-year exposure period typically associated with increased cancer risks

(Office of Environmental Health Hazard Assessment 2015). Moreover, DPM from construction equipment would be transitory and spread throughout the entire 0.85-mile segment, as opposed to being concentrated at a single location. Accordingly, construction of the proposed project would not result in a significant increase in cancer or non-cancer risks at nearby sensitive receptors. This impact would be less than significant.

According to the California Department of Conservation's *A General Location Guide for Ultramafic Rocks in California*, there are no geologic features normally associated with NOA (i.e., serpentine rock or ultramafic rock near fault zones) in or near the project area (California Department of Conservation 2000). Consequently, there is no potential for impacts related to NOA emissions during construction activities. However, demolition of the existing Andora bridge would be subject to EPA's National Emissions Standards for Hazardous Air Pollutants and CARB's Airborne Toxic Control Measures if asbestos-containing materials were used in the original bridge construction. This impact would be less than significant.

Shoofly

Use of the shoofly would relocate existing UPRR diesel locomotive traffic about 40 feet closer to existing sensitive receptors. The shoofly would be operational for roughly 6 months and approximately 25 trains per day would use the shoofly instead of the existing mainline. During the transition from the old track to the shoofly and back again, the rail line would be shut down to train traffic for about 4 hours. However, no trains would be diverted around the project site to other rail lines. Although the shoofly would move locomotives closer to receptors (by about 40 feet), it would not increase the number or intensity of existing DPM emissions. Moreover, the detour would only change the location of DPM emissions for a period of up to 6 months. This change would be short-term and would not result in a significant increase in cancer or non-cancer risks at nearby sensitive receptors. This impact would be less than significant.

Roadway Operation

As discussed under *Mobile Source Air Toxics/TACs* in Section 3.3.2, FHWA has issued an updated interim guidance using a tiered approach on how MSATs for transportation projects should be evaluated. Based on the three project categories outlined in FHWA's guidance, the proposed project is considered a project with low potential MSAT impacts because average daily traffic (ADT) in the project area would not exceed 60,000 vehicles per day under cumulative (2035) plus project conditions. Consequently, ADT would be below FHWA's MSAT ADT threshold of 140,000 vehicles for projects with higher potential for MSAT impacts.

As shown in Table 3.3-8, VMT estimated for the proposed project is slightly higher than that for Alternative 2 (No Project), because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the proposed project along Washington Boulevard, along with a corresponding decrease in MSAT emissions along the parallel routes. The additional travel lanes contemplated as part of the project would have the effect of moving some traffic closer to nearby homes; therefore, there may be localized

areas where ambient concentrations of MSATs could be higher than the cumulative no project condition. However, the widened portions of Washington Boulevard are neither considered by the CARB (2005) as high-traffic roads nor roadways with significant diesel volumes.[6] Accordingly, operation of the proposed project would not expose sensitive populations to substantial MSAT concentrations or associated health risks. This impact would be less than significant.

Criteria Pollutants

Adverse health effects induced by regional criteria pollutant emissions generated by the proposed project (ozone precursors and PM) depend on numerous interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, the number and character of exposed individuals [e.g., age, gender]). For these reasons, ozone precursors (ROG and NO_X) contribute to the formation of ground-borne ozone on a regional scale, where emissions of ROG and NO_X generated in one area may not equate to a specific ozone concentration in that same area. Similarly, some types of particulate pollutants may be transported over long distances or formed through atmospheric reactions. Consequently, the magnitude and locations of specific health effects from exposure to increased ozone or regional PM concentrations are the product of emissions generated by numerous sources throughout a region, as opposed to a single individual project, and a project's incremental contribution cannot be traced to specific health outcomes on a regional scale. Accordingly, a quantitative correlation of project-generated regional criteria pollutant emissions to specific human health impacts is not technically feasible for projects with relatively small emissions contributions (i.e., emissions below the regional air district thresholds).

Localized criteria pollutant generated by a project (e.g., fugitive dust) are deposited and potentially affect population near the emissions source. Because these pollutants dissipate with distance, emissions from individual projects can result in direct and material health impacts to adjacent sensitive receptors. The NAAQS and CAAQS are health protective standards and define the maximum amount of ambient pollution that can be present without harming public health.

As discussed above, PCAPCD has developed region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment designations under the NAAQS and CAAQS. The NAAQS and CAAQS are informed by a wide range of scientific evidence that demonstrates there are known safe concentrations of criteria pollutants. While recognizing that air quality is a cumulative problem, PCAPCD typically considers projects that generate criteria pollutant and ozone precursor emissions below these thresholds to be minor in nature and would not adversely affect air quality such that the NAAQS or CAAQS would be exceeded. As shown in Tables 3.3-5 through 3.3-8, neither construction nor operation of the proposed project would not generate ROG, NO_X, or

[6] CARB's (2005) *Air Quality and Land Use Handbook* defines high-traffic urban roads as those with greater than 100,000 vehicles per day and high-traffic rural roads as those with greater than 500,000 vehicles per day. ADT in the project area for the project under cumulative year (2035) conditions will vary between 9,400 and 60,000 vehicles, depending on the location. Heavy-duty trucks comprise approximately 2% of this ADT, resulting in a truck ADT of 188 to 1,200 (Horton pers. comm.).

PM in excess of PCAPCD's numeric thresholds. The project would also implement Caltrans Standard Specifications (14-9.02, 10-5, 13-5, and 14-11.04), PCAPCD fugitive dust control rules, and City's Department of Public Works Construction Standards, Section 111, during grading and excavation activities. Implementation of these measures would further reduce localized and regional PM emissions during construction. Consequently, the proposed project would not be expected to contribute a significant level of air pollution such that air quality would be degraded.

In addition to the thresholds shown in Table 3.3-4, PCAPCD has also adopted screening criteria to evaluate CO hot spots from operational motor vehicle traffic, which can be a problem in urban areas. Hot spots typically occur in areas of high motor vehicle use, such as in parking lots, at congested intersections, and along highways. Existing (2016), existing (2016) plus project, cumulative (2035) no project, and cumulative (2035) plus project conditions were modeled to evaluate CO concentrations relative to the health-protective NAAQS and CAAQS. As previously discussed, CO concentrations were estimated at three roadway intersections. Table 3.3-9 summarizes the results of the intersection CO modeling and indicate that CO concentrations are not anticipated to exceed the 1- or 8-hour NAAQS and CAAQS under all project conditions.

The Washington Boulevard detour during construction would also result in notable traffic increases at several intersections in the surrounding area. CO intersection modeling was conducted for the following two junctions to evaluate the effects of closing Washington Boulevard during construction.

- Foothills Boulevard/Junction Boulevard.
- Roseville Parkway/Galleria Boulevard.

These intersections were evaluated because they were identified in the *Transportation Study for the Washington/Andora Widening Project* as the most affected intersections (i.e., highest traffic volumes and worst levels of congestion/delay) that were analyzed in the project vicinity (Appendix B). Table 3.3-10 summarizes the results of the modeling and indicates that traffic conditions would not result in localized CO hot spots. As a result, the proposed project would not result in CO concentrations in excess of the health protective CAAQS or NAAQS, and, therefore, would not expose sensitive receptors to significant pollutant CO concentrations or health effects. This impact would be less than significant, and no mitigation is required.

Table 3.3-9. Carbon Monoxide Concentration Modeling Results (parts per million)

		1-Hour Concentration[b]			8-Hour Concentration[c]		
Intersection	**Rec.[a]**	**Existing (2016)**	**Cumulative (2035) No Project**	**Cumulative (2035) Plus Project**	**Existing (2016)**	**Cumulative (2035) No Project**	**Cumulative (2035) Plus Project**
Washington Boulevard/ Pleasant Grove Boulevard	1	4.2	2.9	2.9	2.9	2.0	2.0
	2	3.8	2.7	2.7	2.7	1.9	1.9
	3	3.7	2.7	2.7	2.6	1.9	1.9
	4	4.2	2.9	2.9	2.9	2.0	2.0
Washington Boulevard/ Kaseberg Drive	5	3.4	2.5	2.6	2.4	1.7	1.8
	6	3.1	2.4	2.5	2.2	1.7	1.7
	7	3.2	2.5	2.6	2.3	1.7	1.8
	8	3.1	2.4	2.5	2.2	1.7	1.7
Washington Boulevard/ Junction Boulevard	9	3.2	2.6	2.6	2.3	1.8	1.8
	10	3.2	2.6	2.6	2.3	1.8	1.8
	11	3.4	2.6	2.6	2.4	1.8	1.8
	12	3.1	2.6	2.6	2.2	1.8	1.8
State Standard (ppm)		*20*	*20*	*20*	*9.0*	*9.0*	*9.0*
Federal Standard (ppm)		*35*	*35*	*35*	*9*	*9*	*9*

Rec. = receptor

[a] Consistent with Caltrans CO Protocol, receptors are located at 3 meters from the intersection, at each of the four corners to represent the nearest location in which a receptor could potentially be located adjacent to a travelled roadway. The modeled receptors indicated are not representative of the actual sensitive receptors. All intersections modeled have two intersecting roadways.

[b] Average 1-hour background concentration between 2015 and 2017 was 2.0 ppm (California Air Resources Board 2019c).

[c] Average 8-hour background concentration between 2015 and 2017 was 1.4 ppm (U.S. Environmental Protection Agency 2019d).

Table 3.3-10. CO Modeling Concentration Results with and without Washington Boulevard Construction Detour (parts per million)

		1-Hour CO Concentrations[b] (ppm)		8-Hour CO Concentrations[c] (ppm)	
Intersection	**Rec.[a]**	**No Detour**	**With Detour**	**No Detour**	**With Detour**
Foothills Boulevard/ Junction Boulevard	1	2.6	2.8	1.8	2.0
	2	2.7	2.8	1.9	1.9
	3	2.7	2.8	1.9	2.0
	4	2.5	2.8	1.8	1.9
Roseville Parkway/ Galleria Boulevard	5	3.0	3.0	2.1	2.1
	6	2.9	2.9	2.0	2.0
	7	2.9	2.9	2.0	2.0
	8	2.9	3.0	2.0	2.1
State Standard (ppm)		*20*	*20*	*9.0*	*9.0*
Federal Standard (ppm)		*35*	*35*	*9*	*9*

CO = carbon monoxide
ppm = parts per million
Rec. = receptor

[a] Consistent with Caltrans CO Protocol, receptors are located at 3 meters from the intersection, at each of the four corners to represent the nearest location in which a receptor could potentially be located adjacent to a travelled roadway. The modeled receptors indicated are not representative of the actual sensitive receptors. All intersections modeled have two intersecting roadways.

[b] Average 1-hour background concentration between 2015 and 2017 was 2.0 ppm (California Air Resources Board 2019c).

[c] Average 8-hour background concentration between 2015 and 2017 was 1.4 ppm (U.S. Environmental Protection Agency 2019d).

Alternative 1

The potential for Alternative 1 to expose sensitive receptors to substantial pollutant concentrations and associated health effects during construction and operation would be similar to the proposed project. As previously discussed, the temporary lane closures would increase peak-hour vehicle delay for northbound traffic on Kaseberg Drive and southbound traffic from Diamond Oaks Road through the Washington Boulevard/Pleasant Grove Boulevard intersection. Increased vehicle idling at these locations would generate CO emissions. However, based on the analysis conducted for full project operation (Table 3.3-9) and the traffic detour under the proposed project (Table 3.3-10), CO concentrations are not anticipated to exceed the 1- or 8-hour NAAQS or CAAQS. This impact would be less than significant, and no mitigation is required.

Impact AQ-5	Create objectionable odors affecting a substantial number of people
Applicable Policies and Regulations	PCAPCD Rule 205, Nuisance PCAPCD CEQA Guidelines
Significance with Policies and Regulations	Proposed Project Phase 1: Less than Significant Phase 2: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project (Phases 1 and 2) and Alternative 1: None required
Significance after Mitigation	Proposed Project Phase 1: Less than Significant Phase 2: Less than Significant Alternative 1: Less than Significant

Proposed Project

Minor sources of odors would be present during construction of the proposed project (Phases 1 and 2). Diesel engines are the predominant source of power for construction equipment. Exhaust odors from diesel engines, as well as emissions associated with asphalt paving, may be considered offensive to some individuals. However, because odors would be temporary and would disperse rapidly with distance from the source, construction-generated odors are not anticipated to result in the adverse exposure of receptors to objectionable odorous emissions. The shoofly would relocate diesel-powered freight up to 40 feet closer to receptors for a period of 5 months. Any increase in odors associated with the detour would be intermittent, occurring only as trains pass by receptors, and would be consistent with existing land uses and freight rail operation. Long-term operation of the project is not anticipated to influence odors because it would not increase truck volumes along Washington Boulevard or UPRR train traffic. This impact would be less than significant, and no mitigation is required.

Alternative 1

Alternative 1 would result in the same impacts as discussed above for the proposed project. The impacts would be less than significant, and no mitigation is required.

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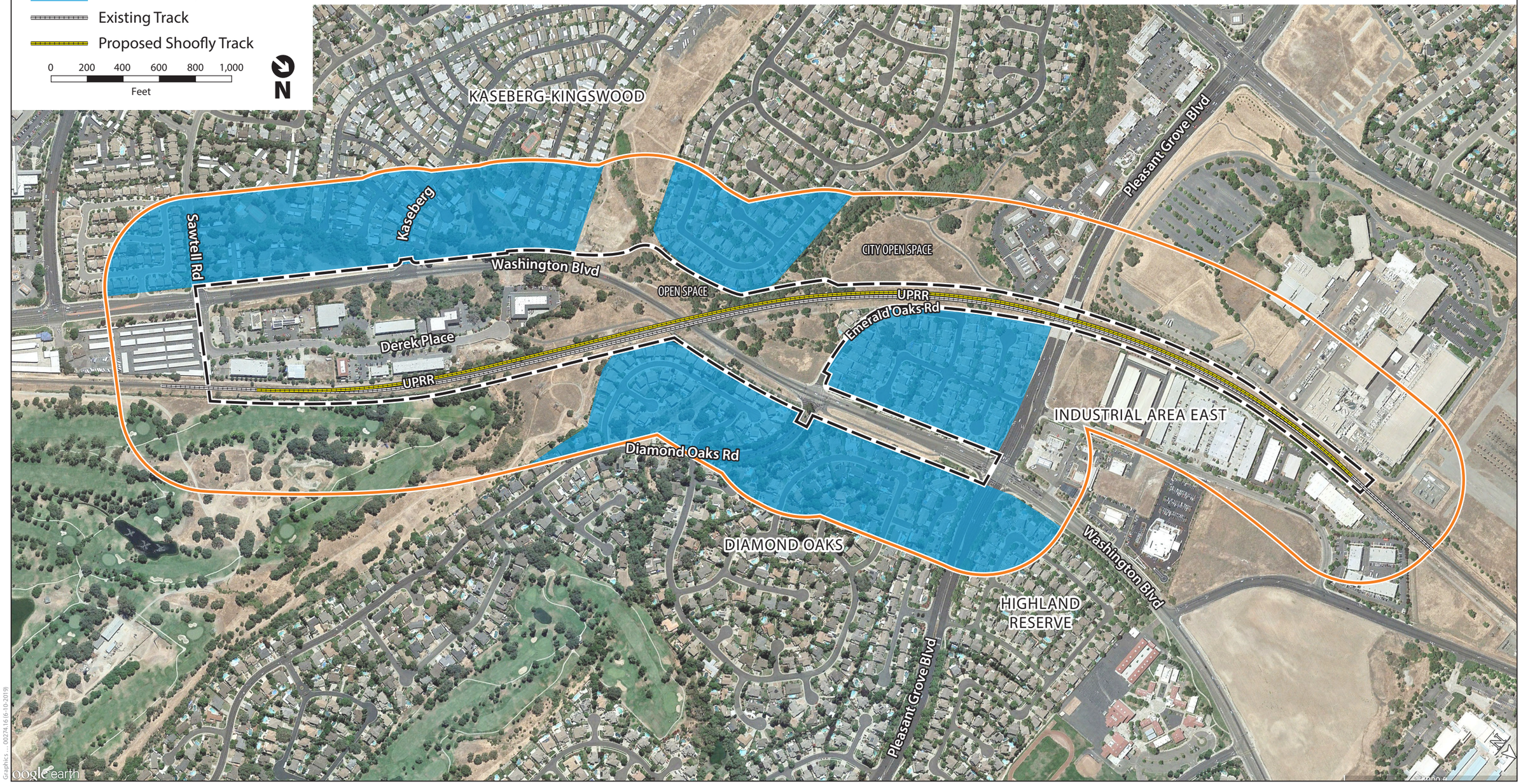

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Figure 3.3-2
Areas of Sensitive Receptors

3.4 Biological Resources

This section describes the regulatory and environmental setting for biological resources that are present, or have the potential to be present, within the project area. For the purpose of the EIR, biological resources consist of vegetation, wildlife, fish, waters of the United States, and waters of the State.

No comments related to biological resources were received in response to the Notice of Preparation for this EIR.

3.4.1 Existing Conditions

Regulatory Setting

This section summarizes the federal and state regulations that protect special-status species; waters of the United States (which also are considered waters of the State), including wetlands; and sensitive habitats within the project area. This section also discusses pertinent local general plan policies and ordinances related to the protection and preservation of biological resources.

Federal Laws and Regulations

Federal Endangered Species Act

Under the federal Endangered Species Act (FESA), the Secretary of the Interior and the Secretary of Commerce have joint authority to list a species as threatened or endangered (16 United States Code [USC] 1533[c]). Pursuant to the requirements of the FESA, an agency reviewing a proposed project within its jurisdiction must determine whether any federally listed species may be present in the project region, and whether the proposed project would result in a "take"[1] of such species. The "take" provision of the FESA applies to actions that would result in injury, death, or harassment of a single member of a species protected under the act. In addition, a federal agency is required to determine whether a proposed federal action is likely to jeopardize the continued existence of any species listed under the FESA, or result in the destruction or adverse modification of critical habitat for such species (16 USC 1536[3][4]). If it is determined that a project may result in the "take" of a federally listed species, a permit from the U.S. Fish and Wildlife Service (USFWS) would be required under Section 7 or Section 10 of the FESA. Section 7 applies if there is a federal nexus (e.g., the project is on federal land, the lead agency is a federal entity, a permit is required from a federal agency, or federal funds are being used). Section 10 applies if there is no federal nexus.

[1] "Take," as applied in Section 9 of the FESA, means to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect or to attempt to engage in any such conduct." "Harass" is further defined by USFWS as an intentional or negligent act or omission that creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns which include, but are not limited to, breeding, feeding, and sheltering (50 Code of Federal Regulations Part 17.3). "Harm" is defined as "an act which actually kills or injures wildlife." This may include significant habitat modification or degradation that actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering.

Substantial, adverse project-related impacts on FESA-listed species or their habitats would be considered significant in this EIR. Proposed species are granted limited protection under the FESA and must be addressed in Biological Assessments (under Section 7 of the Act, which only applies to federal agencies); proposed species otherwise have no protection from "take" under federal law, unless they are emergency-listed species. Candidate species are afforded no protection under the FESA. However, USFWS recommends that candidate species and species proposed for listing also be considered in informal consultation during a project's environmental review.

Clean Water Act

The federal Water Pollution Control Act of 1972, often referred to as the Clean Water Act, is the nation's primary law for regulating discharges of pollutants into waters of the United States. The objective of the Clean Water Act is to restore and maintain the chemical, physical, and biological integrity of the nation's waters. The regulations adopted pursuant to the act deal extensively with the permitting of actions in waters of the United States, including wetlands. The act's statutory sections and implementing regulations provide more specific protection for riparian and wetland habitats than any other federal law. The U.S. Environmental Protection Agency has primary authority under the Clean Water Act to set standards for water quality and for effluents, but the U.S. Army Corps of Engineers (USACE) has primary responsibility for permitting the discharge of dredged or fill materials into streams, rivers, and wetlands. Section 3.9, *Hydrology and Water Quality*, provides additional information on the Clean Water Act.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act protects migratory bird species from take. Take, under the act, is defined as the action of, or an attempt to, pursue, hunt, shoot, capture, collect, or kill (50 Code of Federal Regulations Part 10.12). The definition differentiates between "intentional" take (take that is the purpose of the activity in question) and "unintentional" take (take that results from, but is not the purpose of, the activity in question).

State Laws and Regulations

California Endangered Species Act

The California Endangered Species Act (CESA), established under California Fish and Game Code Section 2050 et seq., identifies measures to ensure that endangered species and their habitats are conserved, protected, restored, and enhanced. The CESA restricts the "take" of plant and wildlife species listed by the state as endangered or threatened, as well as candidates for listing. Section 86 of the Fish and Game Code defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Under Section 2081(b) of the Fish and Game Code, the California Department of Fish and Wildlife (CDFW) has the authority to issue permits for incidental take for otherwise lawful activities. Under this section, CDFW may authorize incidental take, but the impacts of the take must be minimized and fully mitigated. CDFW cannot issue permits for projects that would jeopardize the continued existence of state listed species. CDFW maintains lists for candidate-endangered species and candidate-threatened species. Candidate species and listed species receive equal protection under the law.

An agency reviewing a proposed project within its jurisdiction should determine whether any state-listed endangered or threatened species could be present on the project site and determine whether the proposed project could have a potentially significant impact on such species. In addition, CDFW encourages informal consultation on any proposed project that may affect a candidate species. Project-related impacts on species on the CESA endangered or threatened lists would be considered a significant impact in this EIR. Impacts on "species of concern" would be considered a significant impact if the species met the criteria set forth under the State CEQA Guidelines Section 15380, or if the species were also protected under any of the other statutes or policies discussed in this section.

California Fish and Game Code

The California Fish and Game Code provides a variety of protections for species that may not be federally or state-listed as threatened or endangered, or of special concern.

- Section 3503 protects all breeding native bird species in California by prohibiting the take[2], possession, or needless destruction of nests and eggs of any bird, with the exception of nonnative English sparrows and European starlings (Section 3801).
- Section 3503.5 protects all birds of prey (in the orders Falconiformes and Strigiformes) by prohibiting the take, possession, or killing of raptors and owls, their nests, and their eggs.
- Section 3513 prohibits the take or possession of migratory nongame birds as designated in the Migratory Bird Treaty Act or any parts of such birds except in accordance with regulations prescribed by the Secretary of the Interior.
- Section 3800 prohibits the take of nongame birds, which are defined as birds occurring naturally in California that are not game birds or fully protected species.
- Section 3511 (birds), Section 5050 (reptiles and amphibians), and Section 4700 (mammals) designate certain wildlife species as fully protected in California.

Fully protected species, or parts thereof, may not be taken or possessed at any time, except as part of an approved Natural Community Conservation Plan that treats such species as "covered species" (Fish and Game Code Section 2800 et seq.).

Under Fish and Game Code Section 1602, public agencies are required to notify CDFW before undertaking any project that would divert, obstruct, or change the natural flow, bed, channel, or bank of any river, stream, or lake. Preliminary notification and project review generally occur during the environmental process. When an existing fish or wildlife resource may be substantially adversely affected, CDFW is required to propose reasonable project changes to protect the resources. These modifications are formalized in a Lake or Streambed Alteration Agreement that becomes part of the plans, specifications, and bid documents for the project. Because the proposed project would require modification to the bed and bank of streams that are regulated under Section 1602, the City would obtain a Lake or Streambed Alteration Agreement.

[2] "Take" in this context is defined in Section 86 of the California Fish and Game Code as to "hunt, pursue, catch, capture, or kill, or to attempt to hunt, pursue, catch, capture, or kill."

Porter-Cologne Water Quality Control Act

State law sometimes protects wetlands that are beyond the regulatory reach of federal law under the Clean Water Act. Under the Porter-Cologne Act definition, waters of the State are "any surface water or groundwater, including saline waters, within the boundaries of the state." Although all waters of the United States that are within the borders of California are also waters of the State, the reverse is not true. Therefore, California retains authority to regulate discharges of waste into any waters of the State, regardless of whether USACE has concurrent jurisdiction under Clean Water Act Section 404, and defines discharges to receiving waters more broadly than the Clean Water Act does.

Waters of the state fall under the jurisdiction of the nine Regional Water Quality Control Boards (RWQCBs). Under the Porter-Cologne Act, each RWQCB must prepare and periodically update water quality control basin plans. Each basin plan sets forth water quality standards for surface water and groundwater, as well as actions to control nonpoint and point sources of pollution. California Water Code Section 13260 requires any person discharging waste, or proposing to discharge waste in any region that could affect the waters of the State to file a report of discharge (an application for waste discharge requirements) with the applicable RWQCB. California Water Code Section 13050 authorizes the State Water Resources Control Board and the affiliated RWQCB to regulate biological pollutants.

Local Laws and Regulations

City of Roseville Design and Construction Standards

Implementation of Section 111 of the City's Design and Construction Standards would reduce impacts associated with erosion and runoff from construction sites by requiring the development of an erosion control plan. The erosion control plan must contain a description of the site and identify time restrictions, erosion and sediment control measures, means of waste disposal, measures to control post-construction sediment, maintenance responsibilities, landscaping during and after grading, and non-stormwater management controls.

City General Plan 2035

The Vegetation and Wildlife Section of the Open Space and Conservation Element in the City's General Plan 2035 provides the following goals and policies that are applicable to the proposed project (City of Roseville 2016).

> **Goal 1.** Establish a comprehensive system of public and private open space, including interconnected open space corridors that should include oak woodlands, riparian areas, grasslands, wetlands, and other open space resources.
>
> > **Policy 1.** Provide an interconnecting system of open space corridors that, where feasible, incorporate bikeways and pedestrian paths.
> >
> > **Policy 2.** Provide interconnected open space corridors between open space and habitat resources, recreation area, schools, employment, commercial service and residential areas.

Policy 3. Work with adjacent jurisdictions to connect the City with regional open space and trail systems, providing a network of open space and habitat resources, pathways and, where reasonable, equestrian trails through the City to link nearby communities.

Policy 4. Require all new development to provide linkages to existing and planned open space systems. Where such access cannot be provided through the creation of open space connections, identify alternative linkages.

Policy 9. Where feasible, entryways into Roseville shall incorporate the preservation of natural resource areas, such as oak woodland, riparian, and grassland areas as a way of defining the City's boundaries and identity.

Goal 3. Integrate, where feasible, passive recreational and educational opportunities with the protection of wildlife and vegetation habitat areas.

Policy 6. Take into account consideration of natural habitat areas in developing linkages and in preserving open space areas. Identify alternative sites for linkages where sensitive habitat areas have the potential to be adversely impacted.

City of Roseville Tree Preservation Ordinance

Chapter 19.66 (Tree Preservation) of the City Municipal Code contains regulations controlling the removal and preservation of trees within the City. A tree permit is required to conduct specific work or regulated activities within the protected zone of a protected tree or to remove a protected tree. A *protected tree* is defined in the Roseville Municipal Code as a native oak tree equal to or greater than 6 inches diameter at breast height, measured as a total of a single trunk or multiple trunks. The *protected zone* is demarcated as the largest radius of the circle formed by the protected tree's dripline plus 1 foot; the radius is measured as the distance from the base of the tree trunk to the greatest extent of the tree's dripline.

Under the ordinance, native oaks are defined as valley oaks, blue oaks, interior live oaks, and their hybrids. Tree permit conditions include compensation for work conducted within the protected zone of protected trees. Compensation may consist of a combination of planting replacement trees, relocating trees that would be removed, implementing a revegetation plan, or paying an in-lieu mitigation fee. The project area contains several native oak trees that meet the City's definition of protected trees. An arborist survey would be conducted in the future and impacts on native oak trees would be quantified as part of the arborist report.

Environmental Setting

The project area includes all permanent and temporary project impact areas (including staging and access routes) and consists of the section of Washington Boulevard between All-America City Boulevard and Pleasant Grove Boulevard, the UPRR right-of-way between the south end of Derek Place and slightly north of Pleasant Grove Boulevard, and the area between Washington Boulevard and the UPRR track south of Emerald Oak Road. Topography within the project area is relatively level, ranging from 125 to 150 feet above mean sea level. An additional area up to 200 feet west of Washington Boulevard was also assessed for biological resources to account for potential indirect impacts and proposed staging areas. The project area also contains open space areas (See Figure 3-1, Chapter

2.0 *Project Description;* and Figures 3.10-1 and 3.10-2 in Section 3.10, *Land Use and Planning*).

Methods for documenting wetland, botanical, and wildlife resources in the project area consisted of a review of existing information and field surveys. The following resources were reviewed.

- A list of sensitive species from the California Natural Diversity Database (CNDDB) records search for the U.S. Geological Survey (USGS) 7.5-minute Roseville, Sheridan, Lincoln, Gold Hill, Pleasant Grove, Rocklin, Rio Linda, Citrus Heights and Folsom quadrangles (California Department of Fish and Wildlife 2017a).
- California Native Plant Society's (CNPS's) Inventory of Rare and Endangered Plants of California for the same USGS quadrangles listed above (California Native Plant Society 2017).
- A list of endangered and threatened species that may occur in or be affected by projects within the USGS Roseville 7.5-minute quadrangle (National Marine Fisheries Service 2017; U.S. Fish and Wildlife Service 2017).
- Lists of plants identified as noxious weeds or invasive plants (California Invasive Plant Council 2017; Natural Resources Conservation Service 2003, 2017).
- The soil map unit descriptions for the project area (Natural Resources Conservation Service 2016).
- Natural Environment Study Report prepared for the project (ICF 2018a).
- Draft Aquatic Resources Delineation Report prepared for the project (ICF 2017).
- Biological Assessment prepared for the project (ICF 2018b).

Biological surveys were conducted in the project area in 2016 and 2017 and included an aquatic resources delineation, special-status plant and wildlife habitat assessments, and botanical surveys.

Land Cover Types

The project area and adjacent areas contain the following land cover types: developed areas, disturbed/graded areas, nonnative grassland, riparian woodland, riparian scrub, stream, seasonal wetland, artificially created seasonal pool, wetland stream, and ditch. Each of these land cover types and their locations within the project area are described below and shown in Figures 3.4-1a through 3.4-1e.

Developed Areas

Developed areas in the project area consist mostly of commercial and light industrial areas, as well as roadways. The vegetation in developed areas typically is composed of ornamental species planted for decorative or landscaping purposes, including species such as rosemary (*Rosmarinus officinalis*), cherry plum (*Prunus cersifera*), and ornamental pine (*Pinus* sp.).

Disturbed/Graded Areas

Disturbed/graded areas include areas adjacent to roadways that were graded during construction of the roadways or adjacent development. The vegetative composition of these areas typically consists of nonnative species, particularly annual grasses and weedy forbs, with scattered trees and shrubs. The density of vegetation is variable and ranges from relatively high in areas along roadways to more sparse in areas that recently have been graded.

Nonnative Annual Grassland

Nonnative annual grassland in the project area occurs in the open space and preserve areas along the UPRR track and Washington Boulevard. This land cover type is dominated by nonnative grasses and forbs. Common grass species are Italian ryegrass (*Festuca perennis*), medusahead (*Elymus caput-medusae*), slender wild oat (*Avena barbata*), ripgut brome (*Bromus diandrus*), and soft chess (*B. hordeaceus*). Typical forb species are yellow star-thistle (*Centaurea solstitialis*), dove's foot geranium (*Geranium molle*), rose clover (*Trifolium hirtum*), hairy vetch (*Vicia villosa*), and broadleaf filaree (*Erodium botrys*).

Riparian Woodland

Riparian woodland occurs along streams in and adjacent to the project area. Dominant tree species in the riparian woodland include blue oak (*Quercus douglasii*), valley oak (*Q. lobata*), and interior live oak (*Q. wislizeni*), with black willow (*Salix gooddingii*) and arroyo willow (*S. lasiolepis*) along some channels.

Riparian Scrub

Riparian scrub occurs within the stream floodplains east of Washington Boulevard in the project area. Vegetation in this land cover type is predominantly Himalayan blackberry (*Rubus armeniacus*), with some riparian trees in the overstory.

Stream

Streams mapped in the project area include perennial and seasonal features. The primary stream is South Branch Pleasant Grove Creek and its two tributaries, Sierra View Tributary and an unnamed tributary. Before the surrounding region was developed, these streams would have been seasonal, but now they are supported by significant amounts of irrigation runoff from nearby recreational (golf course), residential, and industrial/commercial developments within their watersheds.

South Branch Pleasant Grove Creek, which is north of the Andora Underpass, flows generally from east to west and crosses under both Washington Boulevard and the UPRR track. Sierra View Tributary also flows generally from east to west, crossing under the UPRR track, the bicycle trail, and Washington Boulevard to its confluence with South Branch Pleasant Grove Creek. The unnamed tributary originates on the west side of Washington Boulevard at the southern end of the project area, then crosses back and forth under Washington Boulevard, and finally back to the east side, where it joins the Sierra View Tributary.

Where abutting wetlands were absent, the boundaries of streams were mapped at the ordinary high water mark (OHWM), which was identified in the field by observed indicators as described in the aquatic resources delineation report. Most of these stream features are characterized by a shallow gradient with mostly open water and sparse wetland vegetation growing intermittently along their margins. Stream segments with abutting wetlands dominating most of the stream were mapped as wetland stream (described below).

Wetland Stream

Wetland streams occur within segments of streams in the project area that are supported throughout the dry season by irrigation and landscape runoff. Surface water or a high water table was present in most of these features during the November and December 2016 fieldwork, and boundaries of wetland streams were mapped at the OHWM. Typical species were wetland plants such as narrowleaf cattail (*Typha angustifolia*), false waterpepper (*Persicaria hydropiperoides*), and Fremont's cottonwood (*Populus fremontii*) in the overstory.

Seasonal Wetland

Seasonal wetlands in the project area are located adjacent to the unnamed tributary. Seasonal wetlands occur in shallow depressions, are dependent on cool-season rains, and are dry during most of the year. One of the seasonal wetlands is in the riparian woodland above the OHWM of the unnamed tributary, and two seasonal wetlands are in nonnative annual grassland on a terrace above the unnamed tributary. The dominant plant species observed in seasonal wetlands are water starwort (*Callitriche heteropylla*), curly dock (*Rumex crispus*) and nutsedge (*Cyperus eragrostis*).

Artificially Created Seasonal Pool

Two artificially created seasonal pools are located within the project area along the UPRR right-of-way. Artificially created seasonal pools in the project area support wetland hydrology but do not have a permanent water source and support nonnative annual grassland vegetation. The pools occur in small, shallow depressions (i.e., tire ruts and scraped areas at the base of the UPRR berm) that receive surface and landscape irrigation runoff during the rainy season and dry completely during the summer months.

Ditch

Artificially created drainage ditches are present in the project area. These drainage features were constructed to convey runoff from Washington Boulevard or from adjacent developed areas. They exhibit a distinct bed and bank but lack wetland vegetation and do not support habitat for sensitive species.

Common Wildlife Species

The project area provides habitat for an assemblage of wildlife species typical of natural communities and habitats in the region. Numerous mammal species or indicators of use (i.e., scat, burrows) were observed in or near the project area during the winter 2016 field surveys, including black-tailed hare (*Lepus californicus*), Botta's pocket gopher (*Thomomys bottae*), fox squirrel (*Sciurus niger*), and coyote (*Canis latrans*). Stream and wetland habitats in the project area provide habitat for common amphibians and reptiles such as western

toad (*Anaxyrus boreas*), Sierran tree frog (*Pseudacris sierra*), and western fence lizard (*Sceloporus occidentalis*). Common bird species observed throughout the project area included black phoebe (*Sayornis nigricans*), mourning dove (*Zenaida macroura*), western scrub jay (*Aphelocoma californica*), Anna's hummingbird (*Calypte anna*), spotted towhee (*Pipilo maculatus*), acorn woodpecker (*Melanerpes formicivorus*), bushtit (*Psaltriparus minimus*), northern flicker (*Colaptes auratus*), wild turkey (*Meleagris gallopavo*), American crow (*Corvus brachyrhynchos*), red-tailed hawk (*Buteo jamaicensis*), and turkey vulture (*Cathartes aura*).

Special-Status Species

Special-status species databases for the project area and vicinity were reviewed, including the CNDDB (California Department of Fish and Wildlife 2017a), CNPS's Inventory of Rare and Endangered Plants of California (California Native Plant Society 2017), and USFWS's list of threatened and endangered species that could be present in the project area (U.S. Fish and Wildlife Service 2017). This information was used to develop lists of sensitive species and vegetation communities of special concern that could be present in the project vicinity. Species from the lists were considered if they were known to occur within an approximately 10-mile radius of the project area. Thirteen special-status plants species, 22 special-status wildlife species (not including fish), and three special-status fish species have potential to occur in the project area, based on known occurrences (Tables 3.4-1 and 3.4-2).

Special-Status Plant Species

Based on searches of the CNDDB, the CNPS rare plant inventory, and USFWS's website, 13 special-status plant species were identified as occurring in the vicinity of the project area (Table 3.4-1). The natural communities in the project area contain potential habitat for 3 of these 13 species. Of the remaining species, either soil type requirements (e.g., alkaline soils) or suitable habitats are not present in the project area (i.e., vernal pools, chaparral, cismontane woodland, and coniferous forest). The relatively high level of historical and ongoing disturbance in most of the project area reduces the quality of potential habitat for special-status plant species.

According to the CNDDB, no special-status species have been recorded in the project area, although one occurrence of California balsamroot that was last observed in 1958 (EO #9) is recorded 0.5 mile north of the project area along the UPRR track (California Department of Fish and Wildlife 2017a), and the project area supports similar habitat to this location. Sanford's arrowhead could occur in streams and wetland streams in the project area. No special-status plants were observed during 2016 and 2017 surveys.

ICF conducted a reconnaissance-level field survey of the project area on November 17, December 6, and December 13, 2016, to evaluate and document the vegetation community types, and to evaluate the potential habitat for special-status plants. Additional special-status plant surveys were conducted on May 2, 2017, which was during the blooming periods of species identified as having the highest potential for occurrence in the project area. A list of plant species observed during the field surveys is on file at ICF and is contained in the Natural Environment Study (ICF 2018)

Special-Status Wildlife Species

Based on a review of the CNDDB search results; the USFWS list of endangered, threatened, and proposed species within the project region; and species' distribution and habitat data, 22 special-status wildlife species (not including fish) were determined to have the potential to occur in the project region (Table 3.4-2). After completion of the field surveys, the biologist determined that 14 of the 22 species would not occur in the project area because the area lacks suitable habitat or is outside the species' known range, or because the species has a low likelihood of occurrence. An explanation for the absence of each of these species from the project area is provided in Table 3.4-2. Suitable habitat is present in the project area for the eight species discussed below.

Vernal Pool Fairy Shrimp

Vernal pool fairy shrimp is a federally listed threatened species. The species is found from Shasta County in the north throughout the Central Valley, and west to the central Coast Ranges, at elevations of 30 to 4,000 feet. Additional populations have been reported from the Agate Desert region near Medford, Oregon, and disjunct populations occur in San Luis Obispo, Santa Barbara, and Riverside Counties. However, most known locations are in the Sacramento and San Joaquin Valleys and along the eastern margin of the central Coast Ranges (Eng et al. 1990:255– 258).

Vernal pool fairy shrimp inhabit vernal pools that form in depressions, usually in grassland habitats (Eng et al. 1990:255–258). Pools must remain inundated long enough for the species to complete its life cycle. Vernal pool fairy shrimp has the shortest time to reach sexual maturity, with a minimum of 18 days (Helm 1998:132). Vernal pool fairy shrimp also occur in other wetlands that provide habitat similar to vernal pools, such as alkaline rain pools, ephemeral drainages, rock outcrop pools, ditches, stream oxbows, stock ponds, vernal swales, and some seasonal wetlands (Helm 1998:137). Occupied wetlands range in size from as small as several square feet to more than 10 acres. Vernal pool fairy shrimp and other fairy shrimp have been observed in artificial depressions and drainages where water ponds for a sufficient duration (Helm 1998:134–138). Examples of such areas include roadside ditches and ruts left behind by off-road vehicles or heavy equipment. Soil compaction from construction activity can sometimes create an artificial hardpan, or restrictive layer, which allows water to pond and form suitable habitat for vernal pool fairy shrimp.

The proposed project is within the current range of vernal pool fairy shrimp. Based on the *Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon* (U.S. Fish and Wildlife Service 2005), the project area lies in the Western Placer County core area within the Southeastern Sacramento Valley vernal pool region but does not overlap with designated critical habitat for vernal pool fairy shrimp (70 Federal Register [FR] 46924 and 71 FR 7117).

No protocol surveys for vernal pool fairy shrimp were conducted for the proposed project; however, ICF biologists completed a habitat assessment and conducted a follow-up site visit with local biologist and expert entomologist Pete Balfour from ECORPS Consulting to confirm the ICF habitat assessment determinations. Standing water was commonly observed during the November 2016 to March 2017 field surveys because of substantial

rains during the 2016–2017 wet season. The timing of the surveys typically coincided with dry periods after storm events.

Aquatic features assessed to be suitable for vernal pool fairy shrimp were generally observed with hydrophytic indicators and ephemeral invertebrates present, and without evidence of flow. Several other features were observed with repeated inundation during surveys; however, most of these features serve as stormwater conveyance (e.g., ditches) and were deemed unsuitable because of high flows and scour during rain events.

Eight features were assessed as habitat for vernal pool fairy shrimp inside the project area. Two artificially created seasonal pools and one seasonal wetland along the UPRR track are considered suitable habitat for fairy shrimp within the project area (Figures 3.4-1b through 3.4-1d).

These ephemeral features occupy low points in the landscape, and their principal water sources are direct precipitation and stormwater runoff from the surrounding uplands or developed areas. Based on a review of historical aerial imagery, features identified as suitable habitat for vernal pool fairy shrimp may not reliably inundate from year to year under drought conditions of recent years. But in years of normal and above normal winter rainfall, they hold water for sufficient duration (i.e., at least 3 weeks) to allow vernal pool fairy shrimp to reproduce. The northernmost artificially created seasonal pool was occupied by the nonlisted branchiopod California linderiella (*Linderiella occidentalis*) at the time of the February 1, 2017, field survey.

Five additional seasonal wetlands in the project area do not provide suitable habitat for vernal pool fairy shrimp because they are densely vegetated features along stream habitats or they collect stormwater runoff that drains to culverts. Several shallow pools are present within City open space lands that are outside the project area but within 250 feet of the project footprint. These pools are within an area that is topographically higher than the location of proposed project activities and would not be affected by the proposed project. Three occurrences of vernal pool fairy shrimp have been recorded within 1 mile of the project area, and 20 occurrences have been recorded 1 to 5 miles from the project area. (California Department of Fish and Wildlife 2017a).

Vernal Pool Tadpole Shrimp

Vernal pool tadpole shrimp is a federally listed endangered species. This species is a California Central Valley endemic species, with the majority of populations in the Sacramento Valley. This species has also been reported from the Sacramento-San Joaquin River Delta east of San Francisco Bay and from scattered localities in the San Joaquin Valley from San Joaquin to Madera Counties (Rogers 2001:1002).

Vernal pool tadpole shrimp generally take 38 days to mature and typically reproduce in about 54 days (Helm 1998:133). Vernal pool tadpole shrimp occur in a wide variety of seasonal habitats, including vernal pools, ponded clay flats, alkaline pools, ephemeral stock tanks, and roadside ditches (Helm 1998:137–138; Rogers 2001:1002–1005). This species is typically found at the highest concentrations in playa pools, large deep vernal pools, and winter lakes (greater than 100 acres) but have also been found in very small (less than 25 square feet) ephemeral pools (Helm 1998:134–138; Rogers 2001:1002–1005). The species'

presence in very small pools is believed to be a result of wash down from larger source pools (Helm pers. comm.). Vernal pool tadpole shrimp have been observed in a variety of habitats ranging from clear, vegetated vernal pools to highly turbid alkali scald with variable depths and volumes of water during the wet cycle (Helm 1998:134–138). Vernal pool tadpole shrimp are uncommon even where suitable habitats occur. During surveys conducted in more than 5,000 wetlands in 95 areas across 27 counties in northern and central California, vernal pool tadpole shrimp were detected in only 17% of wetlands sampled (Helm 1998). Based on the *Recovery Plan for Vernal Pool Ecosystems of California and Southern Oregon* (U.S. Fish and Wildlife Service 2005), the project area lies in the Western Placer County core area within the Southeastern Sacramento Valley vernal pool region but does not overlap with designated critical habitat for vernal pool tadpole shrimp (70 FR 46924 and 71 FR 7117).

As described above for vernal pool fairy shrimp, no protocol surveys for vernal pool tadpole shrimp were conducted and suitable habitat is assumed to be occupied by this species. In the project area, the two artificially created seasonal pools and a seasonal wetland located at the northern end of the project area (north of Pleasant Grove Boulevard) represent potential habitat for vernal pool tadpole shrimp. Large and deep pools, such as the artificially created seasonal pools and seasonal wetland, are likely to provide sufficient ponding duration to support the lifecycle of tadpole shrimp (minimum 38 days for adult maturation). Potential habitat for vernal pool tadpole shrimp is considered the same as habitat for vernal pool fairy shrimp and is depicted as vernal pool branchiopod habitat on Figures 3.4-1b through 3.4-1d.

In Placer County, there have been two documented populations of vernal pool tadpole shrimp in surveyed habitats. The species has been detected at the Woodcreek Oaks City Preserve (documented in a created vernal pool in 1993 and 1995) located just north of Pleasant Grove Boulevard (ECORP Consulting 2011; California Department of Fish and Game 2017a), less than 1 mile west of the project area. Vernal pool tadpole shrimp has also been detected in as many as 10 vernal pools at the Lincoln Communication Facility, now part of the Western Placer Schools Conservation Bank, in 1994, 1995, 1996, 2006, 2009, 2011, and 2013 (U.S. Fish and Wildlife Service 2007; California Department of Fish and Wildlife 2017a), located approximately 8 miles northwest of the project area. A vernal pool tadpole shrimp cyst was also detected in 2002 from a roadside wetland 5.6 miles north of the project area along Industrial Avenue (California Department of Fish and Wildlife 2017a). It is presumed that the cyst may have been transported into this habitat from nearby wetlands that have since been filled by a housing development.

Valley Elderberry Longhorn Beetle

Valley elderberry longhorn beetle is federally listed as threatened. The presumed historical range and current range of valley elderberry longhorn beetle extends from Tehama County south to Fresno County through the Central Valley and associated foothills from about the 3,000-foot contour on the east and the watershed of the Central Valley on the west (79 FR 55881-55884; U.S. Fish and Wildlife Service 1999:1). Valley elderberry longhorn beetle is dependent on its host plant, elderberry, which is a common component of riparian corridors and adjacent upland areas in the Central Valley (Barr 1991:5).

Valley elderberry longhorn beetle has four stages of life: egg, larva, pupa, and adult. Females deposit eggs on or adjacent to the host elderberry. Egg production varies; females have been observed to lay between 16 and 180 eggs. Eggs hatch within a few days of being deposited. Larvae emerge and bore into the wood of the host plant, creating a long feeding gallery in the pith of the elderberry stem. The larvae feed on the pith of the plant for 1 to 2 years. When a larva is ready to pupate, it chews an exit hole to the outside of the stem and then plugs it with frass. The larva then retreats into the feeding gallery and constructs a pupal chamber from wood and frass. The larvae metamorphose between December and April; the pupal stage lasts about a month. The adult remains in the chamber for several weeks after metamorphosis and then emerges from the chamber through the exit hole. Adults emerge between mid-March and mid- June, the flowering season of the plant. Adults feed on elderberry leaves and mate within the elderberry canopy (Talley et al. 2006:7–9).

One elderberry shrub was mapped in the project area on December 6, 2016, with stems measuring at least 1 inch in diameter at ground level (Figure 3.4-1c). A shrub of this size provides suitable habitat for the valley elderberry longhorn beetle. The shrub is growing in nonriparian habitat along a chain-link fence separating the UPRR right-of-way from an undeveloped parcel surrounded by commercial development. The dripline of the shrub is approximately 20 feet from the toe of the existing UPRR track berm. No valley elderberry longhorn beetle exit holes were detected in the shrub during field surveys. The closest CNDDB occurrence for valley elderberry longhorn beetle is a 2001 record from a conservation area in Rocklin, approximately 3 miles east of the project area (California Department of Fish and Wildlife 2017a).

Western Spadefoot Toad

The western spadefoot toad is designated as a state species of special concern. Western spadefoot toads range in length from 1.5 to 2.5 inches. They are dusky green or gray above and often have four irregular light-colored stripes on their back. The iris of the eye is usually a pale gold. The abdomen is whitish without any markings. Spadefoot toads have a wedge-shaped, glossy black “spade” on each hind foot, used for digging. In California, western spadefoot toads historically ranged throughout the Central Valley and Coast Ranges and the coastal lowlands from San Francisco Bay southward to Mexico (Jennings and Hayes 1994:94). The species has experienced severe population declines in the Sacramento Valley and a reduced density of populations in the eastern San Joaquin Valley (U.S. Fish and Wildlife Service 2005:II-223).

Western spadefoot toads typically inhabit lowland habitats such as washes, floodplains of rivers, alluvial fans, playas, and alkali flats. This species also may be found in the foothills and mountain regions. Western spadefoot toads prefer areas of open vegetation and short grasses where the soil is sandy or gravelly (U.S. Fish and Wildlife Service 2005:II-230). They are found in the valley and foothill grasslands, open chaparral, and pine-oak woodlands. Spadefoot toads are primarily terrestrial, and require upland habitats for feeding and for burrowing during their long dry-season dormancy (U.S. Fish and Wildlife Service 2005:II-231). They require wetlands for reproduction and have been observed in a variety of permanent and temporary wetlands, including rivers, creeks, pools in intermittent streams, vernal pools, and temporary rain pools (U.S. Fish and Wildlife Service 2005:II-231). Larval development can be completed in 3 to 11 weeks but has been known to take up to 79 days

from hatching to metamorphosis (U.S. Fish and Wildlife Service 2005:II-227). Vernal pools and other temporary wetlands may be optimal for breeding due to the absence or reduced abundance of predators (U.S. Fish and Wildlife Service 2005:II-231). Little is known regarding the distance that western spadefoot toads disperse from aquatic breeding areas. Current research on amphibian conservation suggests that average habitat utilization falls within 1,207 feet of aquatic habitats (U.S. Fish and Wildlife Service 2005:II-231).

In the project area, streams, wetland streams, ditches, seasonal wetlands, and artificially created seasonal pools provide aquatic habitat for western spadefoot toad. Although they provide aquatic habitat, streams and wetland streams contain predatory fishes and are subject to high flows and scour that are not suitable for early lifestages (eggs, larvae, and metamorphosing juveniles).

Ditches conveying stormwater are also considered unsuitable breeding habitat because of high flows and scour. The seasonal wetland north of Pleasant Grove Boulevard and the artificially created seasonal pools along the UPRR right-of-way support the suitable breeding habitat for western spadefoot toad. Nonnative annual grassland, riparian scrub, and riparian woodland in the vicinity of the seasonal wetland and artificially created seasonal pools provide upland/burrowing habitat for adult spadefoots, although they may prefer grassland and woodland to scrub habitat.

The closest CNDDB occurrence for western spadefoot toad is a 1990 record from an intermittent drainage located near the intersection of Woodcreek Oaks Boulevard and Pleasant Grove Boulevard, 0.9 mile west of the project area (California Department of Fish and Wildlife 2017a).

Northern Western Pond Turtle

Northern western pond turtle (also called western pond turtle or Pacific pond turtle) is a California species of special concern. Pond turtles occur throughout much of California except for east of the Sierra-Cascade crest and desert regions (with the exception of the Mojave River and its tributaries) (Zeiner et al. 1988). Aquatic habitats used by northern western pond turtles include ponds, lakes, marshes, rivers, streams, and irrigation ditches with a muddy or rocky bottom in grassland, woodland, and open forest areas. Pond turtles spend a considerable amount of time basking on rocks, logs, emergent vegetation, mud or sand banks, or human-generated debris (Jennings et al. 1992:11). They move to upland areas adjacent to watercourses to deposit eggs and overwinter (Jennings and Hayes 1994). Pond turtles have been observed several hundred meters from aquatic habitat (Pilliod et al. 2013:215). Throughout their range, the furthest distance that pond turtles have been reported to travel from water is between approximately 500 and 1,500 feet (Pilliod et al. 2013:207) Where permanent water is available and winter temperatures are mild, for example in the southern portion of the range and along the central coast, northern western pond turtles can be active year-round. In colder regions and where permanent water is not reliable or aquatic habitat is associated with streams and rivers, pond turtles typically become active in March and return to overwintering sites by October or November (Jennings et al. 1992; Pilliod et al. 2013:215).

South Branch Pleasant Grove Creek and its tributaries represent suitable aquatic habitat in the project area for northern western pond turtle. Nonnative annual grassland, riparian scrub, and riparian woodland within the project area are located within 1,500 feet of potential aquatic habitat and, therefore, could be used as upland nesting and overwintering sites by pond turtles if they are present. No northern western pond turtles were observed within the project area during the 2016 and 2017 wildlife surveys.

White-Tailed Kite and Other Migratory Birds and Raptors

White-tailed kite is a state species of special concern and is designated as fully protected under California Fish and Game Code Section 3511. White-tailed kites generally inhabit low-elevation grassland, savannah, oak woodland, wetlands, agricultural, and riparian habitats. Some large shrubs or trees are required for nesting and for communal roosting sites. Nest trees range from small, isolated shrubs and trees to trees in relatively large stands (Dunk 1995). White-tailed kites make nests of loosely piled sticks and twigs, lined with grass and straw, near the top of dense oaks, willows, and other tree stands. The breeding season lasts from February through October and peaks between May and August. They forage in undisturbed, open grassland; meadows; farmland; and emergent wetlands.

Special-status and non-special-status migratory birds and raptors are protected under the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503 and 3503.5.

Focused nest surveys for white-tailed kite and other migratory birds and raptors were not conducted. The closest CNDDB occurrence for a white-tailed kite nest site is a 1998 record that is 1 mile northwest of the project area along Pleasant Grove Creek in riparian/oak woodland (California Department of Fish and Wildlife 2017a). The next closest occurrence for a white-tailed kite nest is a 1992 record that is 4.5 miles southeast of the project area along Linda Creek (California Department of Fish and Wildlife 2017a). Trees within the project area provide potential nesting habitat for white-tailed kite. Because the project is within a largely developed area with a high level of human disturbance and foraging habitat in the project vicinity is limited for white tailed kite, the potential for white-tailed kites to nest in the project area is reduced. No white-tailed kites were observed in the project area during the 2016 and 2017 wildlife surveys.

Migratory birds and raptors that are likely to nest in the project area include red-shouldered hawk (*Buteo lineatus*), Anna's hummingbird, western scrub jay, acorn woodpecker, American robin (*Turdus migratorius*), and house finch (*Haemorhous mexicanus*).

Pallid Bat, Western Red Bat, and Non-Special-Status Bats

The 2016/2017 wildlife habitat assessment identified potential roosting habitat for two special- status bats (pallid bat and western red bat) in the project area, as well as several species of non-special-status bats, including hoary bat (*Lasiurus cinereus*), silver-haired bat (*Lasionycteris noctivagans*), California myotis (*Myotis californicus*), and Yuma myotis (*Myotis yumanensis*).

Pallid bat is a California species of special concern and is considered a high priority species in California by the Western Bat Working Group (2017). This species is found throughout most of California at low to middle elevations (6,000 feet), in a variety of habitats including

desert, brushy terrain, coniferous forest, and nonconiferous woodlands. Daytime roost sites include rock outcrops, mines, caves, hollow trees, buildings, and bridges. Night roosts are commonly under bridges but are also in caves and mines (Brown and Pierson 1996). Hibernation may occur during late November through March. Pallid bats breed from late October through February (Zeiner et al. 1990b:70) and one or two young are born in May or June (Brown and Pierson 1996).

Western red bat is a California species of special concern and is considered a high priority species in California by the Western Bat Working Group (2017). This species is found throughout much of California at lower elevations, primarily in riparian and wooded habitats but also occurs seasonally in urban areas (Brown and Pierson 1996). Western red bats roost in the foliage of trees that are often located on the edge of habitats adjacent to streams, fields, or urban areas. This species breeds in August and September and young are born in May through July (Zeiner et al. 1990b:60).

No focused or acoustics surveys for special-status bats were conducted. One CNDDB record exists for pallid bat within 6.0 miles of the project area; the record is from 1941 for a single pallid bat collected southeast of the project area (California Department of Fish and Wildlife 2017a). Mature trees with basal hollows, cavities, loose/peeling bark, deeply furrowed bark, cracks, and crevices represent suitable roosting habitat for pallid bat. Pallid bats may also roost in box culverts, or in mud nests of structure-nesting birds that are built in culverts. The bicycle tunnel is not considered to be suitable habitat because of the absence of expansion joints, cracks and crevices, or other similar built features, and because it is regularly disturbed by pedestrian and bicycle traffic.

Other potentially suitable features identified in the project area for pallid bat roosting are the gage station at the bicycle and pedestrian bridge over South Branch Pleasant Grove Creek, and in weep holes on the underside of the Pleasant Grove Boulevard overcrossing. These features are not expected to be disturbed or removed as part of the project.

No records exist for western red bat within 10 miles of the project area. Mature trees with well- developed canopies and abundant foliage represent suitable roosting habitat for western red bat within the project area. Mature trees within the project area also provide suitable roosting habitat for non-special-status foliage roosting bats, such as hoary bat. Trees with crevices provide suitable roosting habitat for silver-haired bat. No expansion joints or other crevice-like habitat were observed at the pedestrian/bicycle bridge, pedestrian/bicycle tunnel, or in the box culverts under the roadway or UPRR track. No signs of bat use were detected at these structures during the 2016 wildlife surveys. However, standing or flowing water was present in the box culverts at the time of the surveys and may have obscured guano accumulations or culled insect parts.

Andora bridge was not directly inspected during the field surveys because pedestrian traffic at this location on Washington Boulevard is prohibited. However, based on available street view imagery, the concrete abutments flanking the roadway do not provide crevice-like habitat for roosting. The underside of the crossing was not visible in this imagery but would likely be unsuitable for roosting. Bats may avoid roosting in structure, crevice, or cavity habitats with a high level of light disturbance at the entry/exit, and high likelihood of collision with vehicles. Culverts in the project area that would be removed or modified may also

provide suitable roosting habitat, particularly at night, for non-special-status bats such as California myotis and Yuma myotis. Although box culverts in the project area lack crack and crevice-like features, inactive mud nests built by structure-nesting birds could support day roosting bats.

Special-Status Fish Species

Based on the CNDDB search results and the USFWS and NMFS lists of endangered, threatened, and proposed species within the project region, and general information on species' distribution in the Central Valley, two special-status fish species–delta smelt and California Central Valley steelhead were identified as having the potential to occur in the project region (Moyle 2002; California Department of Fish and Wildlife 2017; U.S. Fish and Wildlife Service 2017). However, these species do not occur in the project area. Delta smelt (*Hypomesus transpacificus*) does not occur in the project area because the project area is outside the species' historical and existing range. California Central Valley steelhead would not occur in the project area because the project area lacks suitable riverine habitat. Additional information to support the absence of these species in the project area is provided in Table 3.4-2. South Branch Pleasant Grove Creek is not designated critical habitat for California Central Valley steelhead, nor is it considered Essential Fish Habitat for Chinook salmon within the project area.

Other Protected and Managed Biological Resources

Cliff swallows (*Petrochelidon pyrrhonota*) and barn swallows (*Hirundo rustica*) are species that frequently build mud nests on the undersides of artificial structures such as bridges. Swallows winter in South America and return to California to breed during February. Swallows nest from April to August and migrate south during September and October (Zeiner et al. 1990a). Black phoebes also build mud nests on, near, or over water on cliff faces, on walls of old buildings, under bridges, under eaves, and on other natural and artificial sheltered locations near water. Black phoebes breed from March to August (Zeiner et al. 1990a). The occupied nests and eggs of migratory birds are protected by federal and state laws, including the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503 and 3503.5. USFWS is responsible for overseeing compliance with the Migratory Bird Treaty Act, and CDFW is responsible for overseeing compliance with the California Fish and Game Code and making recommendations on nesting bird protection.

Based on 2016 wildlife surveys, the Pleasant Grove Boulevard overcrossing structure in the project area provides nesting habitat (i.e., weep holes) for white-throated swifts and northern rough-winged swallows. This structure, as well as box culverts under Washington Boulevard and the UPRR track, provide other structure nesting sites (i.e., ledges and 90 degree angles) for non-special-status birds including cliff swallows and black phoebe. Within the project area, remnant cliff swallow nests were observed on the underside of the Pleasant Grove Boulevard overcrossing; a black phoebe nest and several remnant swallow nests were also present in the box culvert conveying the waters of South Branch Pleasant Grove Creek under Washington Boulevard. White-throated swifts were detected through calls during the winter 2016 and 2017 wildlife surveys in proximity to the Pleasant Grove Boulevard overcrossing.

Table 3.4-1. Special-Status Plant Species Identified as Having the Potential to Occur in the Project Region

Common Name Scientific Name	Status[a] Federal/ State/CRPR	General Habitat Description	Blooming Period	Habitat Present/ Absent	Rationale
California balsamroot *Balsamorhiza macrolepis*	–/–/1B.2	Sometimes on serpentine soils in chaparral, cismontane woodland, valley and foothill grassland; 295–5,101 feet	March–June	Present	No serpentine soils present, but small amount of marginally suitable habitat present. Nearest known occurrence is 0.5 mile north of project area in the same soil map unit as occurs in the project area. Not observed during May 2017 survey.
Hispid bird's-beak *Chloropyron molle* ssp. *hispidum*	–/–/1B.1	Meadow and seeps, valley and foothill grassland, playa, on alkaline soils; 3–508 feet	June–September	Absent	Microhabitat requirements (i.e., alkaline soils) not present in project area. Nearest known occurrence is 3.6 miles northeast of project area.
Brandegee's clarkia *Clarkia biloba ssp. brandegeeae*	–/–/4.2	Chaparral, cismontane woodland, lower coniferous forest, often on roadcuts; 246–3,001 feet	May–July	Absent	No suitable habitat present. Nearest known occurrence is 8.6 miles southeast of project area.
Dwarf downingia *Downingia pusilla*	–/–/2B.2	Vernal pools and mesic valley and foothill grasslands; below 1,459 feet	March–May	Absent	Nearest known occurrence is an extirpated occurrence 0.9 mile north of project area.
Stinkbells *Fritillaria agrestis*	–/–/4.2	Chaparral, cismontane woodland, pinyon-juniper woodland, valley and foothill grassland, on clay, sometimes serpentinite substrate; 33–5,101 feet	March–June	Present	Small amount of marginally suitable habitat present (minor amount of Alamo series clay soils could be present within two of the soil map units). Nearest known occurrence is a possibly extirpated occurrence 3.1 miles southwest of project area. Not observed during May 2017 survey.

Common Name Scientific Name	Status[a] Federal/ State/CRPR	General Habitat Description	Blooming Period	Habitat Present/ Absent	Rationale
Boggs Lake hedge-hyssop *Gratiola heterosepala*	–/E/1B.2	Clay soils in areas of shallow water, lake margins of swamps and marshes, vernal pool margins; 33–7,791 feet	April–August	Absent	Nearest known occurrences are two extirpated occurrences 1.5 miles east of project area.
Ahart's dwarf rush *Juncus leiospermus* var. *ahartii*	–/–/1B.2	Wet areas in valley and foothill grassland, vernal pool margins; 98–751 feet	March–May	Absent	Nearest known occurrence is 9.3 miles north of project area.
Red Bluff dwarf rush *Juncus leiospermus* var. *leiospermus*	–/–/1B.1	Seasonally wet areas in chaparral, cismontane woodland, meadows and seeps, valley and foothill grassland, vernal pools; 115–4,101 feet	March–May	Absent	Nearest known occurrence is 1.9 miles north of project area.
Legenere *Legenere limosa*	–/–/1B.1	Deep, seasonally wet habitats such as vernal pools, ditches, marsh edges, and river banks; below 2,887 feet	April–June	Absent	Nearest known occurrence is 2.4 miles north of project area.
Pincushion navarretia *Navarretia myersii* ssp. *myersii*	–/–/1B.1	Edges of vernal pools; 66–1,083 feet	April–May	Absent	Nearest known occurrence is 7.1 miles north of the project area.
Adobe navarretia *Navarretia nigelliformis* ssp. *nigelliformis*	–/–/4.2	Clay soils in vernal pools and vernally mesic annual grassland, sometimes serpentine; 330–3,300 feet	April–July	Absent	Project area is below known elevation range of this plant and no serpentine soils occur in the project area. Nearest known occurrence is more than 10 miles from project area.
Sacramento Orcutt grass *Orcuttia viscida*	E/E/1B.1	Large, deep vernal pools; 98–328 feet	April–July	Absent	Nearest known occurrence is 7.8 miles southeast of project area.

Common Name Scientific Name	Status[a] Federal/ State/CRPR	General Habitat Description	Blooming Period	Habitat Present/ Absent	Rationale
Sanford's arrowhead *Sagittaria sanfordii*	–/–/1B.2	Freshwater marshes, sloughs, canals, and other slow-moving water habitats; below 2,132 feet	May–October	Present	Potential habitat present. Nearest known occurrence is 2.9 miles southwest of project area. Not observed during May 2017 survey.

Sources: California Department of Fish and Wildlife 2017a; California Native Plant Society 2017.

[a] Status explanations:

Federal

E = Listed as endangered under the federal Endangered Species Act.
– = No listing status.

State

E = Listed as endangered under California Endangered Species Act.
– = No listing status.

California Rare Plant Rank (CRPR)

1B = rare, threatened, or endangered in California and elsewhere.
2B = rare, threatened, or endangered in California but more common elsewhere.
4 = limited distribution; species on a watch list (note: List 4 may not meet the definition of special status but may warrant consideration on the basis of local significance or recent biological information).
.1 = Seriously endangered in California (over 80% of occurrences threatened—high degree and immediacy of threat).
.2 = Fairly endangered in California (20-80% occurrences threatened).

Table 3.4-2. Special-Status Wildlife and Fish Species Identified as Having the Potential to Occur in the Project Region

Common Name *Scientific Name*	Legal Status[a] (Federal/State)	General Habitat Description	Habitat Present/ Absent[b]	Rationale
Invertebrates				
Conservancy fairy shrimp *Branchinecta conservatio*	E/–	Disjunct occurrences in Solano, Merced, Tehama, Ventura, Butte, Placer, and Glenn Counties; Central Valley. Large, deep vernal pools in annual grasslands.	Absent	No intact large, deep vernal pools in annual grasslands are present in the project area. The nearest CNDDB occurrence is more than 10 miles from the project area.
Vernal pool fairy shrimp *Branchinecta lynchi*	T/–	Central Valley, central and south Coast Ranges from Tehama County to Santa Barbara County. Isolated populations also in Riverside County Common in vernal pools and swales; also found in sandstone rock outcrop pools.	Present	Two artificially created seasonal pools in the project area represent suitable habitat and would be affected by construction of the shoofly. A seasonal wetland at the north end of project area also provides suitable habitat; however, project activities would not occur in this area and no impacts on this feature are anticipated. The closest CNDDB occurrence is 0.5 mile from the project area.
Vernal pool tadpole shrimp *Lepidurus packardi*	E/–	Shasta County south to Merced County, also found in San Francisco Bay National Wildlife Refuge. Vernal pools, swales, and ephemeral stock ponds containing highly turbid waters; also drainages, reservoirs, ditches, backhoe pits and ruts.	Present	Two artificially created seasonal pools in the project area represent suitable habitat and would be impacted by construction of the shoofly. A seasonal wetland at the north end of project area also provides suitable habitat; however project activities would not occur in this area and no impacts on this feature are anticipated. The closest CNDDB occurrence is 0.7 mile from the project area.

Common Name *Scientific Name*	Legal Status[a] (Federal/State)	General Habitat Description	Habitat Present/ Absent[b]	Rationale
Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	T/–	Stream side habitats below 3,000 feet throughout the Central Valley, along American River, Putah Creek, and the Merced River; also found in the San Joaquin Valley. Riparian and oak savanna habitats with elderberry shrubs; elderberries are the host plant.	Present	One elderberry shrub (host plant) is present in the project area and within 15 feet of the project limits. Project activities would avoid impacts on this shrub. The closest CNDDB occurrence is 3.1 miles from the project area.
Fish				
Delta smelt *Hypomesus transpacificus*	T/E	Found primarily in the Sacramento–San Joaquin Estuary, but has been found as far upstream as the mouth of the American River on the Sacramento River and Mossdale on the San Joaquin River; range extends downstream to San Pablo Bay.	Absent	The project area is not located within the historical or current distribution of this species, and suitable habitat does not occur in the project area. The nearest CNDDB occurrence is more than 10 miles from the project area.
California Central Valley steelhead *Oncorhynchus mykiss*	T/–	Sacramento River and tributary Central Valley rivers downstream of physical barriers, including dams. Resident, nonlisted forms (rainbow trout) occur upstream and downstream of physical barriers. Occurs in well-oxygenated, cool, riverine habitat with water temperatures from 8–18°C (Moyle 2002). Habitat types are riffles, runs, and pools.	Absent	South Branch Pleasant Grove Creek in the project area does not provide suitable riverine habitat. This species is not expected to be present in the project area because of excessively warm water temperatures and low or no flow. The closest CNDDB occurrence is 1.1 miles from the project area in Dry Creek and its tributaries in Secret and Miners Ravine.

Common Name *Scientific Name*	Legal Status[a] (Federal/State)	General Habitat Description	Habitat Present/ Absent[b]	Rationale
Amphibians				
California red-legged frog *Rana draytonii*	T/SSC	Found along the coast and coastal mountain ranges of California from Marin County to San Diego County and in the Sierra Nevada from Tehama County to Fresno County. Occurs in permanent and semipermanent aquatic habitats, such as creeks and cold-water ponds, with emergent and submergent vegetation. May estivate in rodent burrows or cracks during dry periods.	Present	Suitable perennial aquatic habitat is present within the project area, however, the species is believed by USFWS to be extirpated from the floor of the Central Valley (U.S. Fish and Wildlife Service 2002) and the project area would be considered part of the Sacramento Valley. The nearest CNDDB occurrence is more than 35 miles from the project area. This species is not expected to be present within the project area.
Western spadefoot *Spea hammondii*	–/SSC	Sierra Nevada foothills, Central Valley, Coast Ranges, coastal counties in southern California; west of Sierran-desert range axis. Shallow streams with riffles and seasonal wetlands, such as vernal pools in annual grasslands and oak woodlands, also temporary rainpools.	Present	Suitable aquatic habitat (artificially created seasonal pools) and upland habitat are present within the project area. Stream habitat is not expected to provide suitable breeding habitat because it is likely to be subject to pulse flows and scour, which would not provide conditions suitable for developing eggs and larvae. The closest CNDDB occurrence is 0.9 mile from the project area.

Common Name *Scientific Name*	Legal Status[a] (Federal/State)	General Habitat Description	Habitat Present/ Absent[b]	Rationale
Reptiles				
Giant garter snake *Thamnophis gigas*	T/T	Central Valley from the vicinity of Burrel in Fresno County north to near Chico in Butte County; has been extirpated from areas south of Fresno; found at elevations from near sea level to 400 feet. Sloughs, canals, low gradient streams and freshwater marsh habitats where there is a prey base of small fish and amphibians; also found in irrigation ditches and rice fields; requires grassy banks and emergent vegetation for basking and areas of high ground protected from flooding during winter.	Absent	Stream habitat within the project area does not provide suitable habitat for giant garter snake because summer flows rely on irrigation runoff and do not provide consistent deep water areas required for foraging and refuge. No giant garter snakes have been reported from Placer County and the closest known occurrence is approximately 10 miles west of the project area in rice field habitat along Steelhead Creek. No rice field habitat is present within or near the project area.
Northern western pond turtle *Actinemys marmorata*	–/SSC	Occurs throughout California west of the Sierra- Cascade crest. Found from sea level to 6,000 feet. Does not occur in desert regions except for along the Mojave River and its tributaries. Occupies ponds, marshes, rivers, streams, and irrigation canals with muddy or rocky bottoms and with watercress, cattails, water lilies, or other aquatic vegetation in woodlands, grasslands, and open forests.	Present	Suitable aquatic and upland habitat is present within and along South Branch Pleasant Grove Creek and its tributaries in the project area. Species may be present in the project area. The closest CNDDB occurrence is 6.9 miles from the project area.

Common Name *Scientific Name*	Legal Status[a] (Federal/State)	General Habitat Description	Habitat Present/ Absent[b]	Rationale
Birds				
Swainson's hawk *Buteo swainsoni*	–/T	Requires large, open grasslands with suitable nest trees; nests in oaks or cottonwoods in or near riparian habitats; forages in grasslands, lightly grazed pastures/crops, irrigated pastures, and grain fields. Lower Sacramento and San Joaquin Valleys, the Klamath Basin, and Butte Valley. Highest nesting densities occur near Davis and Woodland, Yolo County.	Present	Nesting habitat and limited foraging habitat are present in the project area. However, because habitat in the project area is surrounded by residential areas, and subject to disturbance from human activity and by proximity to the railroad, this species is not expected to nest in the project area. The closest CNDDB occurrence is 1.9 miles from the project area.
Black rail *Laterallus jamaicensis*	–/T, FP	Permanent resident in the San Francisco Bay and eastward through the Delta into Sacramento and San Joaquin Counties; small populations in Marin, Santa Cruz, San Luis Obispo, Orange, Riverside, and Imperial Counties. Tidal salt marshes associated with heavy growth of pickleweed; also occurs in brackish marshes or freshwater marshes at low elevations.	Absent	Wetland vegetation in the project area does not provide suitable nesting substrate for the species. Because the project area is surrounded by developed areas subject to disturbance from human activity and because domestic animals are present, this species is not expected to occur in the project area. The closest CNDDB occurrence is 5.8 miles from the project area.

Common Name *Scientific Name*	Legal Status[a] (Federal/State)	General Habitat Description	Habitat Present/ Absent[b]	Rationale
Western burrowing owl *Athene cunicularia*	–/SSC	Lowlands throughout southern, central, and eastern California, including the Central Valley, northeastern plateau, southeastern deserts, and some coastal areas. Rare along the south coast. Level, open, dry, heavily grazed or low stature grassland or desert vegetation with available burrows; also found in coastal terrace prairies and sagebrush habitats.	Present	Limited foraging habitat is present within the project area; because the project area is surrounded by developed areas subject to disturbance from human activity and because domestic animals are present, this species is not expected to occur in the project area. No suitable burrows were detected in the project area during the winter 2016 and 2017 field surveys. The closest CNDDB occurrence is 3.3 miles from the project area.
White-tailed kite *Elanus leucurus*	–/FP	Lowland areas west of Sierra Nevada from the head of the Sacramento Valley south, including coastal valleys and foothills to western San Diego County at the Mexico border. Low foothills or valley areas with valley or live oaks, riparian areas, and marshes near open grasslands or cropland for foraging.	Present	Nesting habitat and limited foraging habitat are present in the project area. The closest CNDDB occurrence is1 mile from the project area. Because habitat in the project area is surrounded by developed areas subject to disturbance from human activity and the railroad, this species may forage or migrate through, but is not expected to nest in, the project area.

Common Name *Scientific Name*	Legal Status[a] (Federal/State)	General Habitat Description	Habitat Present/ Absent[b]	Rationale
Purple martin *Progne subis*	–/SSC	Coastal mountains of Humboldt County south to San Luis Obispo County, west slope of the Sierra Nevada, and northern Sierra and Cascade ranges. Absent from the Central Valley except in Sacramento. Isolated, local populations in southern California. Nests in abandoned woodpecker holes in oaks, cottonwoods, and other deciduous trees in a variety of wooded and riparian habitats. Also nests in vertical drainage holes under elevated freeways and highway bridges or lapsed lava tubes; distributed in (redwood) forest and woodland areas at low to intermediate elevations.	Present	Purple martins have been documented to nest in the drain holes within the State Route 65 overcrossing at Taylor Road approximately 2.3 miles to the east of the project area. Weep holes in the Pleasant Grove overcrossing provide suitable nesting habitat, however nesting purple martins have not been detected in Roseville since 2012 (Airola and Kopp 2012, 2015). This species is not expected to occur in the project area.
Bank swallow *Riparia riparia*	–/T	Occurs along the Sacramento River from Tehama County to Sacramento County, along the Feather and lower American Rivers, in the Owens Valley; and in the plains east of the Cascade Range in Modoc, Lassen, and northern Siskiyou Counties. Small populations near the coast from San Francisco County to Monterey County. Nests in bluffs or banks, usually adjacent to water, where the soil consists of sand or sandy loam, along streams, coastal bluffs, and sand/gravel pits.	Absent	No suitable banks or bluff habitats are present for nesting in the project area. The closest CNDDB occurrence is 8.8 miles from the project area.

Common Name *Scientific Name*	Legal Status[a] (Federal/State)	General Habitat Description	Habitat Present/ Absent[b]	Rationale
Tricolored blackbird *Agelaius tricolor*	–/C	Permanent resident in the Central Valley from Butte County to Kern County. Breeds at scattered coastal locations from Marin County south to San Diego County; and at scattered locations in Lake, Sonoma, and Solano Counties. Rare nester in Siskiyou, Modoc, and Lassen Counties. Nests in dense colonies in emergent marsh vegetation, such as tules and cattails, or upland sites with blackberries, nettles, thistles, and grain fields. Habitat must be large enough to support 50 pairs. Probably requires water at or near the nesting colony.	Absent	The wetland vegetation in the project area is not contiguous enough to support nesting because the species typically forms large colonies. The closest CNDDB occurrence is 4.7 miles from the project area.
Modesto song sparrow *Melospiza melodia*	–/SSC	Found in the north-central portion of the Central Valley, from Butte Sink, Perkins and Eddy Lakes, and Little Butte Creek in Butte County, Colusa and Delevan National Wildlife Refuges, along the Sacramento River in Colusa and Sutter Counties, west of Tisdale in Sutter County, northern San Joaquin Valley in the Delta, and sparsely along the Mokelumne River riparian corridor. Breeds in emergent freshwater wetlands (tules and cattails) and early successional riparian thickets (willows). May also use sparsely vegetated irrigation canals and levees, and valley oak riparian forests with blackberry understory for breeding. Can be found singing or foraging along roadside irrigation ditches. Requires moderately dense vegetation for nest site cover, semi-open canopies, and open ground or leaf litter for foraging.	Present	Limited suitable foraging and nesting habitat (seasonal wetland) is present in the project area. The nearest CNDDB occurrence is more than 10 miles from the project area.

Common Name *Scientific Name*	Legal Status[a] (Federal/State)	General Habitat Description	Habitat Present/ Absent[b]	Rationale
Grasshopper sparrow *Ammodramus savannarum*	–/SSC	Sierra foothills, Central Valley floor, Coast Ranges, and coastal areas from Mendocino County south to San Diego County and across to Riverside County; range also extends from Humboldt and Del Norte Counties into the Shasta Valley, Siskiyou County. Dry grasslands with scattered shrubs for song perches; found in humid north coast, prairies/pastures scattered in largely forested landscape, and on hillsides and mesas along the south coast.	Present	Suitable nesting habitat (grassland) is present in the project area. The closest CNDDB occurrence is 6.0 miles from the project area.
Western yellow-billed cuckoo *Coccyzus americanus*	T/E/–	Nests along the upper Sacramento, lower Feather, south fork of the Kern, Amargosa, Santa Ana, and Colorado Rivers. Wide, dense riparian forests with a thick understory of willows for nesting; sites with a dominant cottonwood overstory are preferred for foraging; may avoid valley-oak riparian habitats where scrub jays are abundant.	Absent	No suitable habitat (dense riverine riparian) is present in the project area. The nearest CNDDB occurrence is more than 10 miles from the project area.
Mammals				
Pallid bat *Antrozous pallidus*	–/SSC	Occurs throughout California except the high Sierra from Shasta to Kern County and the northwest coast, primarily at lower and mid elevations. Occurs in a variety of habitats from desert to coniferous forest. Most closely associated with oak, yellow pine, redwood, and giant sequoia habitats in northern California and oak woodland, grassland, and desert scrub in southern California. Relies heavily on trees for roosts but also uses caves, mines, bridges, and buildings.	Present	Numerous mature trees that provide suitable roosting habitat are present in the project area. The closest CNDDB occurrence is 6.0 miles from the project area.

Common Name *Scientific Name*	Legal Status[a] (Federal/State)	General Habitat Description	Habitat Present/ Absent[b]	Rationale
Townsend's big-eared bat *Corynorhinus townsendii*	–/SSC	Widespread throughout California, from low desert to mid-elevation montane habitats. Roosts in caves, tunnels, mines, buildings, and other cave-like spaces. Will night roost in more open settings, including under bridges.	Absent	The pedestrian tunnel under the railroad does not provide suitable day roost habitat, and no other suitable day roost habitat was detected in the project area during the winter 2016 survey. The pedestrian bridge over South Branch Pleasant Grove Creek, bike path/tunnel under the railroad, and the Pleasant Grove Boulevard overcrossing may provide suitable night roost habitat; however, no signs of bat occupancy were detected during the winter 2016 surveys. This species is not expected to occur in the project area because suitable day roosting habitat is absent. The closest CNDDB occurrence is 10 miles from the project area.
Western red bat *Lasiurus blossevillii*	–/SSC	Occurs throughout much of California at lower elevations. Found primarily in riparian and wooded habitats. Occurs at least seasonally in urban areas. Day roosts in trees within the foliage. Found in fruit orchards and sycamore riparian habitats in the Central Valley.	Present	Numerous large mature oak trees providing dense foliage for roosting are present in the project area. This species may be present in the project area. The nearest CNDDB occurrence is more than 10 miles from the project area.

Common Name *Scientific Name*	Legal Status[a] (Federal/State)	General Habitat Description	Habitat Present/ Absent[b]	Rationale
American badger *Taxidea taxus*	–/SSC	Throughout California, except for the humid coastal forests of northwestern California in Del Norte and northwestern Humboldt Counties Occurs in a wide variety of open, arid habitats but is most commonly associated with grasslands, savannas, and mountain meadows near timberline; requires sufficient food (burrowing rodents), friable soils, and relatively open, uncultivated ground.	Absent	Grassland habitat in the project area is not sufficiently large or open to support this species. The closest CNDDB occurrence is 9.6 miles from the project area.

Sources: California Department of Fish and Wildlife 2017; Central Valley Bird Club Bulletin 2011.

CNDDB = California Natural Diversity Database

[a] Status explanations:

Federal

E = listed as endangered under the federal Endangered Species Act.
T = listed as threatened under the federal Endangered Species Act.
– = no listing.

State

E = listed as endangered under the California Endangered Species Act.
T = listed as threatened under the California Endangered Species Act.
CT = candidate for listing as threatened under the California Endangered Species Act.
FP = fully protected under California Fish and Game Code.
SSC = species of special concern in California.
– = no listing.

[b] Habitat designations:

Absent = no habitat present and no further work needed.
Present = habitat is, or may be present. The species may be present.

3.4.2 Environmental Impacts

This section describes the CEQA impact analysis relating to biological resources for the proposed project and alternatives. Where appropriate, the biological resource impacts associated with the two construction phases are discussed. This section contains the methods used to determine the project's potential impacts and lists the criteria thresholds used to conclude whether an impact would be significant. Measures to mitigate (avoid, minimize, or compensate for) significant impacts accompany each impact discussion where applicable.

Methods for Analysis

The impact analysis for biological resources was conducted by evaluating the potential changes to existing biological communities based on the anticipated project construction activities listed below that could cause direct and indirect impacts of varying degrees on sensitive biological resources present in the project area:

- Vegetation removal.
- Grading, excavating, compacting, and fill placement during construction.
- In-water work during construction of box culverts (new and temporary culverts, extensions, and replacements) at existing stream crossings.
- Temporary dewatering of streams during construction.
- Temporary stockpiling and side-casting of soil, construction materials, or other construction wastes.
- Runoff of herbicides, fertilizers, diesel fuel, gasoline, oil, raw concrete, or other toxic materials used for project construction and maintenance into sensitive biological resource areas (e.g., wetlands and streams).

The following assumptions were used in assessing the magnitude of possible impacts on biological resources:

- Protected native oak trees that would be removed as part of the proposed project occur within riparian woodlands, and impacts are identified within the riparian woodland discussions.
- Impacts on land cover types and associated wildlife habitat were determined by overlaying preliminary footprints for permanent project features and temporary work areas (e.g., access roads, equipment staging) onto an aerial photograph base map with mapped habitats. Impact acreages presented in this chapter are intended to provide worst-case scenarios; actual impacts are expected to be less based on avoidance of trees and other vegetation within temporary work areas.
- Activities to construct the shoofly track, including fill placement and grading to construct and maintain a temporary access road for construction vehicles (except where temporary staging areas are already proposed for locations within Open Space Preserve), would be implemented within the existing UPRR right-of-way.

- Loss of annual grassland vegetation in the project area is not considered a significant impact from a botanical standpoint because this habitat is common and is not considered a sensitive natural community. Annual grassland vegetation also reestablishes more easily after disturbance than do riparian or wetland communities. However, the loss of annual grassland habitat could result in impacts on special-status wildlife species habitat, and these habitat impacts are discussed in this analysis.
- Construction best management practices (BMPs) would be implemented to ensure that indirect effects on habitats within the preserves are avoided or minimized.
- The proposed project would not result in impacts on special-status plants or fish because none occur in the project area. Therefore, a discussion of these species is not included in this section.

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant effect if it would result in any of the conditions listed below.

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means.
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

Impacts and Mitigation Measures

This section describes impacts expected result from project implementation and provides mitigation measures, where applicable. In general, the proposed project and Alternative 1 (one lane closure during construction) would result in the same types and levels of biological impacts. When impacts between phases are different, these are noted in the analysis. As indicated in the analysis and summary table below, all recommended biological resource mitigation measures apply to both project phases with two exceptions. The exceptions are Mitigation Measures BIO-1.5 and BIO-1.6 which apply to Phase 2 construction activities

only. Alternative 2 (No Project) would not result in any new impacts related to biological resources and is not discussed further in this analysis.

Impact BIO-1	**Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service**
Applicable Policies and Regulations	Federal Endangered Species Act Migratory Bird Treaty Act California Endangered Species Act California Fish and Game Code Sections 3503, 3503.5, 3511, 3513, 3800 City of Roseville General Plan 2035, Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Potentially Significant Alternative 1: Potentially Significant
Mitigation Measures	Proposed Project and Alternative 1: Mitigation Measure BIO-1.1: Install Fencing and/or Flagging to Protect Sensitive Biological Resources Mitigation Measure BIO-1.2: Conduct Environmental Awareness Training for Construction Personnel Mitigation Measure BIO-1.3: Retain a Qualified Biologist to Conduct Preconstruction Surveys and Periodic Monitoring during Construction in Sensitive Habitats Mitigation Measure BIO-1.4: Protect Water Quality and Minimize Sedimentation Runoff in Wetlands and Non-Wetland Waters Mitigation Measure BIO-1.5: Compensate for Direct Impacts on Vernal Pool Branchiopod Habitat (Phase 2 only) Mitigation Measure BIO-1.6: Install a No-Disturbance Buffer around the Elderberry Shrub (Phase 2 only) Mitigation Measure BIO-1.7: Conduct a Preconstruction Survey for Northern Western Pond Turtle and Exclude Turtles from the Work Area Mitigation Measure BIO-1.8: Conduct Vegetation Removal during the Non-breeding Season and Conduct Preconstruction Surveys for Nesting Migratory Birds and Raptors

	Mitigation Measure BIO-1.9: Conduct Preconstruction Surveys for Roosting Bats and Implement Protection Measures Mitigation Measure BIO-1.10: Modify Existing Structures during the Non-Breeding Season for Structure-Nesting Migratory Birds or Implement Exclusion Measures to Deter Nesting
Significance after Mitigation	Proposed Project: Less than Significant with Mitigation Alternative 1: Less than Significant with Mitigation

Proposed Project

Vernal Pool Fairy Shrimp

Based on the known presence of vernal pool fairy shrimp in the project vicinity (within 1 mile of the project area), it was determined that vernal pool fairy shrimp may occur in suitable habitat (two artificially created seasonal pools and one seasonal wetland) within the project area. For the purpose of this impact analysis, habitat in the project area that supports suitable habitat characteristics is presumed to be occupied by vernal pool fairy shrimp. Two artificially created seasonal pools that provide suitable habitat for vernal pool fairy shrimp would be directly affected (filled) during construction of the temporary shoofly (associated with Phase 2 of the project).

As indicated in the *Environmental Setting* section, several seasonal wetlands west of the project area (in City open space) and one seasonal wetland within the project area (along the UPRR track) could provide suitable habitat for vernal pool fairy shrimp. Phase 2 construction of the proposed UPRR temporary shoofly track would require ground disturbance and grade modifications in the right-of-way and within 200 feet of these habitat features. The seasonal wetlands in the open space are topographically higher than the low-lying UPRR track where the temporary shoofly would be installed. Potential indirect effects on these seasonal wetlands would be avoided by restricting construction access to the right-of-way. The seasonal wetland that provides suitable habitat in the project area (along the east side of the railroad tracks; Figure 3.4-1b) would be separated from project activities by the existing railroad and is not hydrologically connected to the area where the proposed shoofly track would be constructed; therefore, indirect effects on this habitat would be avoided.

Ground disturbance (excavating and grading) would be limited to the minimum necessary to complete installation of the temporary shoofly track within the UPRR right-of-way. Construction to key in placed fill material would occur horizontally against the existing railroad berm; excavation below initial construction grade elevation would occur only if unsuitable material (i.e., material that is too high in moisture or organic content) was encountered. Therefore, impacts on the surrounding topography and outside the project area are assumed to be negligible.

Habitat modification resulting from Phase 2 of the proposed project would result in the loss of 0.08 acre of suitable vernal pool fairy shrimp habitat, which is considered an adverse effect on the species. A biological assessment has been submitted to the USFWS to support FESA Section 7 consultation between Caltrans (on behalf of the Federal Highway Administration) and USFWS for project effects on vernal pool fairy shrimp.

This would be a Phase 2 construction significant impact. Implementation of Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, BIO-1.4, and BIO-1.5 during Phase 2 construction would reduce impacts to a less-than-significant level.

Mitigation Measure BIO-1.1: Install Fencing and/or Flagging to Protect Sensitive Biological Resources

Prior to construction, the City's contractor will install high-visibility orange construction fencing and/or flagging, as appropriate, along the perimeter of the work area adjacent to Environmentally Sensitive Areas (ESAs) (e.g., riparian vegetation, wetlands, streams, special-status species habitat, elderberry shrub, and active bird nests). The City will ensure that the final construction plans show the locations where fencing will be installed. The plans also will define the fencing installation procedure. The City or contractor (at the discretion of the City) will ensure that the fencing is maintained throughout the duration of the construction period. If the fencing is removed, damaged, or otherwise compromised during the construction period, construction activities will cease until the fencing is repaired or replaced. The project's special provisions package will provide clear language regarding acceptable fencing material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within ESAs. All temporary fencing will be removed upon completion of construction.

Mitigation Measure BIO-1.2: Conduct Environmental Awareness Training for Construction Personnel

Before any work occurs within the project limits, including equipment staging, grading, and tree and/or vegetation removal (clear and grub), the City will retain a qualified biologist (familiar with the resources in the area) to conduct a mandatory contractor/worker environmental awareness training for construction personnel. The awareness training will be provided to all construction personnel (contractors and subcontractors) prior to beginning construction to brief them on the need to avoid effects on sensitive biological resources adjacent to construction areas and the penalties for not complying with applicable state and federal laws and permit requirements. The biologist will inform all construction personnel about the life history and habitat requirements of special-status species with potential for occurrence onsite, the importance of maintaining habitat, and the terms and conditions of the Biological Opinion or other authorizing document (e.g. letter of concurrence). The environmental training will also cover general restrictions and guidelines that must be followed by all construction personnel to reduce or avoid effects on sensitive biological resources during project construction.

Mitigation Measure BIO-1.3: Retain a Qualified Biologist to Conduct Preconstruction Surveys and Periodic Monitoring during Construction in Sensitive Habitats

The City will retain a qualified biologist to conduct periodic site visits during construction activities that involve ground disturbance (e.g., vegetation removal, grading, excavation, shoofly track construction) within or adjacent to ESAs. The timing and frequency of this monitoring will be determined through coordination with the City or as determined by the project permits. The purpose of the monitoring is to ensure that measures identified in this report are properly implemented to avoid and minimize effects on sensitive biological resources and to ensure that the project complies with all applicable permit requirements and agency conditions of approval. The biologist will ensure that fencing around ESAs remains in place during construction and that no construction personnel, equipment, or runoff/sediment from the construction area enters ESAs.

Mitigation Measure BIO-1.4: Protect Water Quality and Minimize Sedimentation Runoff in Wetlands and Non-Wetland Waters

The City will comply with all construction site BMPs specified in the Storm Water Pollution Prevention Plan, and any other permit conditions to minimize the introduction of construction-related contaminants and mobilization of sediment in wetlands and non-wetland waters in and adjacent to the project area. These BMPs will address soil stabilization, sediment control, wind erosion control, vehicle tracking control, non-stormwater management, and waste management practices. The BMPs will be based on the best conventional and best available technology.

The City will obtain a Section 401 Water Quality Certification from the Central Valley RWQCB and a Lake or Streambed Alteration Agreement from CDFW, which will contain BMPs and water quality measures to ensure the protection of water quality. These permit condition and BMPs will be implemented as part of the project.

Mitigation Measure BIO-1.5: Compensate for Direct Impacts on Vernal Pool Branchiopod Habitat

The City will compensate for direct impacts on vernal pool fairy shrimp and vernal pool tadpole shrimp (vernal pool branchiopod) habitat by purchasing the appropriate habitat credits at a USFWS-approved mitigation or conservation bank. The habitat impacts will be mitigated at a 2:1 ratio (2 acres preserved for every 1 acre affected). Mitigation and conservation banks in Placer County that sell vernal pool branchiopod credits are Locust Road Mitigation Bank, Toad Hill Ranch Mitigation Bank, and Western Placer Schools Conservation Bank.

Based on the current project design, the City will purchase 0.16 acre of mitigation credits to compensate for direct impacts on 0.08 acre of vernal pool branchiopod habitat. The mitigation ratio and associated acreage may be modified based on the Biological Opinion, which will dictate the ultimate compensation for this federally listed species.

Vernal Pool Tadpole Shrimp

It was determined that vernal pool tadpole shrimp may occur in suitable habitat within the project area on the basis of the known presence of vernal pool tadpole shrimp in the project vicinity (within 1 mile of the project area). The project's direct effects on vernal pool tadpole shrimp are expected to be the same as those described above for vernal pool fairy shrimp. The impacts on this species are associated with the construction of the railroad shoofly associated with Phase 2 of the project.

Habitat modification as a result of the proposed project would result in the loss of 0.08 acre of suitable vernal pool tadpole shrimp habitat, which is considered an adverse effect on the species. A biological assessment has been submitted to the USFWS to support FESA Section 7 consultation between Caltrans and USFWS for project effects on vernal pool tadpole shrimp.

This would be a Phase 2 construction significant impact. Implementation of Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, BIO-1.4, and BIO-1.5 during Phase 2 construction would reduce impacts to a less-than-significant level.

Valley Elderberry Longhorn Beetle

Railroad shoofly construction activities associated with Phase 2 of the proposed project could indirectly affect the elderberry shrub in the project area that provides potential habitat for the valley elderberry longhorn beetle. Heavy equipment and haul trucks are anticipated to operate within 15 feet of the dripline of the elderberry shrub. Other indirect effects that could result from construction activities are modification of the shrub's hydrology, exposure to contaminants and dust, and changes in moisture availability as a result of dust control. Activities that could modify shrub hydrology are fill placement along the existing railroad track to construct the temporary track berm, grading within the UPRR right-of-way to maintain an access road for construction vehicles, excavation or other ground disturbance (i.e., compaction) within 20 feet of the shrub dripline, and possible removal of adjacent vegetation or fence posts (disturbance of the root system) for access through the vacant lot directly adjacent to the UPRR right-of-way. Temporary fill placement and grading are not expected to substantially change the hydrology of the shrub but would occur within 20 feet of the shrub dripline. Operation of heavy equipment and increased vehicle access within 20 feet of the shrub dripline would also result in dust generation and potential increased exposure to contaminants such as hydraulic fluid, grease, oil, gasoline, and diesel fuel. Water applied during construction activities to control dust could also affect the shrub and may result in increased soil pathogens (e.g., fungi) and susceptibility to colonization by Argentine ants, a predator of valley elderberry longhorn beetle.

Direct impacts associated with removal of the shrub are not anticipated. Based on the preliminary design drawings, the proposed project would not involve the pruning or removal of the shrub or ground disturbance within the dripline. A biological assessment has been submitted to the USFWS to support FESA Section 7 consultation between the Caltrans and USFWS for project effects on valley elderberry longhorn beetle.

This would be a Phase 2 construction potentially significant indirect impact. Implementation of Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, and BIO-1.6 during Phase 2 construction would reduce impacts to a less-than-significant level.

Mitigation Measure BIO-1.6: Install a No-Disturbance Buffer around the Elderberry Shrub

In conjunction with Mitigation Measure BIO-1.1, *Install Fencing and/or Flagging to Protect Sensitive Biological Resources*, the City will ensure that a minimum 4-foot-tall, temporary plastic mesh-type construction fence (Tensor Polygrid or equivalent) is installed between the work area and the elderberry shrub to be protected. In addition to the exclusion fencing, k-rail (concrete or plastic) will be installed between the elderberry shrub and the work area to protect this shrub from inadvertent damage during construction and removal of the shoofly track. The biologist shall monitor the installation of k-rail protection.

This fencing is intended to prevent encroachment by construction vehicles and personnel. The exact location of the fencing and k-rail shall be determined by a qualified biologist, with the goal of protecting habitat for valley elderberry longhorn beetle. The fencing shall be strung tightly on posts set at a maximum interval of 10 feet. The fencing shall be checked regularly and maintained until all construction is complete. This exclusion fencing shall be marked by a sign stating:

This is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the federal Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment.

No construction activity, including grading, will be allowed until this condition is satisfied. The fencing and a note reflecting this condition will be shown on the construction plans and specifications.

Western Spadefoot Toad

Proposed project construction activities such as excavation, grading, compacting, and stockpiling of soil could fill, remove, or otherwise alter potential habitat for western spadefoot toad, and could result in their injury or mortality. Western spadefoot toads could also become entrapped in open trenches or other project features. Construction associated with roadway and culvert expansion, associated with construction Phases 1 and 2, would result in permanent and temporary impacts on aquatic habitat (streams, wetland streams, and ditches), including suitable breeding habitat (artificially created seasonal pools), and permanent and temporary impacts on upland habitat (nonnative annual grassland, riparian scrub, and riparian woodland) that could be used by spadefoot toads. Annual grasslands, riparian scrub, and riparian woodland within 1,200 feet of potential aquatic breeding habitat in the project area is considered potential upland habitat for western spadefoot toad.

This would be a potentially significant impact of both construction phases. Implementation of Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, and BIO-1.4 during both construction phases would reduce impacts to a less-than-significant level.

Northern Western Pond Turtle

Proposed project construction activities associated with construction Phases 1 and 2 roadway and culvert expansion, drainage and floodplain improvements, and utility relocation adjacent to South Branch Pleasant Grove Creek and its associated tributaries would result in permanent and temporary impacts on suitable aquatic and upland habitat for northern western pond turtle. In-water work within and near stream and wetland stream habitat could cause entrapment of pond turtles, resulting in their injury or mortality. Additionally, pond turtles and hatchlings or eggs in nests could be crushed and killed during the movement of construction equipment in upland habitats (i.e., nonnative annual grassland, riparian scrub, and riparian woodland) that are typically within 1,500 feet of aquatic sites.

This would be a significant impact of both construction phases. Implementation of Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, BIO-1.4, and BIO-1.7 during both construction phases would reduce impacts to a less-than-significant level.

Mitigation Measure BIO-1.7: Conduct a Preconstruction Survey for Northern Western Pond Turtle and Exclude Turtles from the Work Area

To avoid and minimize impacts on northern western pond turtles, the City will retain a qualified wildlife biologist to conduct a preconstruction survey within 48 hours of disturbance in suitable aquatic and upland habitats. The survey objectives are to determine the presence or absence of pond turtles in the vicinity of the construction work area and to determine if additional monitoring for pond turtles is necessary during construction to avoid entrapment of pond turtles during installation of stream diversion materials. If possible, the survey will be timed to coincide with the time of day and year when turtles are most likely to be active (during the cooler part of the day from 8:00 a.m. to 12:00 p.m. during spring, summer, and late summer). Prior to conducting presence/absence surveys, the biologist will locate the microhabitats for turtle basking (logs, rocks, and brush thickets) and determine a location to quietly observe turtles. The survey will include a 15-minute wait time after arriving on site to allow startled turtles to return to open basking areas. The survey will consist of a minimum 15-minute observation time per area where turtles could be observed.

If turtles are observed during the preconstruction survey or at any time during construction and they cannot be avoided, they will be either hand-captured or trapped and then relocated outside the construction area to appropriate aquatic habitat by a biologist with a valid memorandum of understanding from CDFW and as determined during coordination with CDFW. If an active turtle nest is found, the biologist will coordinate with CDFW to determine the appropriate avoidance measures.

White-Tailed Kite and Other Migratory Bird and Raptors

Mature trees that could provide suitable nesting habitat would be removed from the construction footprint, primarily along Washington Boulevard, west of the existing UPRR track, and within the area bordered on the north by Emerald Oak Road (primarily associated with Phase 2 construction activities). White-tailed kite would not be expected to nest along the existing roadway or railroad corridors; however, many migratory birds can, and do, become acclimated to existing levels of disturbance and may nest in trees along these

corridors. Phase 1 and Phase 2 construction activities would occur during the nesting season for white-tailed kite and other migratory birds (generally March through August) and could result in the disturbance of active nests. Construction disturbance (noise or activity) during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. Removal of suitable nest trees in the project area would reduce the amount of available nesting habitat for white-tailed kite and migratory birds and a temporal loss of nesting habitat would continue until replacement trees mature.

Phase 1 and Phase 2 roadway construction would result in indirect impacts on white-tailed kite through temporary and permanent loss of nonnative annual grassland that provides suitable foraging habitat. Because only a small area of suitable foraging habitat would be permanently lost, the proposed project is not expected to affect foraging white-tailed kites.

Direct effects of Phase 1 and Phase 2 construction on nesting white-tailed kites and other nesting migratory birds would be a potentially significant impact. Implementation of Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, and BIO-1.8 during both construction phases would reduce impacts to a less-than-significant level.

Mitigation Measure BIO-1.8: Conduct Vegetation Removal during the Non-breeding Season and Conduct Preconstruction Surveys for Nesting Migratory Birds and Raptors

Where vegetation removal is required to construct project features, the City will conduct this activity during the nonbreeding season for migratory birds and raptors (generally between September 1 and February 28), to the extent feasible.

If construction activities (including vegetation removal) cannot be confined to the nonbreeding season, the City will retain a qualified wildlife biologist with knowledge of the relevant species to conduct nesting surveys before the start of construction. The migratory bird and raptor nesting surveys will include a minimum of two separate surveys to look for active migratory bird and raptor nests. Surveys will include a search of all trees and shrubs that provide suitable nesting habitat in the construction area. In addition, a 500-foot area around the construction area will be surveyed for nesting raptors and a 50-foot area around the construction area will be surveyed for songbirds. One survey should occur within 14 days prior to construction and the second survey within 48 hours prior to the start of construction or vegetation removal. If no active nests are detected during these surveys, no additional measures are required.

If an active nest is found in the survey area, a no-disturbance buffer will be established around the nest site to avoid disturbance or destruction of the nest until the end of the breeding season (August 31) or until after a qualified wildlife biologist determines that the young have fledged and moved out of the project area (this date varies by species). The extent of these buffers will be determined by the biologist in coordination with USFWS and CDFW, and will depend on the level of construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. Suitable buffer distances may vary between species.

Pallid Bat, Western Red Bat and Non-Special-Status Bats

Construction of the proposed project would occur during the maternity season of bats (April 1 through September 15). Construction of Phases 1 and 2 of the proposed project would result in the removal or disturbance of trees that may provide suitable roosting habitat (cavities, crevices, furrowed bark, and foliage) for pallid bat and western red bat. Removal or disturbance of trees providing suitable roosting habitat could result in the injury to or mortality of roosting pallid bat and western red bat, if present during removal or disturbance of the tree. Removal of occupied roost habitat would also displace bats, causing them to relocate to another roost site, and potentially competing with other bats for the roost site.

Both construction phases of the proposed project would result in the disturbance of culverts that may provide suitable habitat for non-special-status bats. Disturbance of structures providing suitable roosting habitat could result in the injury to or mortality of non-special-status bats, if present during disturbance of the structure. Temporary removal or disturbance of occupied roost habitat would also displace bats, causing them to relocate to another roost site and potentially compete with other bats for the roost site.

Baseline data are not available or are limited regarding how bats use the project area, their individual numbers, and how they vary seasonally. Bat species with potential to occur in the project area use a variety of roosting strategies, from solitary roosting in foliage or bark of trees to colonial roosting in tree cavities. Daily and seasonal variations in habitat use are also common.

A potential indirect impact of the proposed project could be the degradation of foraging habitat for special-status bats from the wider road, because bat activity near large roads has been found to be lower than activity at a distance of 984 feet from large roads (Kitzes and Merenlender 2014).

Direct and indirect effects on roosting bats during both construction phases would be a potentially significant impact. Implementation of Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, BIO-1.8, and BIO-1.9 during both construction phases would reduce impacts to a less-than-significant level.

Mitigation Measure BIO-1.9: Conduct Preconstruction Surveys for Roosting Bats and Implement Protection Measures

To obtain the highest likelihood of detection, the following preconstruction bat surveys will be conducted within and adjacent to the construction area for each construction season. If the surveys determine that bats are roosting in the construction area, the City will implement the protective measures described below.

- Conduct Preconstruction Tree Surveys

  Prior to tree removal or pruning, qualified biologists will examine trees to be removed or pruned for suitable bat roosting habitat. High-value habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, and larger snags,) will be identified, and the area around these features will be searched for bats and bat sign (e.g., guano, culled insect parts, and staining). All mature broadleaf trees should be considered potential habitat for solitary foliage-roosting bat species.

If bat sign is detected, biologists will conduct evening visual emergence survey of the source habitat feature, from a half hour before sunset to 1–2 hours after sunset for a minimum of 2 nights during the season that construction would be taking place. Night-vision goggles and/or full-spectrum acoustic detectors will be used during emergence surveys to assist in species identification. All emergence surveys will be conducted during favorable weather conditions (calm nights with temperatures conducive to bat activity and no precipitation predicted). Survey methodology may be supplemented as new research identifies advanced survey techniques and equipment that would aid in bat detections.

- Identify Protective Measures for Bats Using Trees

  If it is determined that bats are using trees within or adjacent to the construction area as roost sites, the City (or its designated contractor) will coordinate with CDFW to identify protective measures to avoid and minimize impacts on roosting bats based on the type of roost and timing of activities. These measures could include the following measures.

  - If feasible, tree removal and pruning of trees containing an active roost will be avoided between April 1 and September 15 (the maternity period) to avoid impacts on reproductively active females and dependent young.
  - If a maternity roost is located, whether solitary or colonial, that roost will remain undisturbed until September 15 or until a qualified biologist has determined that the roost is no longer active.
  - If avoidance of nonmaternity roost trees is not possible, tree removal or pruning will be monitored by a qualified biologist. Prior to removal or pruning, the tree will be gently shaken, and several minutes should pass before felling trees or pruning limbs to allow bats time to arouse and leave the tree. The tree then will be removed in pieces, rather than felling the entire tree. The biologists will search downed vegetation for dead and injured bats. The presence of dead or injured bats that are species of special concern will be reported to CDFW.

- Conduct Preconstruction Surveys of Culverts

  Prior to any work to replace, extend, or remove culverts, a qualified biologist will inspect box and pipe culverts for the presence of roosting bats. The biologist will conduct a daytime inspection/survey of box culverts for bat sign or occupancy to determine whether the structure is being used as a roost. Biologists conducting daytime surveys will listen for audible bat calls and will use the naked eye, binoculars, telescoping inspection mirror, and a high-powered spotlight to inspect culverts, and mud nests if present, for bats.

  Surfaces and the ground around the culvert will be surveyed for bat sign, such as guano, staining, and prey remains. Pipe culverts will be inspected from the exterior using the methods listed. If no suitable features are found, and no bats or bat sign are present, then a preconstruction survey within 24 hours prior to construction will be conducted. If suitable features are found, and bats or bat sign are present, additional surveys may be conducted to determine how the culvert is used by bats

(i.e., whether it is used as a night roost, maternity roost, migration stopover, or for hibernation).

- Implement Protective Measures for Bats Using Culverts

  To avoid disturbance, injury, or mortality of bats utilizing culverts for roosting, the City (or its contractor) will conduct all work on these structures during the day (to the extent possible and where appropriate). If this is not possible, portable lights will be used to illuminate the roosting areas prior to and after sunset to deter bats from roosting during nights when work will occur.

Structure-Nesting Migratory Birds

Proposed project construction activities to extend, abandon, or replace box culverts would occur during the breeding season for birds (generally February 1 through August 31). Swallows and phoebes that are nesting in box culverts could be disturbed during culvert construction. These activities would be associated with construction Phases 1 and 2 and could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbances that result in the loss of a migratory bird egg, nestling, or adult would violate the Migratory Bird Treaty Act and California Fish and Game Code Section 3503.

Construction activities under the Pleasant Grove Boulevard overcrossing are not anticipated to disturb structure-nesting birds because no modifications to the existing structure are proposed.

Loss of structure-nesting migratory birds would be a potentially significant impact of both construction phases. Implementation of Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, and BIO-1.10 would reduce impacts to a less-than-significant level.

Mitigation Measure BIO-1.10: Modify Existing Structures during the Non-Breeding Season for Structure-Nesting Migratory Birds or Implement Exclusion Measures to Deter Nesting

To avoid impacts on nesting swallows and other structure-nesting migratory birds that are protected under the Migratory Bird Treaty Act and the California Fish and Game Code, the City will modify existing structures after the conclusion of the bird nesting period (February 1 through August 31). Construction, modification, or disturbance of existing box culvert structures after the nesting period has concluded is strongly preferred; however, if this is not possible, the City will implement the following avoidance measures.

- Prior to the start of each phase of construction, the City (or its contractor) will hire a qualified wildlife biologist to inspect any box culvert that would be modified or disturbed during the nonbreeding season (September 1 through February 1). If nests are found and are determined to be inactive (abandoned), they shall be removed.
- After inactive nests are removed and prior to construction from February 1 to August 31, the undersides of the portion of the culvert to be modified or disturbed will be covered with a suitable exclusion material that will prevent birds from nesting (i.e.,

0.5- to 0.75-inch mesh netting, plastic tarp, expandable foam sealant, or other suitable material safe for wildlife). All exclusion devices will be installed before February 1 and will be monitored throughout the breeding season (typically several times a week). The exclusion material will be anchored so that swallows cannot attach their nests to the structures through gaps in the net.

- Exclusion devices for birds will be installed in a manner that does not entrap day-roosting bats.
- As an alternative to installing exclusion materials on a culvert, the City may hire a qualified biologist or qualified wildlife management specialist to remove nests as the birds construct them and before any eggs are laid. Visits to the site would need to occur daily throughout the breeding season (February 1 through August 31) because swallows can complete a nest in a 24-hour period.
- If exclusion material is not installed on structures prior to February 1 or manual removal of nests is not conducted daily, and migratory birds colonize a culvert, removal or modification to that portion of the culvert may not occur until after August 31, or until a qualified biologist has determined that the young have fledged and the nest is no longer in use.
- If appropriate steps are taken to prevent swallows from constructing new nests as described in the preceding measures, work can proceed at any time of the year.

Alternative 1

Alternative 1 would have the same physical characteristics as the proposed project and, therefore, would result in the same potentially significant impacts on special-status species associated with Phases 1 and 2 construction activities. Implementation of Mitigation Measures BIO-1.1 through BIO-1.10 would reduce these impacts to a less-than-significant level.

Impact BIO-2	**Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service**
Applicable Policies and Regulations	California Fish and Game Code Section 1602 City of Roseville General Plan 2035, Open Space and Conservation Element City of Roseville Municipal Code Chapter 19.66 Tree Preservation Ordinance
Significance with Policies and Regulations	Proposed Project: Potentially Significant Alternative 1: Potentially Significant
Mitigation Measures	Proposed Project and Alternative 1: Mitigation Measure BIO-1.1: Install Fencing and/or Flagging to Protect Sensitive Biological Resources

	Mitigation Measure BIO-1.2: Conduct Environmental Awareness Training for Construction Personnel Mitigation Measure BIO-1.3: Retain a Qualified Biologist to Conduct Preconstruction Surveys and Periodic Monitoring during Construction in Sensitive Habitats Mitigation Measure BIO-2.1: Compensate for the Loss of Riparian Communities
Significance after Mitigation	Proposed Project: Less than Significant with Mitigation Alternative 1: Less than Significant with Mitigation

Proposed Project

Proposed project construction would result in the removal of 1.73 acres of riparian communities (1.44 acres of riparian woodland and 0.29 acre of riparian scrub). The removal of riparian communities is primarily associated with the Phase 2 construction activities which involve installation of the temporary shoofly and, to a lesser extent, the Phase 1 widening of Washington Boulevard (as shown in Figures 3.4-1b through 3.4-1d). For the purposes of this analysis, all riparian woodland disturbance and tree removal within the shoofly work area are considered permanent impacts because of the time required for habitat regeneration.

State and federal agencies would require avoidance, minimization, and compensatory mitigation for the loss of riparian habitat during each project phase. The loss or disturbance of riparian vegetation would be adverse because this vegetation provides a variety of important ecological functions and values.

This would be a significant impact on riparian habitat during both construction phases (with the majority of impact occurring during Phase 2). Implementation of Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3 (above), and BIO-2.1 (below) during both construction phases would reduce impacts to a less-than-significant level.

Mitigation Measure BIO-2.1: Compensate for the Loss of Riparian Communities

To compensate for the total loss of approximately 1.73 acres of riparian communities, prior to commencement of each construction phase, the City will purchase credits at an approved mitigation bank to ensure no net loss of riparian habitat functions and values. The City will purchase credits at a 3:1 ratio, which would require purchasing a total of approximately 5.19 acres of riparian habitat credits from an approved mitigation bank. This ratio and acreage will be confirmed during the review of future engineering drawings for each project phase and may be modified during the CDFW Section 1602 permitting process (if actual increase or decrease) which will dictate the ultimate compensation. The City will provide written evidence to the resource agencies that compensation has been established through the purchase of mitigation credits. The amount to be paid will be the fee that is in effect at the time the fee is paid.

Alternative 1

Alternative 1 would have the same physical characteristics as the proposed project and, therefore, would result in the same potentially significant impacts on riparian communities. Implementation of Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, and BIO-2.1 would reduce these impacts to a less-than-significant level.

Impact BIO-3	**Have a substantial adverse effect on federally protected wetlands and non-wetland waters as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, streams etc.) through direct removal, filling, hydrological interruption, or other means**
Applicable Policies and Regulations	Executive Order 11990 Protection of Wetlands Clean Water Act Sections 401 and 404 California Fish and Game Code Section 1602 Porter-Cologne Water Quality Control Act City of Roseville General Plan 2035, Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Potentially Significant Alternative 1: Potentially Significant
Mitigation Measures	Proposed Project and Alternative 1: Mitigation Measure BIO-1.1: Install Fencing and/or Flagging to Protect Sensitive Biological Resources Mitigation Measure BIO-1.2: Conduct Environmental Awareness Training for Construction Personnel Mitigation Measure BIO-1.3: Retain a Qualified Biologist to Conduct Preconstruction Surveys and Periodic Monitoring during Construction in Sensitive Habitats Mitigation Measure BIO-1.4: Protect Water Quality and Minimize Sedimentation Runoff in Wetlands and Non-Wetland Waters Mitigation Measure BIO-3.1: Avoid and Minimize Disturbance of Waters of the United States/Waters of the State Mitigation Measure BIO-3.2: Compensate for the Permanent Loss of Waters of the United States/Waters of the State
Significance after Mitigation	Proposed Project: Less than Significant with Mitigation Alternative 1: Less than Significant with Mitigation

Proposed Project

Construction of Phases 1 and 2 of the proposed project would result in direct temporary and permanent impacts on waters of the United States, including seasonal wetland, marsh, and stream, and ditches that are waters of the State (Table 3.4-3 and Figures 3.4-1b through 3.4-1d). The aquatic resources delineation was verified by the USACE in March 2019.

Impacts were considered to be permanent if they would result in the placement of permanent fill in these wetland and non-wetland waters. Impacts were considered to be temporary if fill would be removed following completion of construction and temporarily disturbed portions of wetlands and non-wetland waters would be restored.

Table 3.4-3. Impacts on Waters of the United States/Waters of the State

Wetland Type	Temporary (acre)	Permanent (acre)
Seasonal Wetland	0.00	0.09
Marsh	0.09	0.00
Stream (Non-wetland Waters)	0.07	0.10
Ditch	<0.01	0.00
Total	**0.16**	**0.19**

Indirect impacts on water quality, such as increased turbidity and chemical runoff, may also result from both phases of project construction within the downstream portions of streams that are outside the project area.

This would be a significant impact on federally protected wetlands and non-wetland waters and on waters of the State. Implementation of Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3 and BIO-1.4 (above) and BIO-3.1 and BIO-3.2 (below) would reduce impacts to a less-than-significant level. Each project phase would be constructed under separate USACE and RWQCB permit authorizations. Compensation associated with Mitigation Measure BIO-3.2 for the placement of fill material into wetlands and non-wetland waters would be determined during each phase of regulatory permitting.

Mitigation Measure BIO-3.1: Avoid and Minimize Disturbance of Waters of the United States/Waters of the State

To the extent possible, the City will avoid and minimize impacts on waters of the United States and waters of the State by implementing the following measures. These measures will be incorporated into contract specifications and implemented by the construction contractor.

- Avoid construction activities in saturated or ponded natural wetlands and drainages during the wet season (spring and winter) to the maximum extent possible.
- Stabilize streams/drainages immediately upon completion of construction activities. Other waters of the United States will be restored in a manner that encourages vegetation to re-establish to its pre-project condition and reduces the effects of erosion on the drainage system.

- Remove any trees, shrubs, debris, or soils that are inadvertently deposited below the OHWM of streams/drainages in a manner that minimizes disturbance of the bed and bank.
- Complete all activities promptly to minimize their duration and resultant impacts.

Mitigation Measure BIO-3.2: Compensate for the Permanent Loss of Waters of the United States/Waters of the State

To compensate for the total (Phases 1 and 2) permanent loss of approximately 0.19 acre of waters of the United States and waters of the State, prior to each project phase and consistent with permit requirements the City will purchase credits at an approved mitigation bank to ensure no net loss of wetland functions and values. Mitigation banks with service areas for Placer County that sell credits that satisfy USACE wetland and USFWS requirements include Sacramento River Ranch Mitigation Bank, Locust Road Mitigation Bank, and Toad Hill Ranch Mitigation Bank. The wetland compensation ratio will be a minimum of 1:1 (1 acre of wetland habitat credit for every 1 acre of impact) to ensure no net loss of wetland habitat functions and values.

The City will also implement the conditions and requirements of state and federal permits that will be obtained for the proposed project. The actual mitigation ratio and associated credit acreage may be modified based on USACE and RWQCB permitting which will dictate the ultimate compensation for permanent impacts to waters of the United States/waters of the State.

Alternative 1

Alternative 1 would have the same physical characteristics as the proposed project and, therefore, would result in the same potentially significant impacts on federally protected wetlands and non-wetland waters and on waters of the State. Implementation of Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, BIO-1.4, BIO-3.1, and BIO-3.2 would reduce these impacts to a less-than-significant level.

Impact BIO-4	**Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites**
Applicable Policies and Regulations	California Fish and Game Code City of Roseville General Plan 2035, Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

The project area consists of natural, disturbed, and developed areas along Washington Boulevard and the UPRR track. These routes generally do not provide wildlife migration corridors; however, resident wildlife species may traverse the project area along streams that culvert under or parallel these routes. These features may be used as movement corridors to access larger open space areas outside the project area. Therefore, streams and associated uplands in the project area provide important wildlife dispersal and movement corridors between established open spaces. Culverts at streams crossed by the proposed project would be replaced, extended, and constructed in new locations to accommodate widening of the roadway and the temporary shoofly track as part of construction Phases 1 and 2. The widened roadway and temporary track would not substantially alter the project area in a way that would impede wildlife movement. However, tree removal, particularly along Sierra View Tributary and the temporary shoofly track would reduce the available cover through this corridor until replacement vegetation sufficiently matures.

Native fish may be present and disperse through the stream channels in the project area; their movements would be temporarily impeded in South Branch Pleasant Grove Creek and Sierra View Tributary by construction of the proposed temporary shoofly and new pipe and box culverts. Culvert construction in the unnamed tributary channels is anticipated when the channel is dry; therefore, culvert construction is not expected to affect native fish.

The proposed project would have a less-than-significant impact on the movement of any native resident or migratory fish or wildlife species. No mitigation is required.

Alternative 1

Alternative 1 would have the same physical characteristics as the proposed project and, therefore, would similarly have a less than significant impact on the movement of any native resident or migratory fish or wildlife species. No mitigation is required.

Impact BIO-5	**Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance**
Applicable Policies and Regulations	City of Roseville Municipal Code Chapter 19.66 Tree Preservation Ordinance
Significance with Policies and Regulations	Proposed Project: Less Than Significant Alternative 1: Less Than Significant
Mitigation Measures	Proposed Project and Alternative 1: None Required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

Several native oak trees (greater than 6-inch diameter at breast height [dbh]) associated with riparian woodlands occur in the project area. Based on the current design, the proposed project would result in the loss or disturbance of native oak trees during installation of the temporary shoofly (Phase 2) and widening of Washington Boulevard (Phase 1). An arborist survey is being conducted to identify the location and size of native trees that would be removed or disturbed during construction of the two phases of the proposed project. Native oak trees (at least 6 inches dbh) are protected under the City's tree preservation ordinance and therefore the loss or disturbance of native oak trees could be a significant impact. However the project would be implemented and conditioned consistent with provisions of the City's tree preservation ordinance which requires inch for inch dbh compensation as well as protection measures for potential indirect impacts. Therefore, potential conflict with local policies or ordinances protecting biological resources is considered less than significant.

Alternative 1

Alternative 1 would have the same physical characteristics as the proposed project and, therefore, would result in the same potentially significant impacts on protected native oak trees. Implementation of Mitigation Measure -1.2 would reduce these impacts to a less-than-significant level.

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City of Roseville
Washington Blvd/ Andora Bridge Improvement
May 2019
Sheet 1 of 5

Legend

- Project Area
- Permanent Impact
- Temporary Impact

Land Cover Types

- Artificially-Created Seasonal Pool
- Developed
- Disturbed/Graded
- Ditch
- Marsh
- Nonnative Annual Grassland
- Riparian Scrub
- Riparian Woodland
- Seasonal Wetland
- Stream

Special-Status Wildlife Habitat

- Elderberry Shrub (VELB Habitat)
- Vernal Pool Branchiopod Habitat

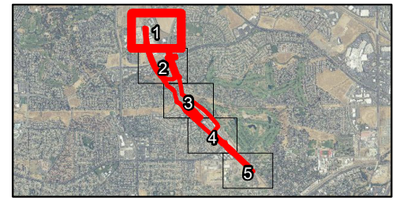

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Figure 3.4-1a
Biological Resources in the Project Area

City of Roseville
Washington Blvd/ Andora Bridge
Improvement
May 2019
Sheet 2 of 5

Legend

- Project Area
- Permanent Impact
- Temporary Impact

Land Cover Types

- Artificially-Created Seasonal Pool
- Developed
- Disturbed/Graded
- Ditch
- Marsh
- Nonnative Annual Grassland
- Riparian Scrub
- Riparian Woodland
- Seasonal Wetland
- Stream

Special-Status Wildlife Habitat

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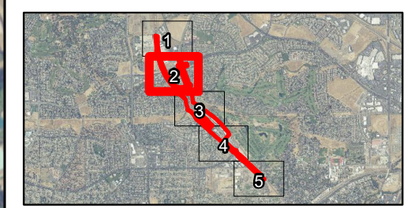
- Vernal Pool Branchiopod Habitat



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Pleasant Grove Blvd
Emerald Oak Rd
Union Pacific Railroad
Washington Blvd
Diamond Oaks Rd

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Figure 3.4-1b
Biological Resources in the Project Area

City of Roseville
Washington Blvd/ Andora Bridge
Improvement
May 2019
Sheet 3 of 5

Legend

- Project Area
- Permanent Impact
- Temporary Impact

Land Cover Types

- Artificially-Created Seasonal Pool
- Developed
- Disturbed/Graded
- Ditch
- Marsh
- Nonnative Annual Grassland
- Riparian Scrub
- Riparian Woodland
- Seasonal Wetland
- Stream

Special-Status Wildlife Habitat

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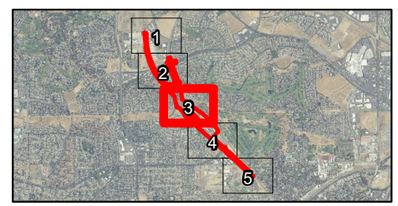

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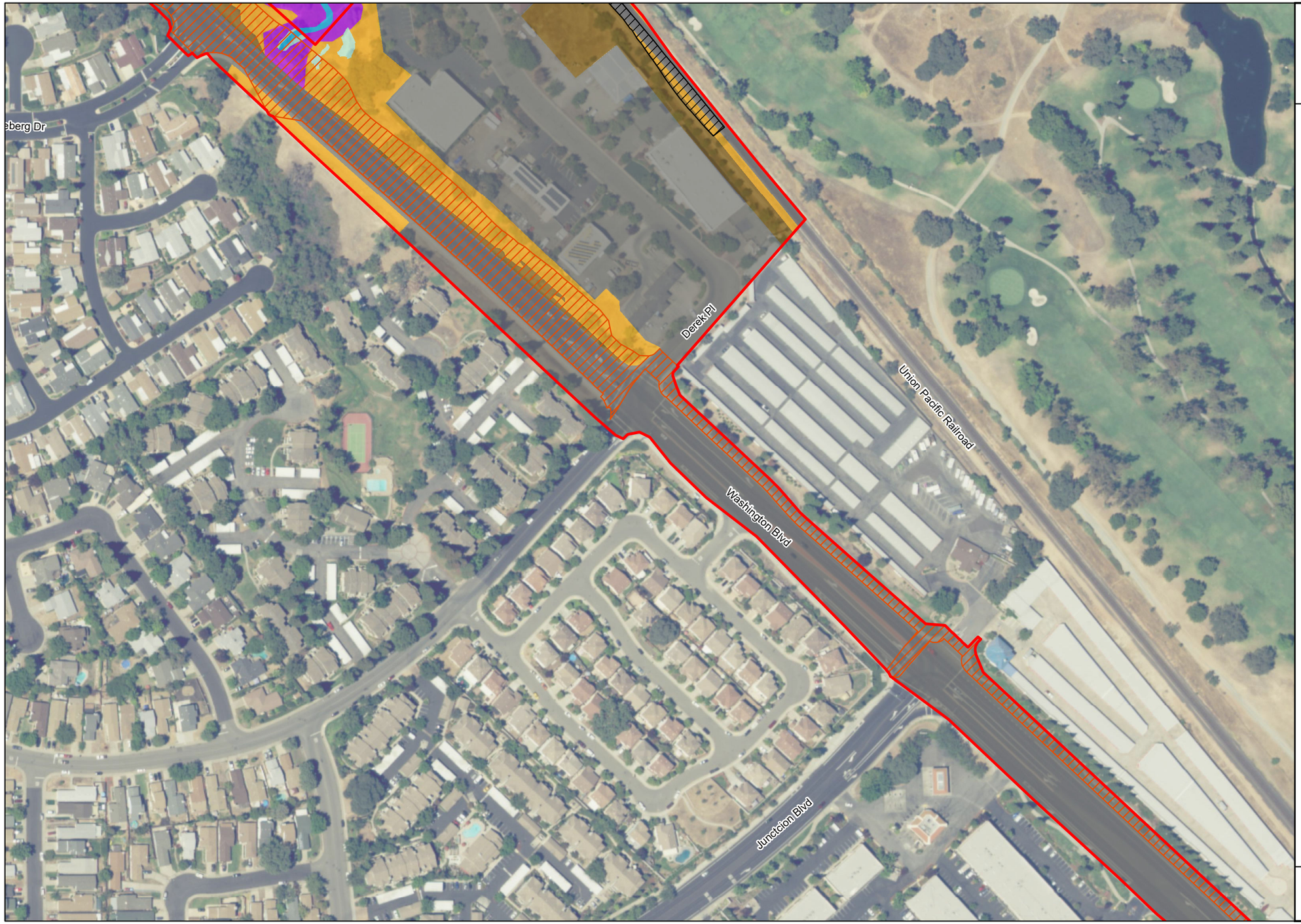
Figure 3.4-1c
Biological Resources in the Project Area



City of Roseville
Washington Blvd/ Andora Bridge
Improvement
May 2019
Sheet 4 of 5

Legend

- Project Area
- Permanent Impact
- Temporary Impact

Land Cover Types

- Artificially-Created Seasonal Pool
- Developed
- Disturbed/Graded
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- Marsh
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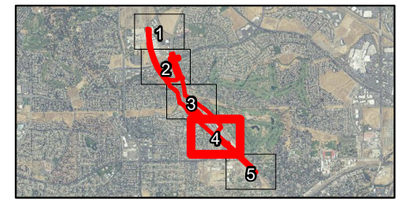

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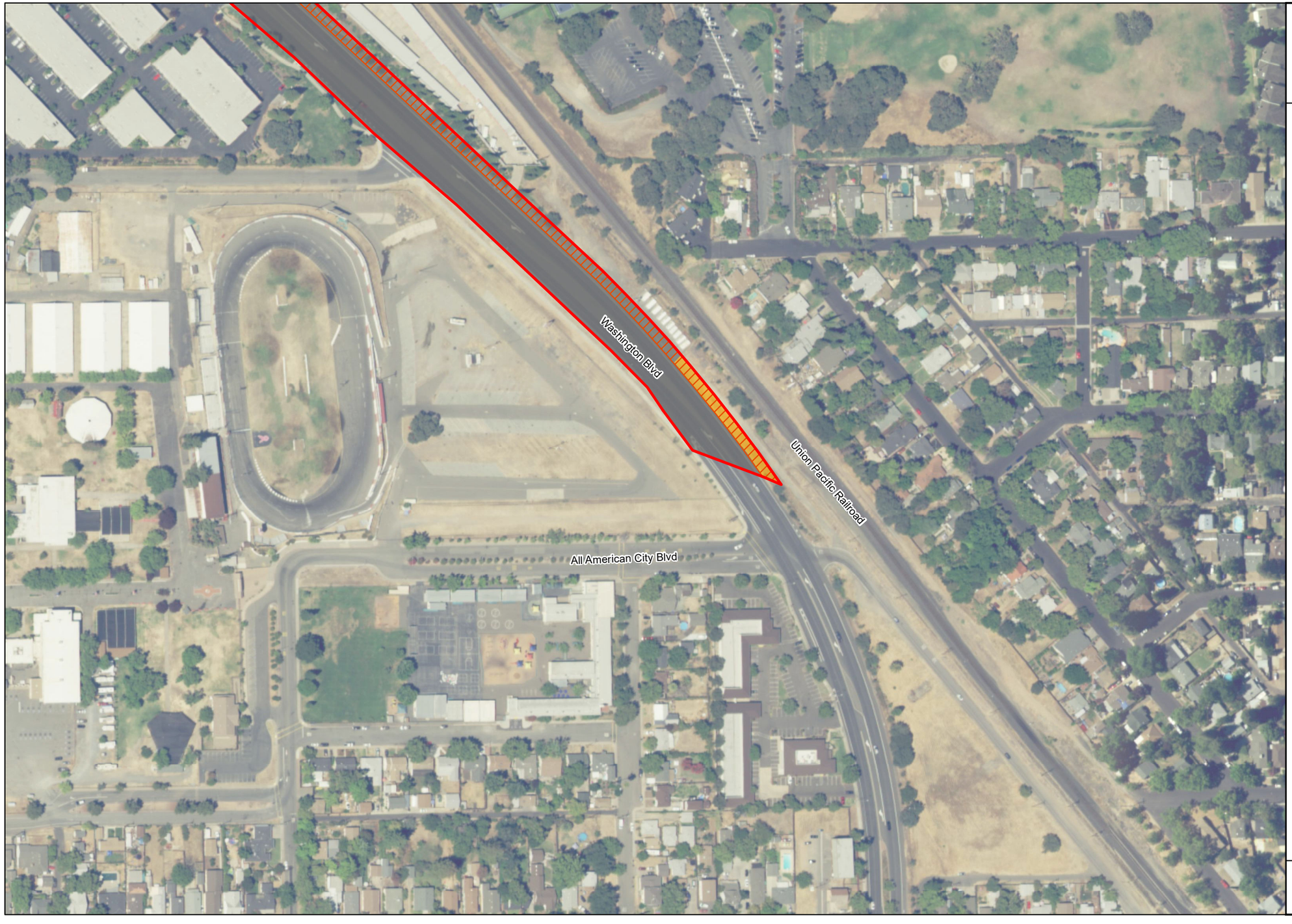
Figure 3.4-1d
Biological Resources in the Project Area



City of Roseville
Washington Blvd/ Andora Bridge
Improvement
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Sheet 5 of 5

Legend

- Project Area
- Permanent Impact
- Temporary Impact

Land Cover Types

- Artificially-Created Seasonal Pool
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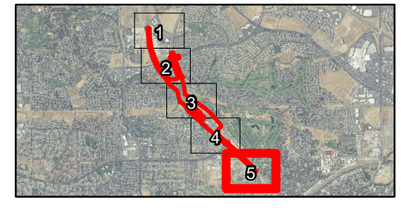

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Figure 3.4-1e
Biological Resources in the Project Area

3.5 Cultural and Tribal Resources

This section evaluates and analyzes the impacts of the proposed project on known and potential but unknown cultural and tribal resources in the project area. Cultural resources may include the following: sites, structures, districts, buildings, or any built objects that are more than 50 years old. Cultural resources are also considered important to communities, cultures or subcultures for their traditional, historical, scientific, religious, or other reasons.

Archaeological resources are the material remains of past human use from the prehistoric and historic-era. Archaeological resources may include, but are not limited to, stone tools, structure foundations, habitation features, and associated debris. Historical (or architectural) resources may include standing buildings, infrastructure (roads, dams, railroads, bridges), and intact built features.

The primary source of information for this section is the *Archaeological Survey Report for the Washington Boulevard/Andora Bridge Improvement Project* and the *Finding of Effect Report for the Washington Boulevard/Andora Bridge Improvement Project*, prepared by ICF (2019).

One comment letter was received in response to the Notice of Preparation related to cultural resources. In a letter received by the City on October 7, 2016, Gene Whitehouse, Chairman of the United Auburn Indian Community (UAIC) of the Auburn Rancheria, expressed concern about development within ancestral territory. Mr. Whitehouse recommended a tribal monitor be present during any ground disturbing activities and requested copies of any archaeological and future environmental reports completed for the project. He also requested a tribal monitor be present during the field survey. Additional Native American consultation efforts related to the project are described below in the “Correspondence” section below.

3.5.1 Existing Conditions

Regulatory Setting

This section describes the federal, state, and local regulations related to cultural resources that would apply to implementation of the proposed project.

A cultural resource may be designated as significant by national, state, or local authorities. For a resource to qualify for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), it must meet one or more established criteria.

Federal

National Historic Preservation Act

Section 106 of the National Historic Preservation Act (NHPA) requires that, before beginning any undertaking, a federal agency must take into account the effects of the undertaking on historic properties and offer the Advisory Council on Historic Preservation and other

interested parties an opportunity to comment on these actions. The NHPA applies to federal actions and is most commonly invoked at the local level when a development project is subject to federal permits. It is also invoked when local projects, such as road projects, receive federal funds. Specific regulations regarding compliance with Section 106 state that, although the tasks necessary to comply with Section 106 may be delegated to others, the federal agency is ultimately responsible for ensuring that the Section 106 process is completed.

The Section 106 review process involves a five-step procedure.

1. Initiate the Section 106 process (assess the potential for the undertaking to affect historic properties, identify consulting parties, and plan to involve interested parties).
2. Identify historic properties in the area of potential effect (APE).
3. Assess adverse effects.
4. Resolve adverse effects.
5. Implement the project according to the memorandum of agreement, or implement the project without a memorandum of agreement if one is unnecessary.

Section 106 requires federal agencies or those they fund or permit to consider the effects of their actions on properties that are determined eligible for listing or are listed in the NRHP. To determine whether an undertaking could affect NRHP-eligible properties, cultural resources (archaeological, historical, architectural, and traditional cultural properties) must be inventoried and evaluated for the NRHP.

To be listed in the NRHP, a property must be at least 50 years old (or be of exceptional historic significance if less than 50 years old) and meet one or more of the NRHP criteria. To qualify for listing, a historic property must represent a significant theme or pattern in history, architecture, archaeology, engineering, or culture at the local, state, or national level. It must meet one or more of the four criteria listed below and have sufficient integrity to convey its historic significance. The criteria for evaluating the eligibility of a historic property for listing in the NRHP are defined as follows (36 Code of Federal Regulations [CFR] Part 60.4).

- Criterion A—Association with events that have made a significant contribution to the broad patterns of our history.
- Criterion B—Association with the lives of persons significant to our past.
- Criterion C—Resources that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D—Resources that have yielded, or may be likely to yield, information important to history or prehistory.

In addition to meeting the significance criteria, a significant historic property must possess integrity to be considered eligible for listing in the NRHP. *Integrity* refers to a property's ability to convey its historic significance. Integrity is a quality that applies to historical resources in seven specific ways: location, design, setting, materials, workmanship, feeling,

and association. To be considered a significant historic property, a resource must possess two, and usually more, of these kinds of integrity, depending on the context and the reasons why the property is significant. The National Park Service's *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (National Park Service 1995) discusses the types of integrity.

- **Location**—the place where the historic property was constructed or the place where the historic event took place.
- **Design**—the combination of elements that create the form, plan, space, structure, and style of a property.
- **Setting**—the physical environment of a historic property.
- **Materials**—the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- **Workmanship**—the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- **Feeling**—a property's expression of the aesthetic or historic sense of a particular period of time.
- **Association**—the direct link between an important historic event or person and a historic property.

The NRHP criteria also limit the consideration of moved properties because significance is embodied in locations and settings. Under the NRHP, moving a building destroys the integrity of location and setting. A moved property can be eligible for listing if it is significant primarily for architectural value or if it is the surviving property most importantly associated with a historic person or event (National Park Service 1995).

Section 106 regulations define an adverse effect as an effect that alters, directly or indirectly, the qualities that make a resource eligible for listing in the NRHP (36 CFR 800.5[a][1]). Consideration must be given to the property's location, design, setting, materials, workmanship, feeling, and association, to the extent that these qualities contribute to the integrity and significance of the resource. Adverse effects may be direct and reasonably foreseeable, or they may be more remote in time or distance (36 CFR 8010.5[a][1]). Examples of adverse effects are listed below.

- Physical destruction of or damage to all or part of the property.
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the *Secretary's Standards for the Treatment of Historic Properties* (Weeks and Grimmer 1995) and applicable guidelines.
- Removal of the property from its historic location.
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.

- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to a Native American tribe or Native Hawaiian organization.
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

State

The State of California implements the NHPA through its statewide comprehensive cultural resource preservation programs. The California Office of Historic Preservation (OHP), an office of the California Department of Parks and Recreation, implements the policies of the NHPA on a statewide level. The OHP also maintains the California Historical Resources Inventory. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the state's jurisdiction.

California Environmental Quality Act

Two categories of cultural resources are specifically called out in the State CEQA Guidelines. The categories are historical resources (State CEQA Guidelines 15064.5[b]) and unique archaeological sites (State CEQA Guidelines 15064.5[c]; California Public Resources Code Section 21083.2). Different legal rules apply to the two different categories of cultural resources. However, the two categories sometimes overlap where "an archaeological historical resource also qualifies as a "unique archaeological resource." In such an instance, the more stringent rules for unique archaeological resources apply, as explained below. In most situations, resources that meet the definition of a unique archaeological resource also meet the definition of a historical resource. As a result, it is current professional practice to evaluate cultural resources for significance based on their eligibility for listing in the CRHR.

Historical resources are those meeting the following requirements.

- Resources listed in or determined eligible for listing in the CRHR (State CEQA Guidelines 15064.5[a][1]).
- Resources included in a local register as defined in Public Resources Code Section 5020.1(k), "unless the preponderance of evidence demonstrates" that the resource "is not historically or culturally significant" (State CEQA Guidelines 15064.5[a][2]).
- Resources that are identified as significant in surveys that meet the standards provided in Public Resources Code Section 5024.1[g] (State CEQA Guidelines 15064.5[a][3]).
- Resources that the lead agency determines are significant, based on substantial evidence (State CEQA Guidelines 15064.5[a][3]).

Unique archaeological resources, on the other hand, are defined in Public Resources Code Section 21083.2 as a resource that meets at least one of the following criteria.

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.

- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person. (Public Resources Code Section 21083.2[g])

The process for identifying historical resources is typically accomplished by applying the criteria for listing in the CRHR (14 California Code of Regulations [CCR] Section 4852). This section states that a historical resource must be significant at the local, state, or national level under one or more of the following four criteria.

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. It is associated with the lives of persons important in our past.
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
4. It has yielded, or may be likely to yield, information important in prehistory or history.

To be considered a historical resource for the purpose of CEQA, the resource must also have integrity. Integrity is the authenticity of a resource's physical identity, evidenced by the survival of characteristics that existed during the resource's period of significance.

Resources, therefore, must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling and association. It must also be judged with reference to the particular criteria under which a resource is eligible for listing in the CRHR (14 CCR 4852[c]). Integrity assessments made for CEQA purposes typically follow the National Park Service guidance used for integrity assessments for NRHP purposes.

Even if a resource is not listed or eligible for listing in the CRHR, in a local register of historical resources, or identified in an historical resource survey, a lead agency may still determine that the resource is an historical resource as defined in Public Resources Code Section 5020.1j or 5024.1 (State CEQA Guidelines 15064.5[a][4]).

Resources that meet the significance criteria and integrity considerations must be considered in the impacts analysis under CEQA. Notably, a project that causes a substantial adverse change in the significance of an historical resource is a project that may have significant impact under CEQA (State CEQA Guidelines 15064.5[b]). A substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. The significance of an historical resource is materially impaired if the project demolishes or materially alters any qualities as follows.

- Qualities that justify the inclusion or eligibility for inclusion of a resource on the CRHR (State CEQA Guidelines 15064.5[b][2][A],[C]).
- Qualities that justify the inclusion of the resource on a local register (State CEQA Guidelines 15064.5[b][2][B]).

Assembly Bill 52

AB 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California Native American tribes as part of CEQA and equates significant impacts on tribal cultural resources with significant environmental impacts (Public Resources Code Section 21084.2). Public Resources Code Section 21074 defines tribal cultural resources as follows:

- Sites, features, places, sacred places, and objects with cultural value to descendant communities or cultural landscapes defined in size and scope that are either:
    - Included in or eligible for listing in the CRHR
    - Included in a local register of historical resources
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

Sacred places can include Native American sanctified cemeteries, places of worship, religious or ceremonial sites, and sacred shrines. In addition, both unique and non-unique archaeological resources, as defined in Public Resources Code Section 21083.2, can be tribal cultural resources if they meet the criteria detailed above. The lead agency relies upon substantial evidence to make the determination that a resource qualifies as a tribal cultural resource when it is not already listed in the CRHR or a local register.

AB 52 defines a “California Native American Tribe” (Tribe) as a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission (NAHC) (Public Resources Code Section 21073). Under AB 52, formal consultation with Tribes is required prior to determining the level of environmental document if a Tribe has requested to be informed by the lead agency of proposed projects and if the Tribe, upon receiving notice of the project, accepts the opportunity to consult within 30 days of receipt of the notice. AB 52 also requires that consultation, if initiated, address project alternatives and mitigation measures for significant effects, if specifically requested by the Tribe. AB 52 states that consultation is considered concluded when either the parties agree to measures to mitigate or avoid a significant effect to tribal cultural resources, or when either the Tribe or the agency concludes that mutual agreement cannot be reached after making a reasonable, good-faith effort. Under AB 52, any mitigation measures recommended by the agency or agreed upon with the Tribe may be included in the final environmental document and in the adopted mitigation monitoring program if they were determined to avoid or lessen a significant impact on a tribal cultural resource. If the recommended measures are not included in the final environmental document, then the lead agency must consider the four mitigation methods described in Public Resources Code Section 21084.3 (Public Resources Code Section 21082.3[e]). Any information submitted by a Tribe during the consultation process is considered confidential and is not subject to public review or disclosure. It will be published in a confidential appendix to the environmental

document unless the Tribe consents to disclosure of all or some of the information to the public.

State Law Governing Human Remains

California law sets forth special rules that apply where human remains are encountered during project construction. As set forth in State CEQA Guidelines Section 15064.5(e), in the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, no further excavation or disturbance of the site or any nearby area suspected of overlying adjacent human remains should take place until the following measures are implemented.

1. The coroner of the county in which the remains are discovered is contacted to determine that no investigation of the cause of death is required (as required under California Health and Safety Code Section 7050.5).
2. If the coroner determines the remains to be Native American:
    a. The coroner will contact the NAHC within 24 hours.
    b. The NAHC will identify the person or persons it believes to be the most likely descended from the deceased Native American.
    c. The most likely descendant (MLD) may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods (as provided in Public Resources Code Section 5097.98), or
        1) Where the following conditions occur, the landowner or his authorized representative will rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.
            a) The NAHC is unable to identify a MLD or the MLD failed to make a recommendation within 24 hours after being notified by the commission.
            b) The descendant identified fails to make a recommendation; or
            c) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

Local

City General Plan 2035

The goal and policy listed below is relevant to the project and cultural resources in the city and are excerpted from the Open Space and Conservation Element in the City's *General Plan 2035* (City of Roseville 2016).

Goal 1. Strengthen Roseville's unique identify through the protection of its archaeological, historic and cultural resources.

Policy 1. When items of historical, cultural or archaeological significance are discovered within the City, a qualified archaeologist or historian shall be called to evaluate the find and to recommend proper action.

Policy 2. When feasible, incorporate significant archaeological sites into open space areas.

Policy 3: Subject to approval by the appropriate federal, state, local agencies, and Native American Most Likely Descendant (MLD), artifacts that are discovered and subsequently determined to be “removable” should be offered for dedication to the Maidu Interpretive Center.

Environmental Setting

Prehistoric Context

Although the Sacramento Valley may have been inhabited by humans as early as 10,000 years ago, the evidence for early human use likely is buried under deep alluvial sediments that accumulated rapidly during the late Holocene epoch. Archaeological remains of this early period, although rare, have been identified in and around the Central Valley (Johnson 1967; Peak 1981; Treganza and Heizer 1953). Johnson (1967) presents evidence for some use of the Mokelumne River area, under what is now Camanche Reservoir, during the late Pleistocene. Archaeologists working at the reservoir found a number of lithic cores and a flake associated with Pleistocene gravels. These archaeological remains have been grouped into what is called the *Farmington Complex*, characterized by core tools and large, reworked percussion flakes (Treganza and Heizer 1953). The economy of this early period is generally thought to be based on exploitation of large game. Later periods are better understood due to more abundant representation in the archaeological record.

The taxonomic framework of the Sacramento Valley has been described in terms of archaeological patterns (Moratto 1984 [2004]). A *pattern* is a general mode of life characterized archaeologically by technology, particular artifacts, economic systems, trade, burial practices, and other aspects of culture. Fredrickson (1973) identified three general patterns of resource use for the period between 4,500 and 3,500 years before present (BP): the Windmiller, Berkeley, and Augustine Patterns.

The Windmiller Pattern (4,500–3,000 BP) shows evidence of a mixed economy of game procurement and use of wild plant foods. Windmiller archaeological assemblages include numerous projectile points and a wide range of faunal remains. Hunting was not limited to terrestrial animals; fishing hooks and spears have been found in association with the remains of sturgeon, salmon, and other fish (Moratto 1984 [2004]). Plants also were used, as indicated by ground stone artifacts and clay balls used for boiling acorn mush. Settlement strategies reflect seasonal adaptations: habitation sites in the valley were occupied during winter with populations moving into the foothills during summer (Moratto 1984 [2004]).

The Windmiller Pattern ultimately changed to a more specialized adaptation entitled the Berkeley Pattern (3,500–2,500 BP). At Berkeley Pattern sites, the use of manos and metates declines in favor of mortars and pestles, indicating greater dependence on acorns.

Although gathered resources gained importance during this period, the continued presence of projectile points and atlatls (spear-throwers) in the archaeological record indicates that hunting was still an important activity (Fredrickson 1973).

The Berkeley Pattern was superseded by the Augustine Pattern around AD 500. The Augustine Pattern reflects a change in subsistence and land use patterns to those of the ethnographically known people, the Nisenan, of the historic era. This pattern exhibits high elaboration of ceremonial and social organization, including the development of social stratification. Augustine Pattern assemblages show that well-developed exchange networks were present, along with an increased emphasis on acorn use, evidenced by abundant shaped mortars and pestles, along with hopper mortars. Other notable elements of Augustine Pattern assemblages include flanged tubular smoking pipes, harpoons, clamshell disc beads, and an elaborate baked clay industry that included figurines and pottery vessels (Cosumnes Brownware). The use of the bow and arrow is suggested by the presence of small projectile point types (Gunther Barbed). Mortuary ritual of Augustine Pattern sites includes the introduction of pre-interment burning of offerings in grave pits. Also indicated by Augustine Pattern assemblages are increased village sedentism, population growth, and an incipient monetary economy in which beads were used as a standard of exchange (Moratto 1984 [2004]).

Ethnographic Context

The Nisenan occupied the project area at the time of Euroamerican contact and spoke a Maiduan language (Wilson and Towne 1978:387). The Maiduan family of languages is part of the Penutian stock (Shipley 1978:82, 83). Penutian speakers occupied the Central Valley, Central Sierra Nevada, and the San Francisco Bay area at the time of Euroamerican contact.

The Nisenan occupied the lower Feather River drainage and the drainages of the Yuba, Bear, and American Rivers. The boundary with the Miwok to the south was near the Cosumnes River. The western boundary was the Sacramento River, and the eastern boundary was the crest of the Sierra Nevada (Wilson and Towne 1978:387; Kroeber 1925 [1976]: Plate 37).

The principal Nisenan villages and associated smaller settlements controlled resources within a territory containing between 20 and 500 residents (Wilson and Towne 1978:388). Families in each territory controlled specific oak groves and fishing sites. A headman who lived in the principal village arbitrated disputes, directed festivities, provided advice, and consulted with family leaders. His authority was limited, however, absent the support of the family leaders and the shamans (Wilson and Towne 1978:393).

In the Sacramento Valley, principal villages were located on low natural rises along rivers and streams. In the project vicinity, villages were located along the American River, approximately 5 miles southeast of the project area at the nearest approach. Valley villages consisted of 5 to 50 houses that were dome-shaped and covered with earth, mats, and grass. Brush shelters were used in the summer and when people were away from the village. Major villages had semi-subterranean dance houses with post-and-beam construction (Wilson and Towne 1978:388).

Villages in the foothills were located on ridges and on flats along streams. Houses were conical and covered with brush bark and skins. Most villages had bedrock milling stations. Other site types included seasonal camps, quarries, ceremonial grounds, fishing stations, trading sites, and cemeteries (Wilson and Towne 1978:389). Some people lived away from the main village.

Early Nisenan contact with Europeans appears to have been limited to the southern reaches of Nisenan territory. Spanish expeditions began to cross Nisenan territory in the early 1800s. Unlike the Valley Nisenan, Hill Nisenan groups remained relatively unaffected by the European presence until the discovery of gold at Coloma in 1848. In the 2 or 3 years following the gold discovery, Nisenan territory was overrun by settlers from throughout the world. Gold seekers and the settlements established to support them, as well as the disease and violence accompanying them, almost caused extinction of the area's native inhabitants. Nisenan survivors worked as wage laborers and domestic help, living on the edges of foothill towns. Despite severe depredations, descendants of the Nisenan still live in Placer County and maintain their cultural identity.

Historic Context

Early History

Placer County was established on April 25, 1851, from portions of Sutter and Yuba Counties. Placer refers to the "alluvial or glacial deposits containing gold particles" obtained by washing. The place name was appropriate for the county because placer mining was the principal employment in the area (Hoover et al. 2002:271). James Marshall's discovery of gold on January 24, 1848, along the South Fork of the American River brought thousands of miners and emigrants into the foothills of the Sierra Nevada. In Placer County, one of the more lucrative mining districts was the Secret Ravine area from present-day Roseville to Newcastle (Barry-Schweyer and Alvarez 2005:7). Despite their initial high hopes, the vast majority of prospectors were unsuccessful and left the area disillusioned, with little to show for their efforts; however, many remained to stake out homesteads and to establish farms. The population of the county at its time of organization was about 10,000, of which 8,000 were Euroamerican and mostly men (Thompson & West 1882:101).

By the early 1850s, surface mining was already in decline, as permanent settlements, homesteads, and farms began to replace the temporary camps and transient mining communities. In southwestern Placer County, one of the first areas settled was the rich farmland around present-day Roseville. Farmers in the area engaged in commercial cultivation of wheat, fruit trees, and grapes. In addition to farming, many landowners were involved in raising cattle. By the mid-1870s, a number of large ranches were in the Rocklin area, including those of R.M. Nixon, D. C. Allen, and Joel Parker Whitney (Davis 1981:33).

The Coming of the Railroad

The community of Roseville has its origins at the junction of two railroads, the California Central Railroad and the Central Pacific Railroad. The earlier of the two, the California Central Railroad, completed its line through southwestern Placer County in 1861. On January 29, 1864, the Central Pacific Railroad crossed the tracks of the California Central

Railroad as it continued eastward over the Sierra Nevada to complete the nation's first transcontinental line (Davis 1975:25).

The junction between the two railroads was favorably located within a rich agricultural region and rapidly developed into a major shipping center. O.D. Lombard platted the town site of "Roseville Junction" in 1864 with blocks laid out and numbered from one to 55. Only five streets were named: Atlantic, Pacific, Vernon, Washington, and Lincoln Streets. The Central Pacific Railroad freight depot was the first building constructed in the new town. Other businesses such as a bank, blacksmith shop, shoe repair shop, butcher shop, dry goods stores, hotels, and saloons soon followed. Housed in wood-frame buildings, these businesses sprang up along Atlantic, Pacific, and Lincoln Streets. Overall development of the town from 1870 to 1906 was slow but steady (Davis 1975:29, 33).

In 1885, the Central Pacific Railroad was acquired by the Southern Pacific Railroad and consolidated into a vast national transportation system. By the early 1900s, the railroad's facility in the town of Rocklin had become inadequate to meet the demands of the Southern Pacific Railroad system. Consequently, in 1906 Southern Pacific Railroad officials made the decision to transfer the rail yard, roundhouse, and other maintenance facilities to Roseville. The removal of the terminal facilities also resulted in a substantial exodus of residents, homes, and businesses to Roseville. One contemporary estimated that in 1908 at least 100 businesses and residential buildings were transported to Roseville on trucks (Davis 1981:59–61).

Development of the City of Roseville

During the first quarter of the twentieth century, Roseville continued to have slow and steady growth as a fully established railroad community. The City proceeded to establish increased municipal services to support its growing population. By 1913 a new state highway was routed through the city, starting at Riverside Avenue and continuing to Vernon and Lincoln Streets. Only a limited portion of city streets was paved at this time, as local landowners were responsible for paving sections of streets in front of their businesses.

Roseville did not escape the economic wrath of the Great Depression, ushered in by the stock market crash of 1929. By the end of 1930, the Southern Pacific Railroad, the city's leading employer, had reduced its workforce from 1,360 to 1,128. Southern Pacific Railroad cut employee wages by 10% the following year.

As Placer County was transitioning out of the Great Depression, the Japanese attack on Pearl Harbor on December 7, 1941, led to the official U.S. entry into World War II. However, like many cities and towns across the nation, Roseville had already begun preparing for the possibility of war in 1940. In June of that year, City leaders announced that men who were drafted would retain their jobs upon returning from the war. At the same time, Southern Pacific Railroad began to make preparations for the ever-increasing movement of troops and munitions trains through the Roseville rail yard.

A Period of Transition

Roseville experienced a slow but steady expansion of the downtown commercial and industrial center following World War II. By the 1960s, the wave of growth would move to the northern part of the state. Roseville's location only 18 miles northeast of Sacramento, coupled with newly completed highways and the existing junction between Southern Pacific's north- and eastbound railroad lines, made Roseville a hot spot for business and residential development in Placer County.

The project area is situated within what is now suburban Roseville, but historically was northwest of Roseville. According to historical aerials and U.S. Geological Survey (USGS) topographic maps, suburban expansion began in the late 1970s and early 1980s with a development off Diamond Oaks Drive. Prior to suburban tract development, the area was best known as the home of the 180-acre Sierra View Country Club, founded in the early 1950s with a circa 1953 nine-hole golf course.

Existing Conditions

Records Search

Cultural resources records searches were conducted at the California Historical Resources Information System's North Central Information Center (NCIC) at California State University, Sacramento on July 22, 2016 (Record Search #PLA-16-75), March 16, 2018 (Record Search #PLA-18-27), and April 24, 2019 (Record Search #PLA-19-38). The records searches covered the project area and all areas within a 0.5-mile radius. The purpose was to identify any previously recorded cultural resources within the project area and within a 0.5-mile radius to assess the potential for cultural resources to be present.

According to the records searches, 43 previous cultural resources studies have been conducted within 0.5 mile of the project area. Of the 43 previous studies, all or a portion of 19 studies were conducted within the project area covering approximately 20% of the area within 0.5 mile. The studies within the project area consisted of linear surveys associated with the Western Area Power Administration (WAPA) transmission lines that intersect the project area, fiber-optic studies following along the UPRR, road improvement projects along Washington Boulevard, and development projects in the northern portion of the project area.

The records searches revealed that 23 previously recorded cultural resources are located within 0.5 mile of the project area. Of those 23, four are within the project area; of those four, one is an archaeological site, and the other three resources are built environment resources. Table 3.5-1 details these resources.

Table 3.5-1. Cultural Resources Previously Recorded in the Project Area

Primary (P-31-)	Trinomial (CA-PLA-)	Type	Description	Previous NRHP Finding	Recorder
816 (portion w/in project area also recorded as -2687)	690H	BE	Central Pacific Railroad (UPRR)	Not evaluated: portions outside of project area eligible	Herbert and Blosser (2001) portion w/in project area; Blosser and Walters (2002) portion recorded as -2687
1462	1128H	A	Historic artifact scatter	Not evaluated	Russell, Cook, and Rice (1994)
3280	[none]	BE	Western Area Power Administration transmission lines	Not evaluated: portions outside of project area evaluated as not eligible	Windmiller (2012) portion w/in project area
5467	[none]	BE	Asphalt-paved driveway remnant	Not evaluated	Windmiller (2012)

BE = built environment.
A = archaeological.

Correspondence

Native American

Identification efforts included consultation with Native American groups and a search of the NAHC's sacred lands file. On September 13, 2016, a request was sent to the NAHC requesting a sacred lands file search of the project area and a list of Native American representatives who may be able to provide information about resources of concern located within or adjacent to the project area.

The NAHC replied on September 13, 2016, stating that no cultural resources were listed in NAHC's sacred lands file. The NAHC also provided a list of four tribes/individuals:

- Nicholas Fonseca, Chairperson, Shingle Springs Band of Miwok Indians (SSBMI)
- Grayson Coney, Cultural Director, Tsi Akim Maidu
- Don Ryberg, Chairperson, Tsi Akim Maidu
- Gene Whitehouse, Chairperson, United Auburn Indian Community (UAIC)

Letters for Section 106 consultation were sent by certified mail on October 12, 2016, to each of the four Native American contacts and follow-up phone calls were conducted on November 30 and December 1, 2016. The only response to the phone calls came from Don Ryberg, Chairperson of the Tsi Akim Maidu, who stated that the tribe does not have any concerns with the proposed project.

ICF received two letters as a result of the Section 106 consultation. One letter dated November 29, 2016 (postmarked December 2, 2016) was from Daniel Fonseca on behalf of

the SSBMI. The letter stated that the SSBMI was not aware of any known cultural resources in the project area, and made the following requests:

- Continued consultation through updates as the project progresses.
- Any and all completed record searches and/or surveys done in or around the project area up to and including environmental, archaeological, and cultural reports.
- If new information or human remains are found during the course of the project, the SSBMI would like to go over the process to protect such important and sacred artifacts (especially near rivers and streams).

Attempts were made to contact Nicholas Fonseca on December 18, 2017 by phone and email; however, the phone number was not in service, and the email was undeliverable to the account provided by the NAHC, and the letter sent to Mr. Fonseca was returned to ICF. Although previous attempts to contact Nicholas Fonseca failed, an additional E-mail was sent on June 4, 2018 to Nicholas Fonseca with a copy to Daniel Fonseca, Kara Perry (Cultural Outreach Coordinator), and Daniel Burnett (Lead Native American Inspector). The E-mail detailed the cultural identification efforts to date, notified that the letter from Nicholas Fonseca was received, that the requests outlined in the letter would be addressed, and that the SSBMI would be updated on any project advancements. Upon submittal of this report, no additional response has been received from SSBMI.

The second letter was from Gene Whitehouse on behalf of the UAIC. The letter dated November 18, 2016 (postmarked December 14, 2016) stated that the UAIC's preservation committee has identified cultural resources in and around the project area, and made the following requests.

- Copies of any archaeological reports and future environmental documents (for the opportunity to comment on potential impacts and proposed mitigation measures related to cultural resources).
- The opportunity to accompany the crew during the field survey.
- Recommendation to engage a tribal monitor during any ground-disturbing activities.

A follow-up phone call was made to Gene Whitehouse on December 18, 2017 to notify him that ICF had received his response letter. On June 4, 2018, ICF sent an electronic mail (E-mail) to Marcos Guerrero on behalf of Gene Whitehouse, detailing the cultural identification efforts to date including the record search at the NCIC and the pedestrian survey of the APE. The E-mail also notified that the letter from Chairman Whitehouse was received, and that copies of the archaeological and environmental reports were still in review and will be distributed when approved. That same day, Marcos Guerrero replied, thanking for the updated information. Upon submittal of this study, no additional responses have been received from UAIC.

Other Interested Parties

On September 15, 2016, letters were sent to the California State Railroad Museum; the Folsom, El Dorado, and Sacramento Historical Railroad Association; the Amtrak Historical Society; the Placer County Museum; Placer County Historical Society; Gold Country Museum; Colfax Area Historical Society; Auburn Joss House Museum; and the Roseville

Historical Society. The letters briefly described the proposed project and requested information about cultural resources near the proposed project area. To date, no responses have been received.

Tribal Consultation

In compliance with AB 52, the City offered the Ione Band of Miwok Indians, UAIC, and the Torres Martinez Desert Cahuilla Indians the opportunity to consult with the City over the potential for this project to affect tribal cultural resources of concern to these Tribes. On July 5, 2016, certified letters were sent to the Tribes that included a project description, maps of the project, and an invitation to consult under AB 52. The letters requested a response within 30 days. No responses requesting consultation were received in that time. However, the City received a letter on August 24, 2017 from the UAIC dated August 8, 2016. In that letter, Gene Whitehouse (on behalf of the UAIC) requested an opportunity to discuss the project's alternatives, significant effects, and mitigation measures for any potential impacts to tribal cultural resources. Mr. Whitehouse also requested that UAIC tribal representatives be allowed to observe and participate in cultural resources surveys conducted for the project and that the UAIC be provided with records searches and reports. Finally, he advised that it is UAIC's policy that Tribe representatives be present for monitoring ground-disturbing activities should any cultural resources be identified within the project area and that subsurface testing must not occur without first consulting with UAIC. The letter did not recommend any mitigation measures or identify any tribal cultural resources. E-mail correspondence between the City's Environmental Coordinator and UAIC's Tribal Historic Preservation Department on September 27, 28 and 29, 2016 concluded that although UAIC did not respond within the AB 52 deadline, the Tribe still requested to consult under CEQA.

Fieldwork

Archaeological and built environment pedestrian surveys of the project area were conducted on June 7, September 7, and December 20, 2016. Due to the varied environments in the project area (riparian, open space, and a developed industrial business park and modern roads) the surveys were conducted using both complete and cursory survey strategies, depending on the nature of the landscape.

The June survey was conducted along the corridor of the project area within and adjacent to the UPRR ROW. The entire length of the UPRR ROW within the project area was surveyed. The majority of the UPRR ROW consisted of a raised grade of crushed ballast; however, some portions of the original ground surface were located at the base of the raised grade. Most of these areas were overgrown with weeds, but there were patches of soil cleared of vegetation. The surface visibility throughout the UPRR ROW was approximately 30%.

During the June survey, one isolate consisting of two amethyst-tinted fragments of bottle glass (ISO-WASH-001) was found at the eastern base of the UPRR ROW south of the intersection between Washington Boulevard and the UPRR tracks.

The December survey covered all remaining portions of the project area with the exception of the extended Class 1 trail. The December survey included areas along Washington Boulevard, an industrial park, and open space and riparian areas. The complete pedestrian survey consisted of one archaeologist walking transects spaced at no more than 45 feet

apart in portions of the project area where ground surface was exposed, including all riparian areas and open grasslands within the project area.

The NCIC identified 19 previously recorded cultural resources within 0.5 mile of the project area, 4 of which were recorded within the project area. However, as a result of the cultural surveys, only two of those previously recorded cultural resources were identified. The historic artifact scatter (P-31-1462; CA-PLA-1128H) could not be located and was most likely destroyed as a result of residential development adjacent to the project area. No indications of the previously recorded asphalt-paved driveway remnant (P-31-5467) were observed. As a result of the field survey, no archaeological resources were observed within the project area.

A total of two built environment cultural resources were located in the project area (Andora Subway and UPRR grade/Shasta Route). Summaries of these findings are provided below.

Findings

Built Environment Resources

Three built environment resources over the age of 50 years were identified in the project area; two of these required evaluation under NRHP and CRHR criteria. The WAPA Transmission Lines qualify for exemption under the 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it pertains to the Administration of the Federal-Aid-Highway Program in California* (2014 PA) and are exempt. The UPRR grade/Shasta Route and Andora Subway required evaluation.

UPRR Grade/Shasta Route (P-31-00816 and P-31-002687)

The segment of the Shasta Route in the APE is part of the original Folsom to Lincoln line and the Shasta Route. John Snyder prepared a HAER for the Shasta Route, which links California and Oregon, in 1998 and concluded the resource is eligible for listing in the NRHP under Criteria A and B for its significance in themes of engineering, transportation, and economic development in California and for its association with railroad magnate E. H. Harriman.

For the exclusive purpose of this project, pursuant to the 2014 PA Stipulation VIII.C.4., Caltrans assumes NRHP/CRHR eligibility for the 1.3–mile-long subject segment of the Shasta Route and is considered a historical resource for the purposes of CEQA.

The approximately 1.3 miles of railroad tracks within the APE have steel rails, wooden ties, and gravel ballast. Heading south 0.75 mile, the grade crosses a railroad bridge, historically known as the Andora Subway, which is a contributor to the subject segment but not individually eligible. The UPRR grade was originally part of the former Folsom to Lincoln Route of the Central California Railroad that was built between 1857 and 1861. The line left Folsom and headed northwest through Orangevale and Junction before it curved northwards towards Lincoln. It was approximately 18.5 miles long. The Central California Railroad went bankrupt and its assets were bought in 1868 by the California and Oregon

Railroad, which tore up the Folsom to Junction section and continued to use the Roseville to Lincoln spur. This spur was the first northbound stretch of rail that was destined to reach Oregon as part of the Shasta Route. The California and Oregon (controlled by the Central Pacific) also acquired the Yuba Railroad Company's Lincoln to Marysville Route. The connection of these two railroads created what became the Marysville Route. By 1870, the Central Pacific Railroad had completed its takeover of the California and Oregon, and continued both of these lines north to Chico by 1870 and Tehama by 1871. The Central Pacific built as far as Redding, a town which it founded in order to avoid higher altitude Shasta in 1872. The Central Pacific was bought out by the Southern Pacific Railroad in 1884. The Southern Pacific and the Oregon and California (building south from Portland) eventually met at Ashland in 1887, and the Shasta Route was complete (Boyd 1981: 33-38, 85, 95-96; Snyder 1998:7–15).

The UPRR Grade/Shasta Route retains its integrity of location, design, workmanship, feeling, association, and a sufficient amount of its integrity of materials. The resource appears to meet the criteria for listing in the CRHR. The property was evaluated in accordance with Section 15064.5(a)(2)(3) of the State of California CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and is determined to be a historical resource under CEQA.

Andora Subway

The Andora Subway is not individually eligible for listing in the NRHP or the CRHR. The Andora Subway (Caltrans Bridge Number 19C0192) is a category 4 bridge, and information on the status of the bridge such as bridge health were not noted in the Caltrans Local Agency Bridge Inventory. The Andora Subway has not been previously evaluated but serves as part of a larger linear feature, in this case, a railroad. Also known as the Andora bridge, the subway was built in 1916 and is likely a replacement for an earlier bridge; the date stamp on the current Andora Subway dates the structure to 1916 but earlier bridge inspection records from 1911 record a crossing at Andora (Southern Pacific Railroad 1963:657–658; Southern Pacific Railroad Sacramento Division 1911; Southern Pacific Railroad Company Pacific System 1924). The bridge is a beam-style, plate-girder type supported by concrete wing-wall abutments. The bridge is of common type and construction and is of modest size. Beam-style bridges that serve as bridges for rail traffic are extremely common, and the Andora Subway presents no special engineering, design, or construction features that distinguish it from other bridges of the same period. The bridge was likely built during massive capital improvements made to the Southern Pacific by Chairman E. H. Harriman, who made dozens of improvements, including bridge replacements and constructions, to the Shasta Route, of which this alignment is part. Originally the alignment was part of the Folsom-Lincoln line of the Central California Railroad, which began service in 1861. In 1868, the California and Oregon Railroad bought the line as part of an effort to create what became the Shasta Route, which connected California and Oregon. The Andora Subway appears in USGS topographic maps as early as 1891 (California, Sacramento Sheet 1:125,000 scale) closely paralleling a road, which became Highway 99 (now relocated). The bridge now serves as an overcrossing of Washington Boulevard. Industrial Avenue, located 1.3 miles north of the Andora Subway, is the closest approximate to the old alignment of Highway 99. The road has been re-aligned several times in response to growth

in northern Roseville, slightly changing the approach to the overcrossing and its general setting, as depicted in maps from 1953 (U.S. Geological Survey 1953; AA Roads 2016).

Overall it is a common bridge type (beam, plate-girder) that is likely a replacement for an earlier iteration associated with the Central California or Central Pacific Railroad and presents a common size and structure of no individual significance. It does, however, serve as part of the Shasta Route.

The Andora Subway does not appear to meet the criteria for listing in the CRHR individually. It is, however, a contributor to the UPRR Grade/Shasta Route. The property was evaluated in accordance with Section 15064.5(a)(2)(3) of the State of California CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and is determined not to be a historical resource under CEQA.

Archaeological Resources

ISO-WASH-001

As a result of the pedestrian surveys, one isolate was identified within the project area and was temporarily designated number ISO-WASH-001.ISO-WASH-001 consists of two fragments of amethyst-tinted bottle glass located directly east of the base of the UPRR grade, approximately 965 feet southeast of the intersection of the railroad track and Washington Boulevard. The fragments consisted of one rounded body fragment and one base fragment with indications of a circular suction scar. The two fragments were isolated without any indications of additional pieces in the area. The bottle may have been dropped at the location or dumped sometime after the construction of the railroad. ISO-WASH-001, consisting of two glass fragments, is considered an isolated find. Isolates are, by definition, not considered eligible for listing in the CRHR.

Traditional Cultural Properties

No traditional cultural properties were identified within the project area through survey or consultation efforts.

3.5.2 Environmental Impacts

Methods for Analysis

Cultural resources inventories prepared as part of the *Historic Properties Survey Report* (ICF 2018), and its results, the results of the sacred lands file search, and discussions with Native American tribes provided the basis for this analysis. Impacts would typically be the result of site preparation activities such as grading, trenching, removal of existing vegetation, and other ground disturbance.

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant effect on cultural or tribal resources if it would result in any of the conditions listed below.

- A substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
- A substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Disturbance of any human remains, including those interred outside of formal cemeteries.
- Potential to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the CRHR or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).
- Potential to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Impacts and Mitigation Measures

This section describes impacts expected to result from project implementation and provides mitigation measures, where applicable. The cultural resources impacts associated with both phases of the proposed project and Alternative 1 (One Lane Closure during Construction) would be generally the same. Alternative 2 (No Project) would not result in any impacts on cultural resources and is not discussed further in this section.

Impact CUL-1	**Potential to cause a substantial adverse change in the significance of a historical resource**
Applicable Policies and Regulations	Section 15064.5(a)(2)(3) of the State of California CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code City General Plan 2035 Goal 1 Policy 1
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

UPRR Grade/Shasta Route

The UPRR grade (P-31-00816 and P-31-002687) is eligible for listing in the CRHR.

The proposed project would widen the Andora Underpass below the UPRR bridge. However, the UPPR grade/Shasta Route would retain its historic physical features that enable it to convey its historic identity. The structure would remain at its current location in its historic setting, retain its historic alignment, continuing to demonstrate the evolution of railroad construction, and would continue to function as a railroad. As a result, the project would not cause a substantial adverse change in the significance of a historical resource and the UPRR grade would retain its significance. There would be no impact and no mitigation is required.

Andora Subway

Based on the cultural resources inventory and evaluation conducted for the project, the Andora Subway does not appear to meet the criteria for listing in the CRHR and is not a CEQA historical resource. Consequently there would be no impact and no mitigation is required.

Alternative 1

Similar to the proposed project, Alternative 1 does not have the potential to cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5. There would be no impact and no mitigation is required.

Impact CUL-2	Potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
Applicable Policies and Regulations	Section 15064.5(a)(2)(3) of the State of California CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code City General Plan 2035 Goal 1 Policy 1
Significance with Policies and Regulations	Proposed Project: Potentially Significant Alternative 1: Potentially Significant
Mitigation Measures	Proposed Project and Alternative 1: Mitigation Measure CUL-2.1: Stop Work if Cultural Resources are Encountered During Ground-Disturbing Activities
Significance after Mitigation	Proposed Project: Less than Significant with Mitigation Alternative 1: Less than Significant with Mitigation

Proposed Project

Although no archaeological resources were identified either in the records search or during the intensive pedestrian survey, the potential exists for encountering previously unrecorded prehistoric or historic-period archaeological (subsurface) resources during project construction. Any previously unrecorded archaeological resource encountered would be potentially CRHR-eligible and thus a historical resource for the purposes of CEQA. In that situation, the project would have potential to cause a substantial adverse change in its significance, thereby resulting in an impact on a historical resource. This impact is considered potentially significant, but would be reduced to a less-than-significant level by implementing Mitigation Measure CUL-2.1.

Mitigation Measure CUL-2.1: Stop Work if Cultural Resources are Encountered During Ground-Disturbing Activities

If buried cultural resources such as chipped or ground stone, historic debris, or building foundations, are inadvertently discovered during ground-disturbing activities, work will stop in that area and within a 100-foot radius of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop a response plan, with appropriate treatment measures, in consultation with the City, SHPO, and other appropriate agencies. Preservation in place shall be the preferred treatment method per State CEQA Guidelines Section 15126.4(b) (avoidance, open space, capping, easement). Data recovery of important information about the resource, research, or other actions determined during consultation, is allowed if it is the only feasible treatment method.

Alternative 1

Alternative 1 would have the same level and severity of significant impact as discussed for the proposed project. Implementation of Mitigation Measure CUL-2.1 would reduce this impact to a less-than-significant level.

Impact CUL-3	**Disturbance of any human remains, including those interred outside of formal cemeteries**
Applicable Policies and Regulations	Section 15064.5(e) of the State of California CEQA Guidelines
Significance with Policies and Regulations	Proposed Project: Potentially Significant Alternative 1: Potentially Significant
Mitigation Measures	Proposed Project and Alternative 1: Mitigation Measure CUL-3.1: Implement appropriate treatment for discovery of human remains
Significance after Mitigation	Proposed Project: Less than Significant with Mitigation Alternative 1: Less than Significant with Mitigation

Proposed Project

The project area may have been inhabited by Native Americans during pre-European times. Accordingly, Native American burials may be found in the future on sites where no record of such burials exists. Buried human remains that were not identified during previous research and field studies could be inadvertently unearthed during ground-disturbing activities, possibly resulting in damage to the human remains. In the absence of regulations, this impact would be significant; however, state regulations discussed above relating to the treatment of burials would reduce the potential for significant impacts. Implementation of measures required under state law would reduce impacts on human remains to a less-than-significant level.

A cultural resources inventory of the area entailed consultation with Native American tribes, records searches at the NCIC, a search of the NAHC sacred lands file, historic map research, and a pedestrian survey. The inventory did not identify any recorded finds of human remains within the project area. However, the possibility always exists that unmarked burials may be unearthed during project construction. This impact would be significant. Implementation of Mitigation Measure CUL-3.1 would reduce this impact to a less-than-significant level.

Mitigation Measure CUL-3.1: Implement appropriate treatment for discovery of human remains

In the event that human remains are discovered, all work will cease in the vicinity (minimum of 100 feet) of the find and the Placer County coroner will be notified immediately. If the coroner determines the remains to be Native American in origin, the coroner will be responsible for notifying the NAHC, which will appoint a MLD (Public Resources Code Section 5097.99). The City and MLD will make all reasonable efforts to develop an agreement for the dignified treatment of human remains and associated or unassociated funerary objects (14 CCR 15064.5[d]). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. The MLD will have 48 hours after notification by the NAHC to make their recommendation (Public Resources Code Section 5097.98). If the MLD does not agree to the reburial method, the project will follow Public Resources Code Section 5097.98(b), which states, “The landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.”

Alternative 1

Alternative 1 would have the same level and severity of significant impact as discussed for the proposed project. Implementation of Mitigation Measure CUL-3.1 would reduce this potential impact to a less-than-significant level.

Impact CUL-4	Potential to cause a substantial adverse change in the significance of a tribal cultural resource pursuant to Public Resources Code Section 21074
Applicable Policies and Regulations	Section 15064.5(e) of the State of California CEQA Guidelines
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

As described in Section 3.5.1 under *Tribal Consultation*, AB 52 consultation with the Ione Band of Miwok Indians, UAIC, and the Torres Martinez Desert Cahuilla Indians did not result in identification of areas of sensitivity for the potential to find unknown tribal cultural resources. No tribal cultural resources were identified through these consultation efforts. Therefore, it is expected that the project would not result in impacts on tribal cultural resources. There would be no impact and no mitigation is required.

Alternative 1

Similar to the proposed project, Alternative 1 does not have the potential to cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074. There would be no impact and no mitigation is required.

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3.6 Geology and Soils

This section discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures such as those included in the proposed project.

No comments related to geology and soils were received in response to the Notice of Preparation for this EIR.

3.6.1 Existing Conditions

Regulatory Setting

Federal

For unique geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features."

State

Geologic and soil hazards are regulated under state laws as described below.

Alquist-Priolo Earthquake Fault Zoning Act

California's Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) (PRC Section 2621 et seq.), originally enacted in 1972 as the Alquist-Priolo Special Studies Zones Act and renamed in 1994, is intended to reduce risks to life and property from surface fault rupture during earthquakes. The Alquist-Priolo Act prohibits the location of most types of structures intended for human occupancy[1] across the traces of active faults and strictly regulates construction in the corridors along active faults (earthquake fault zones). It also defines criteria for identifying active faults, giving legal weight to terms such as active, and establishes a process for reviewing building proposals in and adjacent to earthquake fault zones.

Under the Alquist-Priolo Act, faults are zoned, and construction along or across them is strictly regulated if they are "sufficiently active" and "well defined." A fault is considered sufficiently active if one or more of its segments or strands shows evidence of surface displacement during Holocene time (defined for purposes of the act as referring to approximately the last 11,000 years). A fault is considered well defined if its trace can be identified clearly by a trained geologist at the ground surface, or in the shallow subsurface using standard professional techniques, criteria, and judgment (California Geological Survey 2016a).

[1] With reference to the Alquist-Priolo Act, a *structure for human occupancy* is defined as one "used or intended for supporting or sheltering any use or occupancy, which is expected to have a human occupancy rate of more than 2,000 person-hours per year" (CCR Title 14, Div. 2, Section 3601[e]).

Seismic Hazards Mapping Act

Like the Alquist-Priolo Act, the Seismic Hazards Mapping Act of 1990 (PRC Sections 2690–2699.6) is intended to reduce damage resulting from earthquakes. While the Alquist-Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including strong ground shaking, liquefaction, and seismically induced landslides. Its provisions are similar in concept to those of the Alquist-Priolo Act; the state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other corollary hazards; and cities and counties are required to regulate development within mapped seismic hazard zones.

Under the Seismic Hazards Mapping Act, permit review is the primary mechanism for local regulation of development. Specifically, cities and counties are prohibited from issuing development permits for sites within seismic hazard zones until appropriate site-specific geologic and/or geotechnical investigations have been carried out and measures to reduce potential damage have been incorporated into the development plans. Geotechnical investigations conducted within Seismic Hazard Zones must incorporate standards specified by California Geological Survey Special Publication 117a, Guidelines for Evaluating and Mitigating Seismic Hazards (California Geological Survey 2008).

Clean Water Act Section 402 General Permit for the National Pollutant Discharge Elimination System Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Order 2010-0014-DWQ)

The Clean Water Act (CWA) is discussed in detail in Section 3.9, *Hydrology and Water Quality*. However, because CWA Section 402 is directly relevant to grading activities, additional information is provided here.

Section 402 of the CWA mandates that certain types of construction activity comply with the requirements of the Environmental Protection Agency's National Pollutant Discharge Elimination System (NPDES) program. The federal agency has delegated to the State Water Resources Control Board the authority for the NPDES program in California, where it is implemented by the state's nine Regional Water Quality Control Boards.

Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the state General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Construction Permit) (General Order 2010-0014-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. General Construction Permit applicants are required to prepare and submit a Notice of Intent and storm water pollution prevention plan (SWPPP) and implement and maintain best management practices (BMPs) to avoid adverse effects on receiving water quality as a result of construction activities, including earthwork.

Coverage under the General Construction Permit is obtained by submitting Permit Registration Documents to the State Water Quality Control Board that include a risk-level assessment and a site-specific SWPPP that identifies an effective combination of erosion

control, sediment control, and non-storm water BMPs. The General Construction Permit requires that the SWPPP define a program of regular inspections of the BMPs and, in some cases, sampling of water quality parameters.

2016 California Building Standards Code

The minimum standards for structural design and construction in California are specified in the California Building Standards Code (CBSC) (Title 24, California Code of Regulations). The CBSC is based on the 2015 International Building Code. The CBSC states that "the soil classification and design-bearing capacity will be shown on the (building) plans, unless the foundation conforms to specified requirements." The CBSC provides standards for various aspects of construction, including excavation, grading, and earthwork construction; fills and embankments; expansive soils; foundation investigations; and liquefaction potential and soil strength loss. In accordance with California law, certain aspects of the project would be required to comply with all provisions of the CBSC.

Local

City General Plan 2035

The City's *General Plan 2035* addresses seismic and geologic hazards in its Safety Element (City of Roseville 2016). The following goal and policies are applicable to the project.

Goal 1. Minimize injury and property damage due to seismic activity and geologic hazards.

Policy 3. Minimize soil erosion and sedimentation by maintaining compatible land uses, suitable building designs, and appropriate construction techniques.

Policy 4. Comply with state seismic and building standards in the design and siting of critical facilities including police and fire stations, school facilities, hospitals, hazardous material manufacture and storage facilities, bridges, and large public assembly halls.

Policy 5. Create and adopt slope development standards prior to or as part of the planning process for any area identified as having significant slope.

Environmental Setting

Regional Geology

Placer County is on the eastern margin of the Great Valley Physiographic Province. The Great Valley Physiographic Province is bounded by the Cascade Range Physiographic Province and Klamath Mountains Physiographic Province to the north, the Coast Ranges Physiographic Province to the west, and the Sierra Nevada Physiographic Province to the east. Thick sequences of alluvial lacustrine and marine sediments are deposited on the valley floor of the Great Valley Physiographic Province. The thickness of these deposits ranges from a thin veneer at the margins of the valley to thousands of feet in the middle of the valley (DeCourten 1988). Roseville is primarily underlain by alluvial deposits from the Sierra Nevada which are underlain by Plio-Pleistocene, non-marine sediments which were formed during the Cenozoic Period (Wagner et al. 1981).

Site Geology

The project site is flat to gently sloping, with elevations ranging from approximately 120 to 170 feet above mean sea level.

The northern part of the project site is underlain by the Riverbank formation, which consists of alluvium on low terraces. The southern part of the project site is underlain by the Quaternary Turlock Lake formation, which consists of sand, silt, and gravel. (Wagner et al. 1981). Miocene age Mehrten Formations, which consist of andesitic conglomerate, sandstone, and breccia, are found east of the project site. Geotechnical drilling conducted in May 2017 did not encounter this formation during the deepest boring at a depth of approximately 100 feet (Crawford & Associates 2017).

More recent alluvial deposits are likely present in the shallow drainages that cross the project site, such as South Branch Pleasant Grove Creek, Sierra View Tributary, and an unnamed tributary. These shallow deposits are made up primarily of loose sand and gravel.

The nearest seismic faults are the Spenceville fault, the Deadman fault, and the DeWitt fault. These faults are contained in the Foothills fault zone and are approximately 11 miles northeast of the project site (Crawford & Associates 2017). There are no known unique paleontological resources or sites or unique geologic features at the project site.

Soils

Review of the soil survey mapping by the U.S. Department of Agriculture, Natural Resources Conservation Service Web Soil Survey (Natural Resources Conservation Service 2017) indicates that the project site is underlain by three soil map units. In many places, the soil profile has been disturbed by the construction of roads and grading for development. The characteristics of the three soil map units are summarized in Table 3.6-1 below.

Table 3.6-1. Summary of Soil Map Unit Characteristics

Soil Map Unit (map symbol)	Acres in Project Site	Typical Profile	Landform	Drainage Class	Seasonal High Depth to Groundwater	Runoff Rate	Erosion Hazard	Expansion Potential
Cometa-Fiddyment complex, 1 to 5 percent slopes (141)	31.5	Sandy loam over clay over sandy loam and Loam over clay loam over silica-cemented siltstone	Terraces and ridges	Well drained	>80 inches	Very high	Slight	Low to high
Cometa-Ramona sandy loams, 1 to 5 percent slopes (142)	95.7	Sandy loam over clay over sandy loam and Sandy loam over sandy clay loam over gravelly sandy clay loam	Terraces	Well drained	>80 inches	Medium to very high	Slight	Low to high

Soil Map Unit (map symbol)	Acres in Project Site	Typical Profile	Landform	Drainage Class	Seasonal High Depth to Groundwater	Runoff Rate	Erosion Hazard	Expansion Potential
Xerofluvents frequently flooded	7.9	Stratified gravelly, loamy soils grading to sand and gravel with depth	Adjacent to drainageways	Poorly drained	30–57 inches	Very low	Slight	(not rated)

Source: Natural Resources Conservation Service 2017.

Primary Seismic Hazards

The State of California considers two primary aspects of earthquake-induced seismic hazards: surface fault rupture (disruption at the ground surface as a result of fault activity) and seismic ground shaking.

Surface Fault Rupture

No faults are mapped within or near the project site, and the site is not in a Fault Rupture Hazard Zone, as defined by the State of California (California Geological Survey 2017a). Therefore, the risk of fault rupture occurring within the project site is very low.

Seismic Ground Shaking

The peak ground acceleration at the project site is 0.243 acceleration of gravity (g) (where one g is equal to the force of gravity), with a return period of 2% in 50 years. This is a relatively low level of ground-shaking hazard for California. As a point of comparison, probabilistic peak horizontal ground acceleration values for the San Francisco Bay area range from 0.4g to more than 0.8g (California Geological Survey 2017b).

Secondary Seismic Hazards

Secondary seismic hazards refers to seismically induced landsliding, liquefaction, and related types of ground failure. These hazards are addressed briefly below.

Seismically Induced Landsliding

The potential for seismic slope instability, such as landslides and mudslides, is very low at the project site. This assessment is based on the presence of shallow slopes at the site and low seismic shaking hazard.

Liquefaction

Liquefaction is the process in which soils and sediments temporarily lose shear strength and fail during seismic ground shaking. The susceptibility of an area to liquefaction is determined largely by the depth to groundwater and the properties (e.g., texture and density) of the soil and sediment within and above the groundwater, as well as the strength of seismic ground shaking.

The potential for detrimental liquefaction at the project site is low. This assessment is based on the soils and consolidated alluvium present in the shallow subsurface. In these locations, the soils are medium dense to very dense granular soils; very stiff to hard, cohesive soils; and/or soft rock. These soils are not subject to liquefaction.

Seismic Settlement

Seismic settlement is the densification of granular soil above the water table caused by seismic ground shaking. This process results in lowering of the ground surface. Ground settlement may lead to large differential and/or total settlement and cause damage to facilities, lifelines, and other utilities.

The potential for significant seismic settlement at the project site is low. This assessment is based on the soil and rock types that occur in the shallow subsurface at the project site, which are medium dense to dense soils and rock, and the relatively low seismic ground motions projected for the area.

Landslides

The risk of landslides and other forms of slope instability triggered by (nonseismic) factors, such as heavy precipitation, is low because of the gentle slopes at the project site. However, small streambank failures could occur as a result of high soil moisture levels during periods of high rainfall.

Erosion

The sheet and rill erosion hazard for the soils on the project site is slight.

Expansive Soil

Soils with a high smectite clay content tend to be the most expansive soils, which are defined by their coefficient of linear extensibility and loosely referred to as shrink-swell potential. The soil swells from water absorption and shrinks when it dries. The amount of seasonal shrinking and swelling is influenced by the amount and kind of clay in the soil. These soils are not preferred when building foundations, roads, and other structures because there is a higher potential for hazards or failure. Subsoil layers in some of the soils on the project site have a high shrink-swell potential (Natural Resources Conservation Service 2017) and therefore probably meet the criteria for expansive soil as defined by the Uniform Building Code.

Paleontological Resources

A portion of the project site is underlain by the Riverbank formation. Vertebrate fossils have been found in the Riverbank formation in the Sacramento area and at other locations of the formation. For example, fossil specimens recovered from excavations at the Sleep Train Arena north of Sacramento in the Riverbank formation included specimens of Harlan's ground sloth, bison, coyote, horse, camel, squirrel, antelope or deer, mammoth, and several plant species. Additionally, a Pleistocene-age mammoth specimen was recovered from the Riverbank formation during excavation for a natural gas line in Elk Grove in Sacramento

County (City of Roseville 2013). Fossils could occur in the Riverbank formation at the project site.

3.6.2 Environmental Impacts

This section describes the CEQA impact analysis relating to geology and soils for the proposed project. It describes the methods used to determine the project's potential impacts and lists the criteria thresholds used to conclude whether an impact would be significant. Measures to mitigate (avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion where applicable.

Methods for Analysis

The analysis of geologic, seismic, and soil hazards that could increase the risk to human health and loss of property during the construction and operational phases of the project is primarily based on a review of geologic and seismic hazards mapping published by the California Geological Survey and soil survey information published by the Natural Resources Conservation Service (2017).

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant effect if it would result in any of the conditions listed below.

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
    - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.
    - Strong seismic ground shaking
    - Seismic-related ground failure, including liquefaction
    - Landslides
- Result in substantial soil erosion or the loss of topsoil.
- Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Impacts and Mitigation Measures

In general, both phases of the proposed project and Alternative 1 (one lane closure during construction) would result in the same types and levels of geology and soils impacts. Alternative 2 (No Project) would not result in any new impacts related to geology and soils and is not discussed further in this analysis.

Impact GEO-1	**Exposure of people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides**
Applicable Policies and Regulations	Alquist-Priolo Earthquake Fault Zoning Act Seismic Hazards Mapping Act of 1990 California Building Standards Code City of Roseville General Plan 2035, Safety Element
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

The project site is not identified as being within an Alquist-Priolo Fault Zone (California Geological Survey 2016a). The closest active fault, the Dunnigan Hills fault, is 30 miles west of the site.

A geotechnical investigation was conducted to assess the potential for seismically related ground failure, including liquefaction, to occur in an effort to identify the need for special design and construction methods which would help to avoid potential effects on life and property.

The investigation was conducted by Crawford and Associates (2017) using the U.S. Geological Survey (USGS) Unified Hazard Program and the Caltrans Acceleration Response Spectra website. These tools calculate both deterministic and probabilistic acceleration response spectra based on criteria provided in the Caltrans seismic design criteria (Crawford & Associates 2017). The geotechnical investigation concluded that the peak ground acceleration for the project site was on the order of 0.23g. The potential for seismically related ground failure, including liquefaction, is expected to be less than significant, and no mitigation is required. (Crawford & Associates 2017).

The hazard of a seismically induced landslide occurring at the site is considered low because there are no known landslides on the project site, which contains gentle slopes, and there is limited ground-shaking potential. The impact would be less than significant, and no mitigation is required.

Alternative 1

Alternative 1 would occupy the same location as the proposed project. Therefore, this impact for Alternative 1 would be the same as described above for the proposed project. The impact would be less than significant, and no mitigation is required.

Impact GEO-2	**Potential to result in substantial soil erosion or the loss of topsoil**
Applicable Policies and Regulations	Clean Water Act Section 402 National Pollutant Discharge Elimination System Construction General Permits City of Roseville General Plan 2035, Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Potentially Significant Alternative 1: Potentially Significant
Mitigation Measures	Proposed Project and Alternative 1: Mitigation Measure WQ-2.1: Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements
Significance after Mitigation	Proposed Project: Less than Significant with Mitigation Alternative 1: Less than Significant with Mitigation

Proposed Project

Grading, excavation, and removal of vegetation associated with construction could temporarily increase erosion rates. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect topsoil and reduce the revegetation potential in the construction and staging areas. Some topsoils would be covered. This impact would be significant; however, implementation of Mitigation Measure WQ-2.1, described in Section 3.9, *Hydrology and Water Quality*, would reduce this impact to a less-than-significant level.

Alternative 1

Alternative 1 would result in the same potential soil erosion and loss of top soil as described for the proposed project. This impact would be significant; however, implementation of Mitigation Measure WQ-2.1, described in Section 3.9, *Hydrology and Water Quality*, would reduce this impact to a less-than-significant level.

Impact GEO-3	Placement of project-related facilities on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse
Applicable Policies and Regulations	Alquist-Priolo Earthquake Fault Zoning Act Seismic Hazards Mapping Act of 1990 California Building Standards Code City of Roseville General Plan 2035, Safety Element
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

Because the Riverbank and Turlock Lake formations that underlie the site generally consist of consolidated sediments and given the gentle slopes on the site, there appear to be no unstable ground conditions present. The impact would be less than significant, and no mitigation is required.

Alternative 1

Alternative 1 would occupy the same location as the proposed project. Therefore, this impact for Alternative 1 would be the same as described above for the proposed project. The impact would be less than significant, and no mitigation is required.

Impact GEO-4	Placement of project-related facilities on expansive soil, creating substantial risks to life or property
Applicable Policies and Regulations	California Building Standards Code City of Roseville General Plan 2035, Safety Element
Significance with Policies and Regulations	Proposed Project: Potentially Significant Alternative 1: Potentially Significant
Mitigation Measures	Proposed Project and Alternative 1: Mitigation Measure GEO-4.1: Prepare Soil Report or Geotechnical Investigation and Implement Recommendations
Significance after Mitigation	Proposed Project: Less than Significant with Mitigation Alternative 1: Less than Significant with Mitigation

Proposed Project

Subsoil layers in some of the soils found on the project site have a high shrink-swell potential (Natural Resources Conservation Service 2017) and therefore probably meet the criteria for expansive soil as defined by the Uniform Building Code. Without proper engineering, the new roadways, sound wall, and other features constructed on such soils would be susceptible to damage or failure caused by seasonal shrinkage and swelling of such soil layers. The impact would be significant. Implementation of Mitigation Measure GEO-1 would reduce this impact to a less-than-significant level.

Mitigation Measure GEO-4.1: Prepare Soil Report or Geotechnical Investigation and Implement Recommendations

The City will ensure that a soil report or geotechnical investigation be prepared that identifies the locations of expansive soils on the site. The project design will include the recommendations of the studies, such as a soil replacement and lime treatment, to avoid the effects of excessive soil expansion and contract on pavements, sound walls, and project elements.

Alternative 1

Alternative 1 would occupy the same location as the proposed project and would therefore result in the same potential to place facilities on expansive soil, creating substantial risks to life or property. The impact would be significant. Implementation of Mitigation Measure GEO-4.1 would reduce this impact to a less-than-significant level.

Impact GEO-5	Placement of facilities on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater
Applicable Policies and Regulations	None
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The proposed project would not entail installation of septic tanks or alternative wastewater disposal systems; therefore, there would be no impact. No mitigation is required.

Alternative 1

As described for the proposed project, Alternative 1 would not involve the installation of septic tanks or alternative wastewater disposal systems. There would be no impact. No mitigation is required.

Impact GEO-6	Direct or indirect destruction of a unique paleontological resource or site or unique geologic feature
Applicable Policies and Regulations	None
Significance with Policies and Regulations	Proposed Project: Potentially Significant Alternative 1: Potentially Significant
Mitigation Measures	Proposed Project and Alternative 1: Mitigation Measure GEO-6.1: Cease Work until Review Conducted by Qualified Paleontologist and Recommendations Implemented Mitigation Measure GEO-6.2: Prepare and Implement a Worker Education Program for those Involved with Earthwork
Significance after Mitigation	Proposed Project: Less than Significant with Mitigation Alternative 1: Less than Significant with Mitigation

Proposed Project

There are no known unique paleontological resources or sites or unique geologic features on the project site. However, the Riverbank formation, which underlies part of the project site, is known to contain paleontologically sensitive resources at some locations. Excavation work to construct the project could directly or indirectly destroy such resources or alter their stratigraphic context. This impact is potentially significant, but would be reduced to a less-than-significant level by implementing Mitigation Measures GEO-6.1 and GEO-6.2.

Mitigation Measure GEO-6.1: Cease Work until Review Conducted by Qualified Paleontologist and Recommendations Implemented

Should any evidence of paleontological materials (e.g., fossils) be encountered during grading and excavation, work will be suspended within 100 feet of the find, and the City will be immediately notified. At that time, the City will coordinate all necessary investigations of the site with a qualified paleontologist to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. The contractor will implement any measures deemed necessary by the paleontologist for the protection of paleontological resources.

Mitigation Measure GEO-6.2: Prepare and Implement a Worker Education Program for those Involved with Earthwork

A worker education program, prepared by a qualified professional paleontologist, will review applicable local, state, and federal ordinances, laws, and regulations pertaining to paleontological resources, the types of fossils that can be encountered and their general appearance, discuss site avoidance requirements and notification procedures to be followed in the event that unanticipated paleontological resource is found during construction, and discussion disciplinary and other actions that can be taken against persons violating such laws.

Alternative 1

Alternative 1 would occupy the same location as the proposed project and would therefore result in the same potential for direct or indirect destruction of a unique paleontological resource or site or unique geologic feature. This impact is potentially significant, but would be reduced to a less-than-significant level by implementing Mitigation Measures GEO-6.1 and GEO-6.2.

3.6.3 References Cited

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3.7 Greenhouse Gas Emissions

This section describes the regulatory and environmental setting for greenhouse gas (GHG) emissions in the vicinity of the proposed project. This section also describes the impacts from GHG emissions (and thus contributions to climate change) that would result from implementation of the project. Air quality impacts are discussed separately in Section 3.3, *Air Quality*.

No comments related to greenhouse gas emissions were received in response to the Notice of Preparation for this EIR.

3.7.1 Existing Conditions

Regulatory Setting

Relevant regulatory agencies for GHG emissions include the U.S. Environmental Protection Agency (EPA), California Air Resources Board (CARB), and Placer County Air Pollution Control District (PCAPCD). This section summarizes federal, state, regional, and local regulations related to GHGs and climate change and applicable to the proposed project.

Federal

There is currently no federal overarching law specifically related to climate change or the reduction of GHG emissions. Under the Obama Administration, the EPA had been developing regulations under the Clean Air Act pursuant to EPA's authority. There have also been settlement agreements between EPA, several states, and nongovernmental organizations to address GHG emissions from electric generating units and refineries, as well as the EPA's issuance of an "Endangerment Finding" and a "Cause or Contribute Finding." EPA has also adopted a Mandatory Reporting Rule and Clean Power Plan. Under the Clean Power Plan, EPA issued regulations to control carbon dioxide (CO_2) emissions from new and existing coal-fired power plants. However, on February 9, 2016 the Supreme Court issued a stay of these regulations pending litigation. Former EPA Administrator Scott Pruitt also signed a measure to repeal the Clean Power Plan. The fate of the proposed regulations is uncertain given the change in federal administrations and the pending deliberations in federal courts.

State

California has adopted statewide legislation addressing various aspects of climate change and GHG emissions reduction. The legislation establishes a broad framework for the state's long-term GHG reduction and climate change adaptation program. The Governor of California has also issued several executive orders related to the state's evolving climate change policy. Summaries of key policies, regulations, and legislation at the state levels that are relevant to the proposed project are provided in the following sections.

Executive Order S-3-05

California Executive Order (EO) S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalent [CO_2e]); by 2020, reduce emissions to 1990 levels (approximately 427 million metric tons CO_2e); and by 2050, reduce emissions to 80% below 1990 levels (approximately 85 million metric tons CO_2e). Executive orders are binding only on state agencies. Accordingly, California EO S-03-05 will guide state agencies' efforts to control and regulate GHG emissions, but will have no direct binding effect on local government or private actions. The Secretary of the California Environmental Protection Agency is required to report to the Governor and state legislature biannually on the impacts of global warming on California, mitigation and adaptation plans, and progress made toward reducing GHG emissions to meet the targets established in this executive order.

Assembly Bill 1493, Pavley Rules/Advanced Clean Cars

Known as "Pavley I," Assembly Bill (AB) 1493 outlines the nation's first GHG standards for automobiles. Additional strengthening of the Pavley standards (referred to previously as "Pavley II," and now referred to as the "Advanced Clean Cars" measure) has been proposed for vehicle model years 2017–2020. Together, the two standards are expected to increase average fuel economy to roughly 43 miles per gallon by 2020 and reduce GHG emissions from the transportation sector in California by approximately 14%. EPA and CARB have also adopted joint rulemaking to establish GHG emissions standards for 2017–2025 model year passenger vehicles.

Assembly Bill 32 and California Climate Change Scoping Plan

In 2006, the California legislature passed AB 32 (California Health and Safety Code Division 25.5, § 38500 et seq.), also known as the California Global Warming Solutions Act. AB 32 requires CARB to implement emission limits, regulations, and other feasible and cost-effective measures such that statewide GHG emissions are reduced to 1990 levels by 2020.

Pursuant to AB 32, CARB adopted the Climate Change Scoping Plan (Scoping Plan) in December 2008, which outlines measures for meeting the 2020 GHG emissions reduction limits. The Scoping Plan must be updated every 5 years to evaluate AB 32 policies and ensure that California is on track to achieve the 2020 GHG emissions reduction goal. In 2014, CARB released the First Update to the Climate Change Scoping Plan (First Update), which builds upon the initial scoping plan with new strategies and recommendations. The First Update identifies opportunities to leverage existing and new funds and drive GHG emissions reductions through strategic planning and targeted low-carbon investments. This update defines CARB's climate change priorities for the next 5 years and sets the groundwork for reaching the long-term goals set forth in California EO S-3-05. The First Update highlights California's progress toward meeting the near-term 2020 GHG emissions reduction goals in the initial scoping plan. It also evaluates actions to align the state's longer-term GHG emissions reduction strategies with other state policy priorities for water, waste, natural resources, clean energy, transportation, and land use.

CARB adopted the revised *2017 Climate Change Scoping Plan* in November 2017. It outlines policies and actions for the state's 2030 GHG emission target, as outlined under Senate Bill (SB) 32.

Executive Order S-01-07, Low Carbon Fuel Standard

California EO S-01-07 mandates (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10% by 2020, and (2) that a low-carbon fuel standard for transportation fuels be established in California. The EO initiates a research and regulatory process at CARB.

Senate Bill 375 (Steinberg)

SB 375, also known as the Sustainable Communities and Climate Protection Act of 2008, will reduce carbon emissions from land use. SB 375 requires regional transportation plans (RTPs) developed by each of the state's 18 metropolitan planning organizations (MPOs) to incorporate a sustainable communities strategy (SCS) in each RTP to achieve the GHG emissions reduction targets set by CARB. The per-capita GHG emissions reduction targets for the Sacramento Area Council of Governments (SACOG) are 7% by 2020 and 19% by 2035 from 2005 levels (California Air Resources Board 2018a). SACOG adopted an SCS as part of its Metropolitan Transportation Plan (MTP) in 2016 and is currently working on the 2020 update.

Senate Bill 32 and Assembly Bill 197

SB 32 requires CARB to ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by 2030. The companion bill, AB 197, creates requirements to form a Joint Legislative Committee on Climate Change Policies, requires CARB to prioritize direct emission reductions and consider social costs when adopting regulations to reduce GHG emissions beyond the 2020 statewide limit, requires CARB to prepare reports on sources of GHGs and other pollutants, establishes 6-year terms for voting members of CARB, and adds two legislators as non-voting members of CARB.

Executive Order B-55-18

EO B-55-18 acknowledges the environmental, community, and public health risks posed by future climate change. It further recognizes the climate stabilization goal adopted by 194 states and the European Union under the Paris Agreement. While the United States was not party to the agreement, California is committed to meeting the Paris Agreement goals and going beyond them wherever possible. Based on the worldwide scientific agreement that carbon neutrality must be achieved by midcentury, EO B-55-18 establishes a new state goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. The EO charges CARB with developing a framework for implementing and tracking progress towards these goals. This EO extends EO S-3-05, but is only binding on state agencies.

Senate Bill 743

SB 743 requires revisions to the CEQA Guidelines that establish new impact analysis criteria for the assessment of a project's transportation impacts. The intent behind SB 743 and revising the CEQA Guidelines is to integrate and better balance the needs of congestion management, infill development, active transportation, and GHG emissions reduction. The Office of Planning and Research (OPR) recommends that vehicle miles traveled (VMT) serve as the primary analysis metric, replacing the existing criteria of delay and level of service. In 2018, OPR released a technical advisory outlining potential VMT significance thresholds for different project types. For example, it would be reasonable to conclude that residential and office projects demonstrating a VMT level that is 15 percent less than existing (2015-2018 average) conditions are consistent with statewide GHG reduction targets. With respect to retail land uses, any net increase of VMT may indicate a significant transportation impact.

Local

Neither Placer County nor the City have adopted a Climate Action Plan for the purposes of reducing local community GHG emissions. The City is currently conducting a General Plan Update, which will include GHG reduction policies. PCAPCD's *CEQA Air Quality Handbook* (2017) provides guidance for evaluating project-level GHG impacts, and identifies significance thresholds for land use development projects (i.e., residential, commercial, and stationary source projects).

Environmental Setting

This section describes the environmental setting related to GHGs and climate change. The study area is much broader than for the air quality analysis due to the global nature of climate change. While the GHG analysis focuses on the project area, the analysis considers potential regional and global GHG effects.

Climate Change

The phenomenon known as the *greenhouse effect* keeps the atmosphere near the Earth's surface warm enough for the successful habitation of humans and other life. Present in the Earth's lower atmosphere, GHGs play a critical role in maintaining the Earth's temperature. Sunlight including infrared, visible, and ultraviolet radiation passes through the atmosphere. Some of the sunlight striking the earth is absorbed and converted to heat, which warms the surface. The surface emits infrared radiation to the atmosphere, where some of it is absorbed by GHGs and re-emitted toward the surface; some of the heat is not trapped by GHGs and escapes into space. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and amplifying the warming of the earth (Center for Climate and Energy Solutions 2011).

Increases in fossil fuel combustion and deforestation have increased concentrations of GHGs in the atmosphere since the Industrial Revolution. Rising atmospheric concentrations of GHGs in excess of natural levels enhance the greenhouse effect, which contributes to global warming of the Earth's lower atmosphere. This warming induces large-scale changes

in earth surface temperatures, ocean circulation patterns, precipitation patterns, global ice cover, biological distributions, and other changes to the earth system that are collectively referred to as *climate change*.

Principal Greenhouse Gases

As defined in AB 32, GHGs include the following gases: CO_2, methane (CH_4), nitrous oxide (N_2O), perfluorinated carbons, sulfur hexafluoride, and hydrofluorocarbons. The state CEQA Guidelines (§ 15364.5) also identify these six gases as GHGs.[1] The primary GHGs of concern associated with the project are CO_2, CH_4, and N_2O. The principal characteristics of these pollutants are discussed in this section.

- **CO_2** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, as well other chemical reactions (e.g., manufacture of cement). CO_2 is also removed from the atmosphere (or *sequestered*) when it is absorbed by plants as part of the biological carbon cycle.
- **CH_4** is emitted during the production and transport of coal, natural gas, and oil. CH_4 emissions also result from livestock and other agricultural practices and the decay of organic waste in municipal solid waste landfills.
- **N_2O** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

Methods have been set forth to describe emissions of GHGs in terms of a single gas to simplify reporting and analysis. The most commonly accepted method to compare GHG emissions is the global warming potential (GWP) methodology defined in the Intergovernmental Panel on Climate Change (IPCC) reference documents. The IPCC defines the GWP of various GHG emissions on a normalized scale that recasts all GHG emissions in terms of CO_2e, which compares the gas in question to that of the same mass of CO_2 (CO_2 has a GWP of 1 by definition).

Table 3.7-1 lists the GWP of CO_2, CH_4, and N_2O and their atmospheric lifetimes in the atmosphere.

Table 3.7-1. Lifetimes and Global Warming Potentials of Key Greenhouse Gases

Greenhouse Gases	Global Warming Potential (100 years)	Lifetime (years)
CO_2	1	-
CH_4	25	12
N_2O	298	114

Sources: California Air Resources Board 2018a

CH_4 = methane.
CO_2 = carbon dioxide.
N_2O = nitrous oxide.
ppb = parts per billion.
ppm = parts per million.

[1] Water vapor, the most abundant GHG, is not included in this list because its natural concentrations and fluctuations far outweigh its anthropogenic (human-made) sources.

Greenhouse Gas Emissions Inventories

A GHG inventory is a quantification of all GHG emissions and sinks[2] within a selected physical and/or economic boundary. GHG inventories can be performed on a large scale (e.g., for global and national entities) or on a small scale (e.g., for a particular building or person). Although many processes are difficult to evaluate, several agencies have developed tools to quantify emissions from certain sources. Table 3.7-2 outlines the most recent global, national, statewide, and local GHG inventories to help contextualize the magnitude of potential project-related emissions.

Table 3.7-2. Global, National, State, and Local Greenhouse Gas Emissions Inventories

Emissions Inventory	CO_2e (metric tons per year)
2010 IPCC Global GHG Emissions Inventory	52,000,000,000
2017 EPA National GHG Emissions Inventory	6,456,700,000
2016 CARB State GHG Emissions Inventory	429,400,000
2015 Placer County GHG Emissions Inventory	1,181,195

Sources: Intergovernmental Panel on Climate Change 2014; U.S. Environmental Protection Agency 2019; California Air Resources Board 2018b; Sierra Business Council 2018.

ARB = Air Resources Board.
CO_2e = carbon dioxide equivalent.
EPA = U.S. Environmental Protection Agency.
GHG = greenhouse gas.
IPCC = Intergovernmental Panel on Climate Change.

Potential Effects of Climate Change

Climate change is a complex phenomenon that has the potential to alter local climatic patterns and meteorology. Although modeling indicates that climate change will result in sea level rise (both globally and regionally) as well as changes in climate and rainfall, among other effects, there remains uncertainty with regard to characterizing precise local climate characteristics and predicting precisely how various ecological and social systems will react to any changes in the existing climate at the local level. Regardless of this uncertainty, it is widely understood that substantial climate change is expected to occur in the future, although the precise extent will take further research to define.

3.7.2 Environmental Impacts

This section describes the environmental impacts of the proposed project on GHG. This section also describes the methods used to evaluate the impacts and the thresholds used to determine whether an impact would be significant.

Methods for Analysis

GHG impacts associated with construction and operation of the proposed project were assessed and quantified using standard and accepted software tools, techniques, and emission factors. A summary of the methodology is provided below. A full list of assumptions is provided in Appendix C.

[2] A GHG sink is a process, activity, or mechanism that removes a GHG from the atmosphere.

Construction

Construction is a source of temporary exhaust emissions, primarily generated by the use of heavy equipment and vehicles. Construction emissions of CO_2, CH_4, and N_2O were estimated using the Sacramento Metropolitan Air Quality Management District's (SMAQMD) Road Construction Emissions Model (RCEM) (Version 9.0) and the assumptions discussed in subsection 3.3.2 in Section 3.3, *Air Quality*. It was assumed that Phase 1 construction would require 8 months in 2020, and that Phase 2 would require 13 months, beginning in spring 2023. Please refer to Section 3.3, *Air Quality*, and Appendix C for additional information on the construction analysis.

Operation

CO_2, CH_4, and N_2O emissions were modeled for existing year (2016) and design year (2035) conditions using daily VMT data provided in the *Final Transportation Study for the Washington/Andora Widening Project* (see Appendix B) and Caltrans' CT-EMFAC2017 model. This information was supplemented with a related Fehr & Peers technical memorandum dated April 10, 2019 and which reviewed the effects of newly proposed project phasing (Appendix B). This memo confirmed that VMT following Phase 1 improvements would be less than that identified for full project buildout. VMT data were not provided for opening year (2025) conditions and are, therefore, not evaluated in the analysis of project-related GHG emissions. The data included vehicle activity for affected roadways in the immediate project region. Yearly GHG emissions were calculated by multiplying daily emissions by 347, consistent with CARB methodology to extrapolate yearly traffic emissions from daily (California Air Resources Board 2008).

Note that the only differences between the proposed project and Alternative 1 would occur during construction. Traffic volumes, speeds, and other operational conditions under the proposed project and Alternative 1 would be identical. Accordingly, the operational impact assessment is based on a single set of traffic conditions, which is representative of both the proposed project and Alternative 1 (collectively referred to as the "build alternatives").

Appendix C presents the daily VMT data and CT-EMFAC emission factor outputs.

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant effect if it would result in any of the conditions listed below.

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

GHG emissions are a cumulative impact. That is, individual projects contribute to this impact, but do not have significant direct impacts on GHG emissions on their own.

The State CEQA Guidelines do not indicate what amount of GHG emissions would constitute a significant impact on the environment. Instead, they authorize the lead agency

to consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence (State CEQA Guidelines Sections 15064.4(a) and 15064.7(c)). The California Supreme Court decision in the *Centers for Biological Diversity et al. vs. California Department of Fish and Wildlife, the Newhall Land and Farming Company* (November 30, 2015, Case No. S217763) confirmed that there are multiple potential pathways for evaluating project-level GHG emissions consistent with CEQA, depending on the circumstances of a given project, including reliance on numeric thresholds and compliance with regulatory programs.

There are currently no drafted, adopted, or recommended numeric thresholds relevant to the analysis of GHG emissions from transportation projects. Within the transportation sector, about two-thirds of GHG emissions come from on-road passenger vehicles (i.e., light-duty vehicles). Between 2013 and 2016, statewide passenger vehicle GHG emissions increased 7 percent, mainly due to VMT growth outpacing improvements in fuel efficiency of the vehicle fleet (CARB 20188). CARB's 2017 Scoping Plan recognizes that while vehicle technologies and low carbon fuels will continue to reduce transportation sector emissions, VMT reductions are necessary to achieve California's 2030 GHG reduction target. While CARB's climate change planning scenarios show that California can meet its GHG goals despite an increase of about 6.5% in total statewide VMT between existing conditions (2015-2018 average) and 2050, substantial VMT reduction relative to business-as-usual conditions (i.e., the future forecast with no action to reduce GHG emissions) is required (CARB 2019).

As discussed in Section 3.7.1, *Existing Conditions*, California adopted SB 375 to integrate transportation planning, regional housing allocation, and GHG reduction. The GHG reduction targets adopted by CARB and incorporated by MPOs in their RTP/SCS were expected to achieve much of the required VMT reduction needed for the State to meet their long-term GHG reduction targets. Yet a recent CARB assessment makes clear that the state "is not on track to meet greenhouse gas reductions expected under SB 375" (CARB 2018c). Accordingly, while SACOG's EIR for their 2035 MTP/SCS demonstrates that the proposed land use changes and transportation projects would achieve CARB's 2010 SB 375 GHG targets for the Sacramento region, based on recent CARB (2018b, 2019) analysis, additional GHG reduction may needed to meet the state's climate change objectives. SACOG is currently working on their 2020 MTP/SCS, which will address CARB's updated and more stringent 2018 SB 375 GHG targets, as well as potentially deeper VMT and GHG reductions called for under SB 743 and recent CARB climate change analysis. Adoption of the 2020 MTP/SCS is expected in February 2020.

In absence of an applicable numeric threshold or regional plan reflective of CARB's and OPR's current recommendations for VMT and GHG reduction, the City has determined that for the purposes of this analysis, any increase in GHG emissions above net zero (0) would result in a significant impact. A project-level net zero threshold represents a conservative assessment considering that the project is part of the region's larger land use and transportation network, and associated GHG emissions and required reductions are assessed through SACOG's MTP/SCS planning process. Regardless, the City selected a net zero threshold out of an abundance of caution to avoid underrepresenting potential project impacts.

Impacts and Mitigation Measures

In general, the proposed project and Alternative 1 (one lane closure during construction) would result in the same type of GHG impact. When impacts of phase would be different, the differences are noted in the analysis. Alternative 2 (No Project) would not result in any impacts related to GHG and is not discussed further in this analysis.

Impact GHG-1	Generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
Applicable Policies and Regulations	SB 375, SB 32, and AB 197 PCAPCD's CEQA Air Quality Handbook SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy
Significance with Policies and Regulations	Proposed Project: Significant Alternative 1: Project: Significant
Mitigation Measures	Proposed Project and Alternative 1: None feasible
Significance after Mitigation	Proposed Project: Significant and Unavoidable Alternative 1: Significant and Unavoidable

Proposed Project

The SMAQMD's RCEM (Version 9.0) and information provided by the project engineers were used to estimate CO_2, CH_4, and N_2O emissions generated during construction of Phases 1 and 2. During Phase 2, Washington Boulevard would be closed to all vehicular traffic from south of Diamond Oaks Road to north of Kaseberg Drive in 2023. The road closure and associated detour would cause an estimated 10,600 VMT increase during the weekdays over a five-month period (Gard pers. comm.). Emissions associated with the traffic detour were quantified using the CT-EMFAC2017 model assuming a posted speed limit of 40 mph on the detour route. Table 3.7-3 summarizes the estimated GHG emissions.

Table 3.7-3. GHG Emissions from Construction of the Proposed Project (metric tons per year)

Year	Source	CO_2	CH_4	N_2O	CO_2e
2020	Phase 1 Construction	278	0	0	284
2023	*Phase 2 Construction*	*868*	*0*	*0*	*886*
	Traffic Detour	*380*	*0*	*0*	*386*
	Total	1,247	0	0	1,272
2024	Phase 2 Construction	207	0	0	212
Total (all years)		1,733	0	0	1,767

GHG = greenhouse gas
CO_2 = carbon dioxide
CH_4 = methane
N_2O = nitrous oxide
CO_2e = carbon dioxide equivalent

As shown in Table 3.7-3, construction of the proposed project would generate 284 metric tons CO_2e in 2020, 886 metric tons CO2e in 2023, and 212 metric tons CO2e in 2024. Vehicle emissions from the Washington Boulevard traffic detour would generate an additional 386 metric tons CO_2e, resulting in a total annual estimate of 1,272 metric tons CO_2e in 2023. Total construction emissions for the proposed project with the detour would be 1,767 metric tons CO_2e.

Operational emissions for existing (2016) and design year (2035) conditions were modeled using Caltrans' CT-EMFAC2017 model and traffic data provided by Fehr & Peers (2017). As noted above, the operational impact assessment is based on a single set of traffic conditions, which is representative of both build alternatives (the proposed project and Alternative 1). Only emissions under full build (i.e., after completion of Phase 2) were modeled as traffic volumes, and thus emissions would be lower with only completion of Phase 1.

Table 3.7-4. Estimated Greenhouse Gas Emissions from Project Operation (metric tons per year)

Condition	Annual VMT	CO_2	CH_4	N_2O	CO_2e
2016 Existing	18,078,162,844	7,519,026	220	395	7,642,102
2016 Existing Plus Project	18,080,129,640	7,520,172	220	395	7,643,268
Cumulative (2035) No Project	25,674,732,648	7,003,174	102	372	7,116,456
Cumulative (2035) Plus Project	25,675,003,655	7,003,344	102	372	7,116,626
Incremental Project Impact					
2016 Existing Plus Project vs. 2016 Existing	1,966,796	1,146	0	0	1,165
Cumulative (2035) Plus Project vs. Cumulative (2035) No Project	271,007	170	0	0	170
Cumulative Change					
Cumulative (2035) Plus Project vs. 2016 Existing	7,596,840,811	-515,682	-117	-23	-525,476

VMT = vehicle miles traveled
CO_2 = carbon dioxide
CH_4 = methane
N_2O = nitrous oxide
CO_2e = carbon dioxide equivalent

The emissions analysis presented in Table 3.7-4 indicates that operation of the project would decrease GHG emissions relative to existing conditions. This result is due to factors external to the project. Vehicular emission rates are anticipated to lessen in future years due to continuing improvements in engine technology and the retirement of older, higher-emitting vehicles. Emissions effects directly resulting from implementation of the project are obtained through a comparison of with-project emissions to without-project emissions. As shown in Table 3.7-4, implementation of the project would increase VMT, resulting in a slight increase in GHG emission compared with no project conditions.

As previously discussed, the proposed project is included in SACOG's 2016 MTP/SCS and will be included in the 2020 MTP/SCS. Although long-term operation of the project would be part of SACOG's regional planning framework that is expected to achieve GHG reductions

consistent with those needed to support statewide attainment of California's GHG reduction goals, because implementation of the project would increase GHG emissions relative to no project conditions, this impact is conservatively concluded significant. The impact would be a result of increased VMT, and there is no feasible mitigation to reduce this significant and unavoidable impact.

Alternative 1

Similar to the proposed project, construction activities associated with Alternative 1 would also generate short-term emissions of CO_2, CH_4, and N_2O from the use of equipment (e.g., graders) and on-road vehicles (e.g., employee commuter cars). Table 3.7-5 summarizes the estimated GHG emissions for Alternative 1.

Table 3.7-5. GHG Emissions from Construction of Alternative 1 (metric tons per year)

Year	CO_2	CH_4	N_2O	CO_2e
2020	278	<1	<1	284
2023	890	<1	<1	907
2024	596	<1	<1	606
Total GHG Emissions	1,764	<1	<1	1,797

GHG = greenhouse gas.
CO_2 = carbon dioxide.
CH_4 = methane.
N_2O = nitrous oxide.
CO_2e = carbon dioxide equivalent.

Emissions generated from construction of Alternative 1 would be 1,797 metric tons CO_2e, as shown in Table 3.7-5. The traffic detour would not be required under Alternative 1. However, traffic congestion would occur through the construction site because of temporary lane closures that would occur under Alternative 1. Specifically, as described in Section 3.16, *Transportation/Traffic*, peak-hour vehicle delay for northbound traffic on Kaseberg Drive and southbound traffic from Diamond Oaks Road through the Washington Boulevard/Pleasant Grove Boulevard intersection would be around 300 and 220 seconds per vehicle, respectively. Due to this congestion, individuals may alter their travel route to avoid the project area, even if the roadway remains officially open. The traffic diversion and additional delay may increase emissions generated during the construction period, but the specific quantity cannot be quantified because it is unknown how individuals will choose to change their travel habits.

The operational emissions increase associated with Alternative 1 would be the same as described for the proposed project. Because implementation of Alternative 1 would increase GHG emissions relative to no project conditions, this impact is conservatively concluded significant. The impact would be a result of increased VMT, and there is no feasible mitigation to reduce this significant and unavoidable impact.

Impact GHG-2	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases
Applicable Policies and Regulations	SB 375, SB 743, SB 32, EO S-3-05, EO B-55-18 SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy
Significance with Policies and Regulations	Proposed Project: Significant Alternative 1: Project: Significant
Mitigation Measures	Proposed Project and Alternative 1: None feasible
Significance after Mitigation	Proposed Project: Significant and Unavoidable Alternative 1: Significant and Unavoidable

Proposed Project

The most applicable regulations for the purpose of reducing transportation related GHG emissions are SB 375 and SB 743. These legislations were adopted to support attainment of the state's GHG reduction goals articulated under SB 32 and expressed under EO S-3-05 and EO B-55-18.

SACOG's 2016 MTP/SCS meets their CARB allocated GHG targets (as expressed in 2010). The proposed project is identified in SACOG's 2016 MTP/SCS; therefore, project emissions would not conflict with SB 375. However, as previously discussed, recent CARB analysis indicates that additional transportation emissions reductions beyond those achieved by SB 375 are required to meet the state's long-term GHG reduction goals. The project would increase VMT relative to no project conditions; regional VMT at full build (2035) would also grow considerably compared to existing conditions (see Table 3.7-4). Long-term operation of the project will be part of SACOG's regional planning framework, which through updates to the MTP/SCS is expected to achieve GHG reductions consistent with those needed to support statewide attainment of California's GHG reduction goals (SB 32, EO targets). However, in the interim, because implementation of the project would increase GHG emissions relative to no project conditions, this impact is conservatively concluded significant and unavoidable.

Alternative 1

Alternative 1 would result in similar conditions and impacts as the proposed project. Consequently, although Alternative 1 would not conflict with SB 375, it could conflict with the state's GHG reduction goals articulated under SB 32 and expressed under EO S-3-05 and EO B-55-18. This impact is conservatively concluded significant and unavoidable.

3.7.3 References Cited

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3.8 Hazards and Hazardous Materials

This section discusses hazards and hazardous materials that have been previously recorded or have the potential to occur in the project area. This section also identifies relevant state and local regulations and policies, and discusses potential impacts related to hazards and hazardous materials.

Hazardous materials are substances that are dangerous to the public's health and safety, particularly if they are improperly used, stored, transported, or disposed. Hazardous materials include substances known to be toxic, flammable, explosive, corrosive, infectious, carcinogenic, or radioactive. The primary concerns pertaining to hazardous materials in the project area are their use, transportation, storage, and handling (i.e., potential accidents or spills). Additionally, hazardous materials (e.g., gasoline, diesel fuel, hazardous waste) are conveyed along roads and railways in the region.

Comments regarding hazards and hazardous materials that were received in response to the Notice of Preparation for this EIR discussed the potential for oil spills and fires as a result of increased train traffic and emergency access/response to the Diamond K Mobile Home community. These comments are addressed under impacts HAZ-2 and HAZ-7 below and in the cumulative impacts analysis portion of Chapter 4, *Other CEQA Considerations*.

3.8.1 Existing Conditions

Regulatory Setting

Federal

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA).

The U.S. Environmental Protection Agency (EPA) is the principal federal regulatory agency responsible for the safe use and handling of hazardous materials. The key federal regulations pertaining to hazardous wastes relevant to the project are described below.

Comprehensive Environmental Response, Compensation, and Liability Act

The purpose of CERCLA, often referred to as *Superfund*, is to clean up contaminated sites so that public health and welfare are not compromised. CERCLA maintains a national trust for hazardous waste-related industries to be able to fund and coordinate large cleanup activities for hazardous waste spills and accidents and to clean up older abandoned waste sites. Amended in 1986, the act establishes two primary actions: (1) to coordinate short-term removal of hazardous materials; and (2) to coordinate and manage the long-term removal of hazardous materials identified on EPA's National Priorities List (NPL). The NPL is a record of known or threatened releases of hazardous substances, pollutants, or contaminants. A national database and management system, known as the Comprehensive Environmental Response, Compensation, and Liability Information System, is used by EPA to track

activities at hazardous waste sites considered for cleanup under CERCLA. CERCLA also maintains provisions and guidelines dealing with closed and abandoned waste sites and tracks amounts of liquid and solid media treated at sites on the NPL or sites that are under consideration for the NPL.

Resource Conservation and Recovery Act of 1976

RCRA (42 United States Code 6901–6987) provides for *cradle to grave* regulation of hazardous wastes and includes the Hazardous and Solid Waste Amendments of 1984 (HSWA). RCRA and HSWA protect human health and the environment, and impose regulations on hazardous waste generators, transporters, and operators of treatment, storage, and disposal facilities. HSWA also requires EPA to establish a comprehensive regulatory program for underground storage tanks. The corresponding regulations in 40 Code of Federal Regulations (CFR) Parts 260–299 provide the general framework for managing hazardous waste, including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste.

Toxic Release Inventory

The Emergency Planning and Community Right-to-Know Act of 1986 and the Pollution Prevention Act of 1990 established the Toxic Release Inventory, a publicly available database that has information on toxic chemical releases and other waste management activities. The inventory is updated annually and lists chemical releases by industry groups and federal facilities managed by EPA.

Chemical Accident Prevention Provisions

Under the authority of Section 112(r) of the Clean Air Act, the Chemical Accident Prevention Provisions require facilities that produce, handle, process, distribute, or store certain chemicals to develop a Risk Management Program, prepare a Risk Management Plan (RMP), and submit the RMP to EPA.

Occupational Safety and Health Standards

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The Occupational Safety and Health Administration (OSHA) is responsible for assuring worker safety in the workplace.

OSHA asbestos regulations are contained in CFR Title 29. Lead-based paint regulations are described in the Lead-Based Paint Elimination Final Rule (24 CFR 33), governed by the U.S. Department of Housing and Urban Development.

State

California hazardous materials and wastes regulations are equal to or more stringent than federal regulations. EPA has granted the state primary oversight responsibility to administer and enforce hazardous waste management programs. State regulations require planning and management to ensure that hazardous materials are handled, stored, and disposed of properly to reduce risks to human health and the environment. State laws pertaining to hazardous materials and wastes are discussed below.

California Accidental Release Prevention Program

As specified in 19 California Code of Regulations (CCR) 2, Chapter 4.5, Articles 1 through 11, all businesses that handle specific quantities of hazardous materials are required to prepare a California Accidental Release Prevention (CalARP) Program RMP. The CalARP RMP is the state equivalent of the federal RMP. CalARP RMPs include the preparation of an offsite consequence analysis of worst-case release of the stored chemicals and the preparation of emergency response plans, including coordination with local emergency response agencies. CalARP RMPs are required to be updated at least every 5 years and when there are significant changes to the stored chemicals.

Hazardous Materials Release Response Plans and Inventory Act

The Hazardous Materials Release Response Plans and Inventory Act (also referred to as the Business Plan Act) requires a business using hazardous materials to prepare a business plan describing the facility, inventory, emergency response plans, and training programs. The owner or operator of any business that has specified amounts of liquid and solid hazardous materials, compressed gases, extremely hazardous substances, or underground storage tanks onsite, or that generates or treats hazardous waste, is required to develop and submit a business plan to the local Certified Unified Program Agency (CUPA), which, in the project area, is the Roseville Fire Department.

California Health and Safety Codes

The California Environmental Protection Agency (Cal-EPA) has been granted primary responsibility by EPA for administering and enforcing hazardous materials management plans within California. Cal-EPA, more generally than EPA, defines a hazardous material as a material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released (26 CCR 25501).

State regulations include detailed planning and management requirements to ensure that hazardous materials are properly handled, stored, and disposed of to reduce human health risks. In particular, the state has acted to regulate the transfer and disposal of hazardous waste. Hazardous waste haulers are required to comply with regulations that establish numerous standards, including criteria for handling, documenting, and labeling the shipment of hazardous waste (26 CCR 25160 et seq.).

Worker Safety

The California Division of Occupational Safety and Health (Cal/OSHA) is the state agency responsible for assuring worker safety in the workplace.

Cal/OSHA assumes primary responsibility for developing and enforcing standards for safe workplaces and work practices within the state. At sites known to be contaminated, a site safety plan must be prepared to protect workers. The site safety plan establishes policies and procedures to protect workers and the public from exposure to potential hazards at the contaminated site.

California Public Resources Code Sections 4201–4204

This section of the Public Resources Code was amended in 1982 to require the California Department of Forestry and Fire Protection (CAL FIRE) to classify Fire Hazard Severity Zones within state responsibility areas (SRAs). Lands within SRAs are classified in accordance with the severity of fire hazard present to identify measures to be used to retard the rate of spreading and reduce the potential intensity of uncontrolled fires that threaten to destroy resources, life, or property (California Department of Forestry and Fire Protection 2012).

Very High Fire Hazard Severity Zones

Government Code Section 51178 requires CAL FIRE to identify very high fire hazard severity zones in the state. Government Code Section 51179 requires a local agency to designate, by ordinance, very high fire hazard severity zones in its jurisdiction.

Storm Water Pollution Prevention Plan Best Management Practices

As discussed in Section 3.9, *Hydrology and Water Quality*, a project that would disturb 1 or more acres of soil or that would disturb less than 1 acre but is part of a larger common plan of development must obtain coverage under General Permit Order 2010-0014-DWQ. Coverage under the General Permit requires the development and implementation of a storm water pollution prevention plan (SWPPP). A SWPPP includes plans for erosion and sediment control and adheres to the applicable local grading ordinance and best management practices (BMPs). Standard BMPs used during construction for erosion control include the following.

- Limit construction access routes and stabilize designated access points.
- No cleaning, fueling, or maintaining vehicles onsite, except in a designated area where washwater is contained and treated.
- Properly store, handle, and dispose of construction materials/wastes to prevent contact with stormwater.
- Train and provide instruction to all construction contract employees/subcontractors on implementation of the BMPs.
- Control and prevent the discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals, washwater or sediments, rinse water from architectural copper, and non-stormwater discharges to storm drains and watercourses.

Local

Certified Unified Program Agency

Cal-EPA can delegate responsibility for many of its programs to a local government through certification as a CUPA. A CUPA is responsible for implementing a unified hazardous materials and hazardous waste management program. This program was established under the amendments to the California Health and Safety Code made by Senate Bill 1082 in 1994. Health and Safety Code 25505 requires handlers of hazardous materials to submit

business plans to the CUPA if hazardous materials inventories meet or exceed established thresholds. A CUPA can be a county, city, or joint powers authority that demonstrates its ability to administer the program.

Roseville Fire Department

The Roseville Fire Department has been designated by Cal-EPA as the CUPA for the City. As the CUPA, the department is responsible for implementing CalARP and permitting Hazardous Waste Generators. In addition, the department implements programs for hazardous materials emergency response and the Hazardous Materials Business Plans program and regulates the construction, operation, repair and removal of both aboveground storage tanks and underground storage tanks.

The department performs community services including: hazardous materials storage consultation, responding to hazardous materials complaints or emergencies, conducting inspections of facilities which store chemicals, or generate hazardous waste, and enforcing the Stormwater Management Program in coordination with the Environmental Utilities Department.

City of Roseville Multi-Hazard Mitigation Plan

The City of Roseville *2016 Multi-Hazard Mitigation Plan* describes the type, location, and extent of all natural hazards that can affect the City; describes the City's vulnerability to these hazards; and includes a mitigation strategy that provides the City's blueprint for reducing the potential losses (City of Roseville 2016a). The City's Multi-Hazard Mitigation Plan is subject to Federal Emergency Management Agency review and certification every 5 years.

City General Plan 2035

The following goal and policy excerpted from the Safety Element of the City's *General Plan 2035* pertain to hazards and hazardous materials (City of Roseville 2016b).

> **Goal Hazardous Materials.** Protect the community's health, safety, natural resources, and property through regulation of use, storage, transport, and disposal of hazardous materials.
>
> > **Policy 1.** Develop a hazardous materials truck route through the City of Roseville and limit pickup and delivery of hazardous materials during peak traffic hours.

Environmental Setting

Information presented below for the records review, historical use of the property, site reconnaissance, and hazardous materials was compiled from the *Draft Initial Site Assessment/Preliminary Site Investigation, Washington/Andora Widening Project* (Crawford & Associates 2017).

Airports

Airport-related hazards are generally associated with aircraft accidents, particularly during takeoff and landing. Airport operation hazards include incompatible land uses, power

transmission lines, wildlife hazards (e.g., bird strikes), and tall structures that penetrate the imaginary surfaces surrounding an airport.

The closest public use airports are McClellan Airfield, located approximately 8.4 miles southwest of the project site, and Lincoln Regional Airport, which is approximately 8.9 miles north of the project site. The closest private airport to the proposed project site is Van Dyke Strip Airport, located approximately 11.3 miles northwest.

Schools-Related Hazards

State CEQA Guidelines Section 15186 requires consideration of projects within 0.25 mile of a school to ensure that potential health impacts resulting from exposure to hazardous materials, wastes, and substances are evaluated. Hazardous emissions and accidental release or combustion of hazardous materials near existing schools could result in health risks or other dangers to students. The closest schools are Roseville Community Preschool, located at 50 Corporation Yard Road (approximately 0.31 mile south of the project area) and Arbor View Montessori located at 7441 Foothills Boulevard (approximately 0.36 mile west of the project area).

Records Review

A database search, compiled pursuant to Government Code Section 65962.5, was conducted for the project area by Environmental Data Resources (Crawford & Associates 2017). This includes all available federal, state, regional, and local agency database listings. The search did not identify any hazardous materials sites within the project alignment, and indicates there are no hazardous materials facilities in the vicinity that may have potential to impact the project area. Based on the review of regulatory records, discussion with Placer County, and reconnaissance observations, the likelihood of encountering hazardous materials or wastes within the project alignment appears low.

Historical Use of the Property

Historical aerial photographs and topographic maps were reviewed for information about historical conditions and land uses within the project area.

The railroad tracks and the Washington/Andora undercrossing are visible in 1937. Washington Boulevard runs northwest-southeast in the vicinity of the undercrossing, and is parallel with and adjacent to the north side of the railroad tracks west of the Andora Underpass; east of the Andora Underpass Washington Boulevard runs parallel with and adjacent to the south side of the railroad tracks. Except for the Andora Underpass, the current alignment of Washington Boulevard is undeveloped. A cluster of residential and ranching structures is present approximately 1,250 feet south of the Andora Underpass.

Sometime before 1958, Washington Boulevard appears to have been re-routed to its current alignment. The Sierra View Country Club golf course is visible.

In the 1966 aerial photograph and topographic map, Diamond Oaks Road, north of the railroad tracks, is now visible extending east from Washington Boulevard. Several small streets extend off Diamond Oaks Road, but no structures have been constructed. An

additional cluster of residential and ranching structures is present south of the railroad tracks, approximately 750 feet west of the Andora Underpass.

Historical land usage has changed significantly in the project vicinity, predominantly construction of residential and commercial development along Washington Boulevard starting in the late 1970s and early 1980s.

Pleasant Grove Boulevard appears to be under construction by 1993 and additional residential development is visible. Sawtell Road has been constructed. Some light commercial development has been constructed along Derek Place between Washington Boulevard and the railroad tracks.

Site Reconnaissance

A site reconnaissance visit was conducted for the project area by Crawford & Associates on May 12, 2017. The reconnaissance visit consisted of walking and driving along Washington Boulevard and its intersections with Sawtell Road, Derek Place, Diamond Oaks Road, Emerald Oaks Road, and Pleasant Grove Boulevard. Visual observations were conducted of road rights-of-way, the Andora Underpass, and of properties bordering the project site.

Washington Boulevard, Pleasant Grove Boulevard, Emerald Oaks Road, Diamond Oaks Road, Kaseberg Drive, Sawtell Road, and Derek Place are asphalt-paved, with yellow and white traffic striping. Foglines, turn pocket striping, and arrows consisting of white thermoplastic material were observed although yellow paint striping was not identified within the project alignment.

Overhead utilities were not observed within the project alignment. High voltage power transmission lines on steel towers cross the alignment south of the UPRR track, but the steel towers do not appear to be within the existing ROW.

Chemically-treated wood was observed on traffic sign and guard rails posts.

No other hazardous conditions/indications such as staining; waste or garbage piles; soil stockpiles; mining activity, pits, or lagoons; stressed or seasonally unhealthy vegetation; agricultural chemical mixing or storage; drums or aboveground storage tanks; indications of underground storage tanks; batteries; or tires were observed within the Washington Boulevard corridor.

Hazardous Materials

Asbestos-Containing Materials

Asbestos-containing materials may be present in materials used to construct the existing bridge, such as bridge railings, rail shim sheet packing, bearing pads, support piers, and expansion joint material of bridges. Therefore, an asbestos inspection was performed by a Certified Asbestos Consultant on July 5, 2017. A total of six bulk samples were collected for analysis. No asbestos was detected in any of the six samples analyzed.

Lead-Based Paint

Potential hazards exist to workers who remove or cut through lead-based paint (LBP) coatings during demolition. Dust containing hazardous concentrations of lead may be generated during scraping or cutting materials coated with LBP. Torching of these materials may produce lead oxide fumes. Therefore, air monitoring or respiratory protection may be required during demolition of materials coated with LBP.

The surfaces of the Andora Underpass abutments and associated structural elements may contain LBP. A lead inspection was performed on July 5, 2017. The assessment consisted of a visual inspection and evaluation of suspect areas with a portable X-ray fluorescence analyzer. The inspection identified white, gray, and tan paint on the concrete abutment, and orange paint on the metal truss guard rail system, all of which was noted to be cracking. Based on the visual inspection, the lead contents of the white, gray, and tan paint at 10 locations on the concrete abutments and orange paint at 3 locations on the metal truss guard rail system were measured. The results indicated the presence of lead in the white paint samples (2.8 to 3.9 milligrams/square centimeter [mg/cm^2]), in one sample of the gray paint (0.23 mg/cm^2), and in all three samples of orange paint from the metal truss guard rail system.

White paint was observed on the vertical walls of the concrete Andora Underpass abutments. In several locations, the white paint was painted over with a gray paint. Paint was cracked and peeling, and flakes of paint were observed on the ground at the base of the abutment. Because LBP has historically been used on transportation structures, a materials evaluation was conducted to determine if lead content in the paint would require special handling.

Two paint samples were collected on June 14, 2017. Total lead concentrations in both paint samples were above the 1,000 milligrams/kilogram (mg/kg) hazardous waste threshold. As indicated in CCR Title 22, Section 66261.24(a)(2), the lead concentration of the bridge paint samples is greater than 1,000 mg/kg lead, which is the regulatory threshold for wastes containing lead to be classified as hazardous.

Aerially-Deposited Lead

Aerially deposited lead (ADL) can be found in the surface and near-surface soils along nearly all roadways because of the historical use of tetraethyl lead in motor vehicle fuels. Areas of primary concern are soils along routes that have had high vehicle emissions from large traffic volumes or congestion during the period when leaded gasoline was in use (generally prior to 1986). ADL is typically found in shoulder areas and has high solubility when subjected to the low pH conditions of waste characterization tests. Shoulder soils along urban and heavily travelled rural highways are commonly above the soluble threshold limit concentration criteria. Washington Boulevard was part of the State Highway system (Routes 3, 99E, and 65) from 1909 into the 1990s.

Soil samples to screen for the presence of ADL were collected on June 14, 2017, from four locations in the shoulder areas on both sides of Washington Boulevard, both north of and south of the Andora Underpass. At each location, soil samples were collected from 0–6 inches below ground surface (bgs), and from 12–18 inches bgs to assess vertical

distribution of lead in the soil at each location. Lead may also accumulate from other sources such as leachate from flakes of LBP. Because paint on the abutments was observed to be peeling and flaking, two soil samples were collected adjacent to the painted abutment walls to assess the lead impact in the soil. Soil samples were collected at two depths at both locations to assess vertical distribution of lead in the soil.

As indicated above, waste with total lead concentrations greater than or equal to 1,000 mg/kg is considered hazardous. If total lead concentrations are less than 1,000 mg/kg, waste with soluble lead concentrations less than 5 milligrams/liter (mg/L) is deemed non-hazardous. Because soluble lead analysis uses a 10:1 dilution ratio, wastes with total lead concentrations less than 50 mg/kg are assumed to have soluble lead concentrations less than 5 mg/L, and no further characterization of the lead is required.

Total lead was reported in all soil samples, at concentrations ranging from 2.8 to 1,200 mg/kg. Five samples with total lead concentrations greater than 50 mg/kg were further analyzed for soluble lead. Seven samples had total lead concentrations below the 50 mg/kg threshold limit requiring additional analytical data to evaluate soil handling, reuse, or disposal options. Data and sample locations are shown in Table 3.8-1.

Table 3.8-1. Aerially Deposited Lead Soil Sample Locations

Sample ID	Total Lead (mg/kg)	STLC (mg/L)	pH	Sample Location	Depth (inches bgs)
ADL-1a	1,200	65	–	East shoulder, north of underpass	0–6
ADL-1B	11	–	–	East shoulder, north of underpass	12–18
ADL-2A	630	32	6.33	West shoulder, north of underpass	0–6
ADL-2B	15	–	–	West shoulder, north of underpass	12–18
ADL-3A	19	–	–	West shoulder, south of underpass	0–6
ADL-3B	4.8	–	–	West shoulder, south of underpass	12–18
ADL-4A	220	10	–	East shoulder, south of underpass	0–6
ADL-4B	19	–	5.97	East shoulder, south of underpass	12–18
ADL-5A	800	100	–	Western abutment, south side	0–6
ADL-5B	32	–	–	Western abutment, south side	12–18
ADL-6A	84	3.9	6.82	Eastern abutment, south side	0–6
ADL-6B	13	–	–	Eastern abutment, south side	12–18

mg/kg = milligrams per kilogram.
mg/L = milligrams per liter.
bgs = below ground surface.
STLC = Soluble Threshold Limit Concentration.
– = not analyzed.

Treated Wood Waste

Treated wood waste (TWW) comes from old wood that has been treated with chemical preservatives. These chemicals help protect the wood from insect attack and fungal decay while in use. Fence posts, sill plates, landscape timbers, pilings, guardrails, and decking are all examples of chemically treated wood. TWW must be disposed of as hazardous waste. Traffic signs and metal guardrails in the project alignment are supported by treated wood posts.

Yellow and White Traffic Striping

Yellow and white traffic striping and markings are located along Washington Boulevard, Pleasant Grove Boulevard, Emerald Oaks Road, Diamond Oaks Road, Kaseberg Drive, Sawtell Road, and Derek Place. Yellow and white thermoplastic striping and painted markings may contain elevated concentrations of lead and chromium, depending on the age of the striping (manufactured before 2005) and painted markings (manufactured before 1997). Disturbing either yellow or white pavement markings by grinding or sandblasting can expose workers to lead and/or chromium. A sample of the fogline thermoplastic striping material was collected and analyzed for lead. The lead concentration in the sample was less than the 50 mg/kg threshold that would require further testing of soluble lead concentrations. At the existing concentration, paint stripe material removed from the pavement surface could be handled and disposed of with no special requirements.

Fire-Related Hazards

The project site is primarily along roads near urban and residential land uses. The Roseville Fire Department operates eight fire stations that provide hazardous material management and other services. The project site is served by Fire Station No. 2, located approximately 0.9 mile west of the project site at 1398 Junction Boulevard (City of Roseville 2013). The project site is not located in a very high fire hazard severity zone (California Department of Forestry and Fire Protection 2008).

3.8.2 Environmental Impacts

This section describes the CEQA impact analysis relating to hazards and hazardous materials for both phases of the proposed project. It describes the methods used to determine the project's potential impacts and lists the criteria thresholds used to conclude whether an impact would be significant. Measures to mitigate (avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion where applicable.

Methods for Analysis

The analysis of hazards and hazardous materials is based on the information contained in the *Draft Initial Site Assessment/Preliminary Site Investigation, Washington/Andora Widening Project* (Crawford & Associates 2017).

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant effect if it would result in any of the conditions listed below.

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

- Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area.
- Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Impacts and Mitigation Measures

The impacts associated with both phases of the proposed project and Alternative 1 (One Lane Closure during Construction) would be generally the same. Alternative 2 (No Project) would not result in any impacts related to hazards and hazardous materials and is not discussed further in this section.

Impact HAZ-1	Creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, including lead based paint, aerially deposited lead, traffic striping, and treated wood waste
Applicable Policies and Regulations	Comprehensive Environmental Response, Compensation and Liability Act of 1980 Resource Conservation and Recovery Act of 1976 Federal Clean Air Act Federal OSHA and Cal/OSHA regulations California Accidental Release Prevention Program California Hazardous Materials Release Response Plans and Inventory Act California Health and Safety Code City of Roseville General Plan 2035, Safety Element City of Roseville Design and Construction Standards City of Roseville Stormwater Quality BMP Guidance Manual for Construction
Significance with Policies and Regulations	Proposed Project: Significant Impact Alternative 1: Significant Impact

Mitigation Measures	Proposed Project and Alternative 1: Mitigation Measure HAZ-1.1: Develop a Lead Abatement Plan Mitigation Measure HAZ-1.2: Perform Soil Testing and Appropriately Dispose of Soils Contaminated with ADL
Significance after Mitigation	Proposed Project: Less than Significant with Mitigation Alternative 1: Less than Significant with Mitigation

Proposed Project

Construction and operation of the proposed project would involve small quantities of commonly used hazardous materials such as fuels, lubricants, and oils to operate construction equipment and motor vehicles. Standard construction BMPs, including preparation and implementation of a SWPPP and a hazardous material spill prevention and countermeasure plan, would be implemented to reduce exposure to, or potential for, accidental spills involving these materials. No hazardous materials would be disposed of onsite. Therefore, this impact would be less than significant.

The initial site assessment (Crawford & Associates 2017) records search and site reconnaissance indicated that most of the properties in the project area have a low-risk related to hazardous materials and wastes. However, LBP on the concrete Andora Underpass abutments and associated structural elements was found to contain lead at concentrations greater than 1,000 mg/kg lead, above the EPA and California Public Health Department threshold of 1.0 mg/cm^2. Disturbance and/or removal of LBP during project construction could release hazardous wastes and materials thereby exposing construction workers, the public and the environment to these hazards. This is a significant impact. However, implementation of the BMPs described above as well as Mitigation Measure HAZ-1.1 would reduce this impact to a less-than-significant level.

In addition to LBP, the total and soluble lead concentrations in soil samples collected from the uppermost foot of soil in the shoulder area adjacent to Washington Boulevard and the Andora Underpass, exceeded California's hazardous waste threshold in four soil samples. ADL screening did not delineate the extent of ADL impact. As a result, further evaluation of ADL would be necessary. Soil with ADL concentrations above California's hazardous waste threshold would require special handling and disposal. Exposure of construction workers to lead contaminated soil would be a significant impact. However, implementation of the BMPs described above as well as Mitigation Measures HAZ-1.1 and HAZ-1.2 would reduce this impact to a less-than-significant level.

Yellow and white traffic striping and markings are located along Washington Boulevard, Pleasant Grove Boulevard, Emerald Oaks Road, Diamond Oaks Road, Kaseberg Drive, Sawtell Road, and Derek Place. Although testing results indicate lead levels below the thresholds for special handling, any exposure to lead can be hazardous. Therefore, removal or disturbance of these materials should be included in a lead abatement plan.

Implementation of Mitigation Measure HAZ-1.1 would reduce this impact to a less-than-significant level.

During the site visit, it was noted that the traffic signs and metal guardrails within the project alignment appeared to be constructed of chemically treated wood. TWW contains hazardous chemicals used to preserve wood such as arsenic, chromium, copper, creosote, and pentachlorophenol are among the chemicals added to preserve wood. These chemicals are known to be toxic or carcinogenic. Harmful exposure to these chemicals may result from dermal contact with TWW, or from inhalation or ingestion of TWW particulate (e.g., sawdust and smoke). This would be a significant impact. However, the City and its contractors would handle and dispose of any TWW in a manner compliant with regulations enforced by the CUPA, Cal-OSHA, and California Department of Toxic Substances Control (DTSC) which would reduce this potential impact to a less-than-significant level.

Mitigation Measure HAZ-1.1: Develop a Lead Abatement Plan

Any thermoplastic traffic striping, soils affected by lead, and painted concrete on the Andora Underpass to be removed for disposal, or other waste material from the painted portions of the bridge (e.g., sandblasting waste) must be handled and disposed of prior to demolition or significant renovation. The abatement plan will provide for a California-certified asbestos consultant and California Department of Health Services-certified lead project designer to prepare hazardous materials specifications for abatement of the LBP, ADL, and traffic striping. This specification should be the basis for selecting qualified contractors to perform the proposed lead abatement work. Abatement of hazardous materials will be completed prior to any work on structures and facilities.

Mitigation Measure HAZ-1.2: Perform Soil Testing and Appropriately Dispose of Soils Contaminated with ADL

Construction contract specifications will provide that if soils adjacent to the roadway are to be disturbed, the City or its contractors will conduct further investigations and screening for ADL to assess the extent of hazardous ADL concentrations within the project alignment along shoulder areas on both sides of Washington Boulevard, beyond the Andora Underpass. If soils contain ADL in excess of established thresholds, soils will be handled in a manner compliant with the City CUPA regulatory requirements and disposed of properly.

Alternative 1

Alternative 1 would involve the same types of construction activities and the same operation as the proposed project. Thus, it would have the same types of significant impacts as discussed for the proposed project. Implementation of the BMPs described previously as well as Mitigation Measures HAZ-1.1 and HAZ-1.2 would reduce impacts to a less-than-significant level.

Impact HAZ-2	Creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment
Applicable Policies and Regulations	Comprehensive Environmental Response, Compensation and Liability Act of 1980 Resource Conservation and Recovery Act of 1976 Federal Clean Air Act Federal OSHA and Cal/OSHA regulations California Accidental Release Prevention Program California Hazardous Materials Release Response Plans and Inventory Act California Health and Safety Code City of Roseville Multi-Hazard Mitigation Plan City of Roseville Design and Construction Standards City of Roseville Stormwater Quality BMP Guidance Manual for Construction
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Notice of Preparation comments raised concern for potential oil spills and fires as a result of increased train traffic. The proposed project would not result in any change in the amount of train traffic or transport of hazardous materials. The project would improve the existing Washington Boulevard substandard clearance below the Andora Underpass thereby improving safety and reducing risk of upset conditions for both vehicular and rail transport of hazardous materials. Therefore, the project would not contribute to the potential for increased spills or fires related to rail operations and there would be no impact.

Proposed Project

Site workers, the public, and the environment could be inadvertently exposed to existing contaminants onsite during project construction. Small quantities of potentially toxic substances, such as petroleum and other chemicals used to operate and maintain construction equipment, would be used at the project site and transported to and from the area during construction.

However, the handling and disposal of these materials would be governed according to regulations enforced by the CUPA, Cal-OSHA, and DTSC.

In addition, the following plans and special provisions would be followed.

- Compliance with the City's *2016 Multi-Hazard Mitigation Plan* (approved by the Federal Emergency Management Agency), which requires contractors to transport and store materials in approved containers along designated truck routes, maintain required

clearances, and handle materials using fire department–approved protocols, as illustrated in Roseville Fire Code Ordinance 4594.

- Implementation of a hazardous material spill prevention and countermeasure plan to minimize the exposure of people and the environment to potentially hazardous materials. The plan is intended to ensure transport, storage, and handling of hazardous materials required for construction is conducted in a manner consistent with relevant regulations and guidelines.
- Compliance with the City's Design and Construction Standards and the City's Stormwater Quality BMP Guidance Manual for Construction.

In addition, the Roseville Fire Department would review construction plans and would respond to hazardous materials complaints or emergencies, if any, during construction. Because hazardous materials discovered or accidentally released during construction would be handled as required by federal, state, and local regulations, the impact would be less than significant. No mitigation is required.

Alternative 1

Alternative 1 would have the same impacts as the proposed project and the impacts would be less than significant. No mitigation is required.

Impact HAZ-3	Emission of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school
Applicable Policies and Regulations	City of Roseville Multi-Hazard Mitigation Plan City of Roseville Design and Construction Standards
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

There are no public or private K–12 schools within 0.25 mile of the project site. The closest school, Roseville Community Preschool, is more than 0.25 mile from the project site. It is unlikely that hazardous materials would be emitted or released within 0.25 mile of any school. Also, implementation of the standard BMPs and plans described under Impact HAZ-2 would reduce the potential for a hazardous materials spill. There would be no impact, and no mitigation is required.

Alternative 1

Alternative 1 would be similar to the proposed project and located on the same site, and would not result in effects related to the emission of hazardous substances and effects on existing or proposed schools within 0.25 mile of the project site. There would be no impact, and no mitigation is required.

Impact HAZ-4	Placement of project-related facilities on a site that is included on a list of hazardous materials sites, and resulting creation of a significant hazard to the public or the environment
Applicable Policies and Regulations	California Health and Safety Code City of Roseville Multi-Hazard Mitigation Plan City of Roseville Design and Construction Standards
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The project site is not located on a known hazardous material site (Crawford & Associates 2017). Any hazardous materials encountered on the site would be handled and disposed of in compliance with state and local regulations that protect the public and the environment from exposure to such materials. There would be no impact, and no mitigation is required.

Alternative 1

Alternative 1 would be similar to the proposed project and located on the same site, and would not result in the placement of project-related facilities on a site that is included on a list of hazardous materials sites. Therefore, it would not result in the creation of a significant hazard to the public or the environment. There would be no impact, and no mitigation is required.

Impact HAZ-5	Placement of project-related facilities within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, resulting in a safety hazard for people residing or working in the project area
Applicable Policies and Regulations	City of Roseville General Plan 2035, Safety Element City of Roseville Design and Construction Standards
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The project site is not located within an airport land use plan area or within 2 miles of a public airport. There would be no impact, and no mitigation is required.

Alternative 1

Alternative 1 would have the same location as the proposed project and similarly would not result in the placement of project-related facilities within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, resulting in a safety hazard for people residing or working in the project area. There would be no impact, and no mitigation is required.

Impact HAZ-6	Placement of project-related facilities in the vicinity of a private airstrip, resulting in a safety hazard for people residing or working in the project area
Applicable Policies and Regulations	City of Roseville General Plan 2035, Safety Element City of Roseville Design and Construction Standards
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The closest private airport to the proposed project site is Van Dyke Strip Airport, located approximately 11.3 miles northwest. The project site is not located within the vicinity of a private airstrip. There would be no impact, and no mitigation is required.

Alternative 1

Alternative 1 would have the same location as the proposed project and would therefore have the same impact. Like the proposed project, Alternative 1 would not result in the placement of project-related facilities in the vicinity of a private airstrip, resulting in a safety hazard for people residing or working in the project area. There would be no impact, and no mitigation is required.

Impact HAZ-7	Impairment of implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan
Applicable Policies and Regulations	City of Roseville General Plan 2035, Safety Element
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

Construction would temporarily affect traffic on Washington Boulevard and auxiliary streets. As part of the proposed project, Washington Boulevard would be closed to vehicular traffic for up to 6 months. The City would require the construction contractor to implement a traffic management plan (TMP), including a construction schedule and plan to meet the City's notice procedures, before construction activities are initiated. The City of Roseville Police and Fire Departments would also coordinate with the City Public Works Engineering Division and Development Services Department to ensure that all potential effects of the closure have been addressed, including emergency vehicle routing, temporary changes in fire station servicing areas, and emergency vehicle pre-emption at signalized intersections. The TMP also would specifically address emergency access to and from the Diamond K Mobile Home Park, which is only accessible from Washington Boulevard via a private drive at the Washington Boulevard/Kaseberg Drive intersection. The TMP would include special provisions to ensure maintenance of emergency access, particularly during the Phase 2 construction temporary closure of Washington Boulevard. Implementation of the TMP as part of the proposed project would ensure that the project would have a less-than-significant impact on emergency vehicles and emergency response or evacuation plans. No mitigation is required.

Alternative 1

As part of Alternative 1, one lane would remain open during construction activities that could have some physical interference with an adopted emergency response plan or emergency evacuation plan. Alternative 1 would constrain, but not obstruct, through traffic during the construction period. And, as discussed above for the proposed project, the City would implement a TMP. Furthermore, because Washington Boulevard would remain open to a limited degree during construction, the impact of Alternative 1 on emergency vehicles and emergency response or evacuation plans would be less than the impact of the proposed project. This would be a less-than-significant impact. No mitigation is required.

Impact HAZ-8	Exposure of people or structures to a significant risk involving wildland fires
Applicable Policies and Regulations	Cal-OSHA standards California Public Resources Code Section 4290 City of Roseville Multi-Hazard Mitigation Plan City of Roseville Design and Construction Standards
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

The Roseville Fire Department would provide fire protection, with the closest station approximately 0.9 mile east of the project site (Fire Station No. 2). In addition, the Roseville Fire Department has mutual and automatic aid agreements with the CAL FIRE /Placer County Fire Department, the Sacramento Metropolitan Fire District, the South Placer Fire Protection District, and the Rocklin Fire Department.

The contractor would comply with Cal-OSHA standards for the storage and handling of fuels, flammable materials, and common construction-related hazardous materials and for fire prevention. Also, implementation of the standard BMPs and plans described under Impact HAZ-2 would further reduce the potential for fire. The project would meet the minimum standards set forth by Public Resource Code Section 4290, Title 14, for fire protection and emergency water standards. As a result, impacts associated with wildland fires would be less than significant, and no mitigation is required.

Alternative 1

As described for the proposed project impacts above, under Alternative 1 the contractor would comply with Cal-OSHA standards for the storage and handling of fuels, flammable materials, and common construction-related hazardous materials and for fire prevention. Also, implementation of the standard BMPs and plans described under Impact HAZ-2 would

further reduce the potential for fire. The impact would be less than significant, and no mitigation is required.

3.8.3 References Cited

City of Roseville. 2013. *Location of City of Roseville Police and Fire Stations* map. Roseville, CA.

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3.9 Hydrology and Water Quality

This section describes the regulatory and environmental setting for hydrology and water quality in the project area. It also describes the impacts on hydrology and water quality that would result from implementation of the proposed project, and presents mitigation for significant impacts where feasible and appropriate. The following analysis relies in part on the draft *Washington/Andora Widening Project Hydrology and Hydraulics Study* (hydrology and hydraulics study) prepared for the project (Wood Rodgers 2017).

Comments received in response to the Notice of Preparation for this EIR related to hydrology and water quality discussed analyzing potential impacts on surface water and groundwater, as well as the need to acquire and comply with various state and federal permits related to water quality. These comments are addressed in Section 3.9.2, Environmental Impacts, under Impacts WQ-1 and WQ-6.

3.9.1 Existing Conditions

Regulatory Setting

Federal

Floodplain Management

Executive Order 11988 directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative.

The Federal Highway Administration (FHWA) requirements for compliance (Federal Highway Administration 1994) are outlined in 23 CFR 650, Subpart A. To comply with the FHWA's policies and procedures of "*Location and Hydraulic Design of Encroachments on Flood Plains*" the proposed project must adhere to the following guidelines:

- Encourage a broad and unified effort to prevent uneconomic, hazardous or incompatible use and development of the Nation's flood plains,
- Avoid longitudinal encroachments, where practicable,
- Avoid significant encroachments, where practicable,
- Minimize impacts of highway agency actions which adversely affect base flood plains,
- Restore and preserve the natural and beneficial flood-plain values that are adversely impacted by highway agency actions,
- Avoid support of incompatible flood-plain development,
- Be consistent with the intent of the Standards and Criteria of the National Flood Insurance Program, where appropriate, and
- Incorporate "A Unified National Program for Floodplain Management" of the Water Resources Council into FHWA procedures.

The *base floodplain* is defined as "the area subject to flooding by the flood or tide having a 1% chance of being exceeded in any given year." An *encroachment* is defined as "an action within the limits of the base floodplain."

Federal Emergency Management Agency Regulatory Floodway

Federal regulations (60.3 (d) (3)) of the National Flood Insurance Program require that a Conditional Letter of Map Revision (CLOMR) be approved by the Federal Emergency Management Agency (FEMA) prior to approving any project that would cause any rise in water surface elevation resulting from fill in a FEMA Regulatory Floodway. However, the project may be approved by the City if it is determined that its implementation would not cause a rise in water surface elevation.

As directed by FEMA (https://www.fema.gov/no-rise-certification-floodways): "Any project in a floodway must be reviewed to determine if the project will increase flood heights. An engineering analysis must be conducted before a permit can be issued. The community's permit file must have a record of the results of this analysis, which can be in the form of a No-rise Certification. This No-rise Certification must be supported by technical data and signed by a registered professional engineer. The supporting technical data should be based on the standard step-backwater computer model used to develop the 100-year floodway shown on the Flood Insurance Rate Map (FIRM) or Flood Boundary and Floodway Map (FBFM)."

The hydrology and hydraulic study prepared for the project states that standard step-backwater computer modeling does not provide appropriate results and recommends that the City use unsteady-state hydraulic analysis to confirm the no-rise determination that will also be supported using steady-state analysis (Wood Rodgers 2017).

Clean Water Act

In 1972, Congress amended the federal Water Pollution Control Act, making the addition of pollutants to waters of the United States from any point source unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections. The goal of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters."

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the United States to obtain certification from the state that the discharge would comply with other provisions of the act.
- Section 402 establishes the NPDES, a permitting system for discharges (except for dredge or fill material) of any pollutant into waters of the United States. Regional Water Quality Control Boards (RWQCBs) administer this permitting program in California.

Section 402(p) requires permits for discharges of storm water from industrial/construction sites and municipal separate storm sewer systems (MS4s).

State

Central Valley Flood Protection Plan

The Central Valley Flood Protection Plan provides a framework for system-wide flood management and flood risk reduction in the Sacramento and San Joaquin River Basins. The Central Valley Flood Projection Board is the agency responsible for the implementation of this plan. Projects are required to apply for a Central Valley Flood Protection Board encroachment permit if any of the following apply to a project or work plan.

- Project is within an Adopted Plan of Flood Control, as defined by the California Code of Regulations, Title 23, Section 4.
- Project is within the flood control right-of-way for levees.
- Project is on a regulated Central Valley stream.
- Project may impact the current or future State Plan on Flood Control.

Porter-Cologne Water Quality Control Act

California's Porter-Cologne Water Quality Control Act (Porter-Cologne Act), enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the CWA and regulates discharges to waters of the state. Waters of the State include more than just waters of the United States, such as groundwater and surface waters not considered waters of the United States. Additionally, it prohibits discharges of "waste" as defined and this definition is broader than the CWA definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (State Water Board) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA, and for regulating discharges to ensure compliance with the water quality standards. Details about water quality standards at a project site are included in the applicable RWQCB Basin Plan. In California, the RWQCBs designate beneficial uses for all water body segments and then set the criteria necessary to protect these uses. As a result, the water quality standards developed for particular water body segments are based on the designated use and vary depending on that use. In addition, the State Water Board identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and that the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Board and Regional Water Quality Control Boards

The State Water Board administers water rights; sets water pollution control policy; issues water board orders on matters of statewide application; and oversees water quality functions throughout the state by approving Basin Plans, TMDLs, and NPDES permits. RWQCBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollutant Discharge Elimination System Program

Municipal Separate Storm Sewer Systems (MS4)

Section 402(p) of the CWA requires issuance of NPDES permits for five categories of storm water discharges, including MS4s. An MS4 is defined as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water." The State Water Board or the RWQCB issues NPDES permits for 5 years, and permit requirements remain active until a new permit has been adopted.

State of California Phase II Small MS4 General Permit (Order No: 2013-0001-DWQ, Permit No. CAS0000004)

Adopted on February 5, 2013 and effective on July 1, 2013, the State of California Phase II Small MS4 General Permit Order No: 2013-0001-DWQ regulates storm water discharges from small municipal separate storm sewer systems. The proposed project is regulated by this permit because it would result in the creation of 5,000 square feet of newly-constructed contiguous impervious surface. As a result, the project's post-construction requirements are:

- Infiltrate impervious surface runoff on-site from the post-construction 85th percentile 24-hour storm event.
- Treatment of runoff that cannot be infiltrated on-site shall follow U.S. Environmental Protection Agency (EPA) guidance regarding green infrastructure to the extent feasible (U.S. Environmental Protection Agency 2008).
- Where the addition of traffic lanes results in an alteration equal to or greater than 50% of the impervious surface of an existing street or road, runoff from the entire project (consisting of all existing, new, and/or replaced impervious surfaces) must be included in the treatment system design.
- Where the addition of traffic lanes results in an alteration of less than 50% of the impervious surface of an existing street or road, only runoff from the new, and/or replaced impervious surface must be included in the treatment system design.

In addition, because the project would create more than one acre of impervious surface and because infiltration is not feasible, the project must also meet the hydromodification management criteria and the EPA guidance regarding green infrastructure must be followed to the extent feasible. The hydromodification management criteria states, "Post project runoff shall not exceed estimated pre-project flow rate for the 2-year, 24-hour storm." The EPA guidance details a wide variety of design elements including street trees, permeable

pavements, and bioretention measures, as specified in the Managing Wet Weather with Green Infrastructure – Municipal Handbook – Green Streets (U.S. Environmental Protection Agency 2008).

Construction General Permits

Construction General Permit (Order No. 2009-009-DWQ)

Adopted on September 2, 2009 and effective on July 1, 2010, the Construction General Permit was amended by 2010-0014-DWQ and 2012-0006-DWQ on February 14, 2011 and July 17, 2012, respectively. The permit regulates storm water discharges from construction sites that result in a disturbed soil area (DSA) of 1 acre or greater or are smaller sites that are part of a larger common plan of development that have a DSA of 1 acre or greater. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least 1 acre must comply with the provisions of the Construction General Permit. Construction activity that results in soil disturbances of less than 1 acre is subject to this Construction General Permit if the activity has the potential to result in significant water quality impairment, as determined by the RWQCB. Operators of regulated construction sites are required to develop and submit Storm Water Pollution Prevention Plans (SWPPPs) and other Permit Registration Documents; to implement sediment, erosion, and other pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The 2009 Construction General Permit separates projects into Risk Levels 1, 2, or 3. A project's risk level is determined in conjunction with SWPPP preparation, and are based on potential erosion and transport to receiving waters and the sensitivity of the receiving waters. BMP and water quality sampling requirements vary according to the risk level. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring and pre-construction and post-construction benthic macroinvertebrate assessments during specified seasonal windows.

Clean Water Act Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the United States must obtain a Section 401 Water Quality Certification, which certifies that the project would be in compliance with state water quality standards. The most common federal permits triggering a 401 Certification are CWA Section 404 permits issued by the U.S. Army Corps of Engineers (USACE). The 401 Certifications are obtained from the appropriate RWQCB are required before USACE issues a 404 permit.

In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as WDRs under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

Local

City General Plan 2035

The City's *General Plan 2035* contains the following goals and policies in the Open Space and Conservation and Safety elements pertaining to water quality and flood protection (City of Roseville 2016).

Groundwater Recharge and Water Quality

Goal 1. Continue to improve surface water quality and accommodate water flow increases.

Policy 2. Implement erosion control and topsoil conservation measures to limit sediments within watercourses.

Goal 2. Enhance the quantity and quality of groundwater resources.

Policy 4. Continue to monitor and participate in, as appropriate, regional activities affecting water resources, groundwater, and water quality.

Flood Protection

Goal 1. Minimize the potential for loss of life and property due to flooding.

Policy 5. Minimize the potential for flood damage to public and emergency facilities, utilities, roadways, and other infrastructure.

Policy 6. Require new developments to provide mitigation to insure that the cumulative rate of peak run-off is maintained at pre-development levels.

Goal 2. Pursue flood control solutions that are cost-effective and minimize environmental impacts.

Policy 1. Continue to regulate, through land use zoning, and other restrictions, all uses and development in areas subject to potential flooding and require new development to comply with the State Plan of Flood Control.

The City also has Design Standards which state that *"Encroachments shall not result in any off-site increase in water surface elevation*." The City requires that a hydraulic study be performed to determine project effects of encroachments into the City's Regulatory Floodplain. The hydrology and hydraulics study (Wood Rodgers 2017) contains the analysis used to support the design of project drainage features other than the roadway storm drains.

City Municipal Code – Chapter 9.8 Flood Damage Prevention

Section 9.80.010 Findings of Fact

A. The flood hazard areas of the City of Roseville are subject to periodic inundation which results in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare.

B. These flood losses are caused by the cumulative effect of obstructions in areas of special flood hazards which increase flood heights and velocities, and when

inadequately anchored, damage uses in other areas. Uses that are inadequately floodproofed, elevated or otherwise protected from flood damage also contribute to the flood loss. (Ord. 3066 § 1, 1997; Ord. 2374 § 1, 1990.)

Section 9.80.020 Statement of Purpose

It is the purpose of this chapter to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas by provisions designed:

A. To protect human life and health;

B. To minimize expenditure of public money for costly flood control projects;

C. To minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;

D. To minimize prolonged business interruptions;

E. To minimize damage to public facilities and utilities such as water and gas mains, electric, telephone and sewer lines, streets and bridges located in areas of special flood hazard;

F. To help maintain a stable tax base by providing for the sound use and development of areas of special flood hazard so as to minimize future flood blight areas;

G. To insure that potential buyers are notified that property is in an area of special flood hazard; and

H. To insure that those who occupy the areas of special flood hazard assume responsibility for their actions. (Ord. 3066 § 1, 1997; Ord. 2374 § 1, 1990.)

City Stormwater Management Program

To comply with the requirements of the EPA's NPDES, the City of Roseville partnered with the County of Placer, the City of Lincoln, the City of Auburn and the town of Loomis to produce the West Placer Storm Water Quality Design Manual (WPSWQDM), which was adopted by the Roseville City Council on May 5, 2016. The WPSWQCD provides the framework for public outreach, public involvement, illicit discharge and detection, management of construction site runoff, new development and redevelopment, and municipal operation.

Environmental Setting

Climate, Topography, and Soils

The project site has a Mediterranean climate characterized by cool, wet winters and hot, dry summers. Climate data prepared by the Natural Resources Conservation Service at the Auburn National Weather Service cooperative weather station (CA383) [15.5 miles northeast of the project site at an elevation of 1,292 feet above mean sea level (AMSL)] indicates that the mean annual precipitation at the project site is approximately 22.21

inches, which typically consists entirely of rainfall (California Department of Water Resources 2017).

The project site is gently sloping, with elevations ranging from approximately 120 to 170 feet AMSL. Comparatively steeper slopes occur in the vicinity of the railroad tracks and on the banks of the riparian corridors. The project site supports a developed landscape with commercial buildings, roads, and railroad rights-of-way, as well as riparian corridors, wetlands, and annual grasslands.

Review of the soil survey mapping by the U.S. Department of Agriculture, NRCS Web Soil Survey (Natural Resources Conservation Service 2017) indicates that the project site is underlain by three soil map units, which are discussed in more detail in Section 3.6, *Geology and Soils*. The map unit Cometa-Fiddyment complex, 1 to 5% slopes consists of well drained soils with very high runoff rates and slight erosion hazard. Cometa-Ramona sandy loams, 1 to 5% slopes consists of well drained soils with medium to very high runoff rates and slight erosion hazard. Xerofluvents, frequently flooded consists of soils typically found along drainageways. They are somewhat poorly drained soils with very low runoff rates and slight erosion hazard. Erosion from runoff is the dominant erosion process rather than wind erosion.

Hydrology

Surface Water Hydrology

The project site is within the Lower Sacramento watershed hydrologic unit (hydrologic unit code 18020109) (U.S. Environmental Protection Agency 2017). The primary stream in the project site is South Branch Pleasant Grove Creek, which ultimately drains into the Sacramento River. Two tributaries to South Branch Pleasant Grove Creek, Sierra View Tributary and an unnamed tributary, also run through the project site (Wood Rodgers 2017).

The project site is located within the City of Roseville which has the chief responsibility to govern streams and waterways within its jurisdiction. The City of Roseville Municipal Code, Title 9 – Health and Safety, Chapter 9.80 – Flood Damage Prevention Ordinance – guides development within Roseville floodplains. Portions of the project site associated with South Branch Pleasant Grove Creek are also located within a 100-year floodplain designated by FEMA (Zone A and Zone AE). FEMA Zone A and Zone AE are described as areas having a 1% annual chance of flooding and a 26% chance of flooding over a 30-year period. (Wood Rodgers 2017)

Groundwater

The project site is within the North American sub-basin of the Sacramento Valley groundwater basin. The sub-basin is bounded by the Bear River to the north, the Feather River to the west, and the Sacramento River to the south. The eastern boundary represents the approximate edge of the alluvial basin, where little or no groundwater flows into or out of the groundwater basin from the rock of the Sierra Nevada. Groundwater generally flows southwesterly toward the Feather and Sacramento Rivers (California Department of Water Resources 2003).

Water Quality

Surface Water Quality

The existing quality of stormwater runoff from the project site is likely typical of urban watersheds with similar land uses and may contain constituents such as landscaping chemicals (e.g., nitrates, phosphates, herbicides, and pesticides), automotive and traffic pollutants (e.g., oil, grease, metal brake dust, metal wear), trash and debris, pathogens (e.g., pet and wildlife waste), sediment with associated attached pollutants from soil erosion and aerial deposition of dust, and chemicals leaching from structures (e.g., calcium from limestone, metal from metal roofs and architectural features).

The Central Valley RWQCB's Water Quality Control Plan (Basin Plan) has designated the following beneficial uses for the Lower American HSA (519.21) (U.S. Environmental Protection Agency 2016).

- MUN—Municipal & Domestic Water Supply
- AGR—Agricultural Supply
- IND—Industrial Service Supply
- REC-1—Water Contact Recreation
- REC-2—Non-contact Water Recreation
- WARM—Warm Freshwater Habitat
- COLD—Cold Freshwater Habitat
- MIGR—Fish Migration
- SPWN—Fish Spawning
- WILD—Wildlife Habitat

South Branch Pleasant Grove Creek and the unnamed tributary, which cross through the project site, are receiving bodies listed on the CWA Section 303(d) List of Impaired Water Bodies. This list identifies all waters where required pollution controls are not sufficient to attain or maintain applicable water quality standards and the development of a TMDL is required. A TMDL is a calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards. Impairments for these streams are listed below (Table 3.9-1).

Table 3.9-1. 303(d) Impairments for the Unnamed Tributary and South Branch Pleasant Grove Creek Crossing the Project Site

Stream Name	Pollutant/Stressor	Source	TMDL Completion Date
Unnamed Tributary	Bifenthrin	Source unknown	Estimated 2027
	Cyfluthrin	Source unknown	Estimated 2027
	Cypermethrin	Source unknown	Estimated 2027
	Toxicity	Source unknown	Estimated 2021
South Branch Pleasant Grove Creek	Bifenthrin	Source unknown	Estimated 2027
	Cyfluthrin	Source unknown	Estimated 2027
	Cypermethrin	Source unknown	Estimated 2027
	Deltamethrin	Source unknown	Estimated 2027
	Dissolved oxygen	Source unknown	Estimated 2021
	Pyrethroids	Source unknown	Estimated 2021
	Toxicity	Source unknown	Estimated 2021

Source: State Water Resources Control Board

Groundwater Quality

The Basin Plan has identified narrative and numerical groundwater objectives for the region including bacteria, chemical constituents, radioactivity, taste and odors, and toxicity. Unless otherwise stated, all groundwaters have the following beneficial uses: at a minimum, for municipal and domestic water supply, agricultural supply, industrial service supply, and industrial process supply.

Groundwater quality in the North American sub-basin varies from good to marginal. Analysis of groundwater quality data with respect to applicable water quality standards and guidelines for drinking and irrigation shows that elevated levels of total dissolved solids (TDS)/specific conductance, chloride, sodium, bicarbonate, boron, fluoride, nitrate, iron manganese, and arsenic may be of concern in some areas. Significant groundwater contamination issues exist at three sites within the sub-basin: the former McClellan Air Force Base (9.5 miles southwest of the project site), the UPRR railyard in Roseville (approximately 0.4 mile south of the project site), and the Aerojet Superfund site (near Rancho Cordova, 10.5 miles southeast of the project site) (California Department of Water Resources 2003). The UPRR railyard is the closest to the project site.

3.9.2 Environmental Impacts

This section describes the CEQA impact analysis relating to hydrology and water quality for the proposed project. It describes the methods used to determine the project's potential impacts and lists the criteria thresholds used to conclude whether an impact would be significant. Measures to mitigate (avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion where applicable.

Methods for Analysis

The analysis of hydrologic conditions at the project site and potential hydrologic and water quality impacts is based on a review of the hydrology and hydraulics study (Wood Rodgers 2017), soil survey information (Natural Resources Conservation Service 2017), and other literature published by state and federal agencies.

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant effect if it would result in any of the conditions listed below.

- Violate any water quality standards or waste discharge requirements.
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted).
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite.
- Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
- Otherwise substantially degrade water quality.
- Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- Place within a 100-year flood hazard area structures that would impede or redirect floodflows.
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
- Contribute to inundation by seiche, tsunami, or mudflow.

Impacts and Mitigation Measures

Impacts from both phases of project activities would be avoided or minimized because all construction activities would comply with the necessary permits and requirements from regulatory agencies and municipalities, including the State Water Board, Central Valley RWQCB, FEMA, Central Valley Flood Protection Board, USACE, California Department of Fish and Wildlife, and the City.

In addition to agency coordination and permit compliance, drainage improvements have been incorporated into the project design. As described below, and with more detail in the hydrology and hydraulics study (Wood Rodgers 2017), the project drainage improvements would include the following which would reduce impacts to a less-than-significant level because the recommendations identified in this technical report would be implemented as part of the project.

- The City will install a bioretention basin at the southwest corner of the Washington Boulevard and Emerald Oaks Road intersection as part of Phase 2 improvements. The basin will receive runoff from a diversion from the adjacent Washington Boulevard storm drain. It will be connected to South Branch Pleasant Grove Creek with pipes and a weir which support the discharge of low flows through an underdrain, allow the surface storage in the basin to drain relatively quickly, provide some peak flow attenuation, and protect the embankment in the case of overtopping flows. The diversion manhole will be installed in Phase 1 to allow additional interim biofiltration along native ground before the Phase 2 basin is installed.
- The City will construct a pump station to manage runoff into the sag (low point) that cannot be drained to the streams by gravity. Grading adjacent to the roadway and culvert headwalls would be designed to prevent overflow into the sag in a 100-year event. Elevations will be set to overtop onto the roadway during flood flows that exceed the 100-year design event. The pump station will need to have a capacity of 4,600 gallons per minute. The pump station would be constructed as part of Phase 2 improvements, would be located south of the railroad tracks and will discharge into Sierra View Tributary.
- The City will replace and extend two box culverts, in addition to the inclusion of a headwall and grading that prevents overtopping associated with Sierra View Tributary and South Branch Pleasant Grove Creek.

In general, both phases of the proposed project and Alternative 1 (one lane closure during construction) would result in the same types and levels of impacts on hydrology and water quality. When impacts of the phases would be different, differences are noted in the analysis. Alternative 2 (No Project) would not result in any new impacts related to hydrology and water quality and is not discussed further in this analysis.

Impact WQ-1	Violation of any water quality standards or waste discharge requirements
Applicable Policies and Regulations	Clean Water Act Porter-Cologne Water Quality Control Act National Pollutant Discharge Elimination System Program State of California Phase II Small MS4 General Permit Order No: 2013-0001-DWQ Construction General Permits Section 401 Water Quality Certification West Placer Storm Water Quality Design Manual City of Roseville Design and Construction Standards City of Roseville Stormwater Quality BMP Guidance Manual for Construction
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Notice of Preparation comments received from the Central Valley Regional Water Quality Control Board requested the EIR review potential impacts to surface water and groundwater quality as well as compliance with applicable state and federal permit requirements. As discussed below and under Impact WQ-6, the project would comply with permit requirements, and related water quality impacts have been found less than significant.

Proposed Project

The proposed project would not be expected to result in the violation of water quality standards or water discharge requirements. However, construction activities may have the potential for releases of sediments and other construction-related pollutants (such as oils, fuels, and chemical substances) to natural waters or the storm drain system, as a result of accidental discharges. This impact would be significant; however, as required by the General Construction Permit, a SWPPP would be developed by a Qualified SWPPP Developer and implemented as part of the project before and during construction. The SWPPP would be kept onsite during construction activity and made available upon request to representatives of the Central Valley RWQCB. The SWPPP must identify pollutant sources that may affect the quality of stormwater associated with construction activity and specify BMPs to reduce pollutants in stormwater discharges during and after construction. Therefore, the SWPPP would include a description of potential pollutants, the management of dredged sediments, and hazardous materials present on the site during construction (including vehicle and equipment fuels). The SWPPP also must include details of how the erosion and sediment control practices (i.e., BMPs) would be implemented. Implementation of the SWPPP would comply with state and federal water quality regulations.

To avoid or minimize impacts on water quality, the City would implement appropriate water quality measures (stormwater management measures and best management practices [BMPs]). Such measures may include the following:

- Prepare and implement a SWPPP.
- To the extent possible, equipment and materials would be staged in areas that have already been disturbed.
- Minimize ground disturbance and the disturbance/destruction of existing vegetation through establishing designated equipment staging areas, ingress and egress corridors and equipment exclusion zones prior to the commencement of any grading operations, and protection of existing trees.
- Install silt fences as necessary to prevent sediment-laden water from leaving the construction area.
- Implement temporary and permanent erosion and sediment control BMPs, such as seeding, mulching, bonded fiber matrices, erosion control blankets, and silt fencing to control erosion and sedimentation.
- Minimize the potential for erosion by limiting land disturbances such as clearing, grading, and cut and fill.
- Limit disturbance of natural drainage features and vegetation.
- Ensure proper storage and disposal of toxic material.
- Implement the following measures to reduce the potential for accidental spills of hazardous materials.
    - Refueling and servicing will be conducted in designated areas located away from drainages to prevent runoff.
    - Drip pans will be placed under equipment and vehicles during servicing to catch potential spills.
    - Refueling will be conducted using only approved pumps and hoses.
    - All disconnected hoses will be stored in containers to catch residual fluids that may remain in the hoses.
    - Vehicles and equipment engines will be turned off during refueling.
    - Fire extinguishers and spill containment equipment will be kept onsite during construction activities.
    - No open flames or smoking will be allowed in designated refueling or servicing areas.
    - Should any hazardous material spills occur, contaminated soil will be placed in containers and disposed of in accordance with federal, state, and local regulations.
    - All hazardous material containers will be inspected at least weekly and all servicing and refueling areas will be inspected monthly. Inspection information will be recorded in a logbook that would be stored onsite.

Compliance with the West Placer Stormwater Quality Design Manual and compliance with the project's General Construction Permit would result in a less-than-significant impact. No mitigation is required.

Alternative 1

The impact associated with Alternative 1 would be the same as described above for the proposed project. The impact would be considered less than significant through compliance with the West Placer Stormwater Quality Design Manual and the project's General Construction Permit requirements. No mitigation is required.

Impact WQ-2	**Substantial depletion of groundwater supplies or substantial interference with groundwater recharge**
Applicable Policies and Regulations	Porter-Cologne Water Quality Control Act City of Roseville General Plan 2035, Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Potentially Significant Alternative 1: Potentially Significant
Mitigation Measures	Proposed Project and Alternative 1: Mitigation Measure WQ-2.1: Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements
Significance after Mitigation	Proposed Project: Less than Significant with Mitigation Alternative 1: Less than Significant with Mitigation

Proposed Project

The proposed project would result in the creation of an additional 10.1 acres of impervious surfaces. This increase could reduce infiltration of rainfall and therefore could reduce groundwater recharge. Phase 1 improvements would include installation of roadside water quality swales and Phase 2 improvements include a bio-retention pond within open space north of the Andora Underpass. Although these improvements would improve infiltration and minimize interference with groundwater recharge, because of the amount of impervious surface created by the project, potential infiltration and related groundwater recharge impacts would be potentially significant. Implementation of Mitigation Measure WQ-2.1 would reduce this impact to a less-than-significant level.

Mitigation Measure WQ-2.1: Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements

The City will prepare a post-construction stormwater management plan as a separate document to demonstrate how the integrated measures of each construction phase will satisfy NPDES requirements.

The post-construction requirements of the West Placer Stormwater Quality Design Manual, which was prepared consistent with the State of California Phase II Small MS4 General Permit, are:

- Infiltrate impervious surface runoff on-site from the post-construction 85th percentile 24-hour storm event.
- Treatment of runoff that cannot be infiltrated on-site shall follow EPA guidance regarding green infrastructure to the extent feasible (U.S. Environmental Protection Agency 2008).
- Where the addition of traffic lanes results in an alteration equal to or greater than 50% of the impervious surface of an existing street or road, runoff from the entire project (consisting of all existing, new, and/or replaced impervious surfaces) must be included in the treatment system design.
- Where the addition of traffic lanes results in an alteration of less than 50% of the impervious surface of an existing street or road, only runoff from the new, and/or replaced impervious surface must be included in the treatment system design.

Alternative 1

The impact associated with Alternative 1 would be the same as described above for the proposed project. This would be a significant impact. Implementation of Mitigation Measure WQ-2.1 would reduce this impact to a less-than-significant level.

Impact WQ-3	**Substantial alteration of existing drainage patterns in a manner that would result in substantial erosion or siltation onsite or offsite**
Applicable Policies and Regulations	Clean Water Act Porter-Cologne Water Quality Control Act National Pollutant Discharge Elimination System Program State of California Phase II Small MS4 General Permit Order No: 2013-0001-DWQ Construction General Permits Section 401 Water Quality Certification West Placer Storm Water Quality Design Manual City of Roseville Design and Construction Standards City of Roseville Stormwater Quality BMP Guidance Manual for Construction
Significance with Policies and Regulations	Proposed Project: Potentially Significant Alternative 1: Potentially Significant
Mitigation Measures	Proposed Project and Alternative 1: Mitigation Measure WQ-2.1: Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements
Significance after Mitigation	Proposed Project: Less than Significant with Mitigation Alternative 1: Less than Significant with Mitigation

Proposed Project

The proposed project could alter existing drainage patterns to the extent that it would cause some level of erosion or siltation onsite or offsite. This would be a potentially significant impact. Implementation of Mitigation Measure WQ-2.1 (described above) would reduce this impact to a less-than-significant level.

Alternative 1

The impact associated with Alternative 1 would be the same as described above for the proposed project. This would be a significant impact. Implementation of Mitigation Measure WQ-2.1 would reduce this impact to a less-than-significant level.

Impact WQ-4	Substantial alteration of existing drainage patterns in a manner that would result in flooding onsite or offsite
Applicable Policies and Regulations	Floodplain Management Executive Order 11988 Federal Emergency Management Agency Regulatory Floodway Clean Water Act Construction General Permits West Placer Storm Water Quality Design Manual City of Roseville Design and Construction Standards City of Roseville Stormwater Quality BMP Guidance Manual for Construction
Significance with Policies and Regulations	Proposed Project: Potentially Significant Alternative 1: Potentially Significant
Mitigation Measures	Proposed Project and Alternative 1: Mitigation Measure WQ-2.1: Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements
Significance after Mitigation	Proposed Project: Less than Significant with Mitigation Alternative 1: Less than Significant with Mitigation

Proposed Project

The proposed project would lengthen culverts, lower the profile grade of Washington Boulevard, temporarily construct a shoofly, replace culverts, place fill into the FEMA Regulatory Floodway, and make other permanent changes to the streams in the proposed project. This would be a significant impact. With implementation of Mitigation Measure WQ-2.1, this impact would be reduced to a less-than-significant level.

Alternative 1

The alteration of existing drainage patterns under Alternative 1 would be the same as described above for the proposed project. The impact would be considered significant. Implementation of Mitigation Measure WQ-2.1 would reduce this impact to a less-than-significant level.

Impact WQ-5	**Creation of or contribution to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff**
Applicable Policies and Regulations	Clean Water Act Porter-Cologne Water Quality Control Act National Pollutant Discharge Elimination System Program State of California Phase II Small MS4 General Permit Order No: 2013-0001-DWQ California Accidental Release Prevention Program Construction General Permits Section 401 Water Quality Certification West Placer Storm Water Quality Design Manual City of Roseville Design and Construction Standards City of Roseville Stormwater Quality BMP Guidance Manual for Construction
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

Approximately 27.7 acres of the 41.9 acres of the project site within the Lower Sacramento watershed are tributary to the storm drain along Washington Boulevard just east of the proposed bioretention basin site. As specified in the hydrology and hydraulics study (Wood Rodgers 2017), the City would divert low flows from the pipe near the corner of Emerald Oaks Road and Washington Boulevard into the basin as part of ultimate Phase 2 improvements. This diversion would provide detention and treatment of the increased runoff to the storm drain system. Phase 1 drainage improvements would be sized to accommodate drainage from the ultimate project and would incorporate road side water quality swales as interim treatment measures consistent with requirements of the West Placer Storm Water Quality Design Manual. The bioretention basin would be constructed as part of Phase 2 ultimate improvements. There would be no impact. No mitigation is required.

Alternative 1

Alternative 1 would result in construction of the same drainage facilities as the proposed project. There would be no impact. No mitigation is required.

Impact WQ-6	Other substantial degradation of water quality
Applicable Policies and Regulations	Clean Water Act Porter-Cologne Water Quality Control Act National Pollutant Discharge Elimination System Program State of California Phase II Small MS4 General Permit Order No: 2013-0001-DWQ California Accidental Release Prevention Program Construction General Permits Section 401 Water Quality Certification West Placer Storm Water Quality Design Manual City of Roseville Design and Construction Standards City of Roseville Stormwater Quality BMP Guidance Manual for Construction
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

All potential impacts on water quality have been presented above. The proposed project would not contribute to any other substantial degradation of water quality, therefore there would be no impact. No mitigation is required.

Alternative 1

Similar to the proposed project, Alternative 1 would not contribute to any other substantial degradation of water quality, therefore there would be no impact. No mitigation is required.

Impact WQ-7	Placement of housing within a 100-year flood hazard area
Applicable Policies and Regulations	Floodplain Management Executive Order 11988 Federal Emergency Management Agency Regulatory Floodway City of Roseville Design and Construction Standards City of Roseville General Plan 2035, Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The proposed project would not involve the construction of housing within a 100-year flood hazard area; therefore, there would be no impact. No mitigation is required.

Alternative 1

Similar to the proposed project, Alternative 1 would not place housing within a 100-year flood hazard area; therefore, there would be no impact. No mitigation is required.

Impact WQ-8	Placement of structures that would impede or redirect floodflows within a 100-year flood hazard area
Applicable Policies and Regulations	Floodplain Management Executive Order 11988 Federal Emergency Management Agency Regulatory Floodway City of Roseville Design and Construction Standards City of Roseville General Plan 2035, Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

The proposed project would result in the widening of a roadway at the culvert crossing along South Branch Pleasant Grove Creek, within a FEMA Regulatory Floodway. The placement of pavement and fill into the FEMA Regulatory Floodway would be unavoidable. The proposed project would also involve lowering the roadway under the Andora bridge. The low point of the new roadway would be too low to drain by gravity. These two influences could contribute to the impediment of floodflows within the 100-year flood hazard area. However, because the project includes implementation of the improvements described in the hydrology and hydraulics study (Wood Rodgers 2017), this would be a less-than-significant impact. No mitigation is required.

Alternative 1

Because the construction activities and location would be the same, the impact associated with Alternative 1 would be the same as described above for the proposed project. This would be a less-than-significant impact. No mitigation is required.

Impact WQ-9	**Exposure of people or structures to significant risk involving flooding, including flooding as a result of the failure of a levee or dam**
Applicable Policies and Regulations	Floodplain Management Executive Order 11988 Federal Emergency Management Agency Regulatory Floodway City of Roseville Design and Construction Standards City of Roseville General Plan 2035, Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The project site is not in a dam failure inundation area, nor it is it protected by levees. Therefore, there would be no impact. No mitigation is required.

Alternative 1

Because Alternative 1 would be located on the same site as the proposed project, it would not expose people or structures to significant risk of flooding as a result of a failure of a levee or dam. There would be no impact. No mitigation is required.

Impact WQ-10	Contribution to inundation by seiche, tsunami, or mudflow
Applicable Policies and Regulations	City of Roseville Design and Construction Standards City of Roseville General Plan 2035, Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The proposed project site is not located in a tsunami zone. No part of the proposed project would contribute to seiches, which occur in certain lakes and other water bodies, or to mudflow inundation. The project would not contribute to inundation by seiche, tsunami, or mudflow; therefore, there would be no impact. No mitigation is required.

Alternative 1

Alternative 1 would be located on the same site as the proposed project and would therefore not contribute to inundation by seiche, tsunami, or mudflow. There would be no impact. No mitigation is required.

3.9.3 References Cited

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3.10 Land Use and Planning

This section discusses existing land use designations and zoning, describes the City's *General Plan 2035* policies related to land use planning, and discloses the potential impacts of the proposed project on land use planning in the project area. This includes analysis of potential conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental affect. This section is based in part on the *Washington Boulevard/Andora Bridge Improvement Project Community Impact Assessment* (California Department of Transportation 2017), a Caltrans required technical study.

Comments received in response to the Notice of Preparation for this EIR related to land use and planning discussed adding bike and multiuse paths to improve mobility and provide a safe environment, and steps toward bike friendliness. Additional Class I bike trail facilities have been added to the project since release of the Notice of Preparation and are addressed in Chapter 2, *Project Description*.

3.10.1 Existing Conditions

Regulatory Setting

There are no federal or state regulations that pertain to the project area. The following local regulations are applicable.

City General Plan 2035

Land use planning in the project area is governed by the City's *General Plan 2035* (City of Roseville 2016). The City adopted the general plan on June 15, 2016. Goals and policies that are directly related to the proposed project are listed below.

Circulation Element

Level of Service

Goal 1. Maintain an adequate level of transportation service for all of Roseville's residents and employees through a balanced transportation system, which considers automobiles, transit, bicyclists, and pedestrians.

Policy 1. Maintain a level of service (LOS) "C" standard at a minimum of 70 percent of all signalized intersections and roadway segments in the City during the a.m. and p.m. peak hours. Exceptions to the LOS "C" standard may be considered for intersections where the City finds that the required improvements are unacceptable based on established criteria identified in the implementation measures. In addition, Pedestrian Districts may be exempted from the LOS standard.

Policy 2. Strive to meet the LOS standards through a balanced transportation system that reduces the auto emissions that contribute to climate change by providing alternatives to the automobile and avoiding excessive vehicle congestion through roadway improvements, Intelligent Transportation Systems, and transit improvements.

Policy 5. Enable the City to designate a Pedestrian District over a geographic area for the purpose of implementing measures that promote pedestrian walkability and reduce total vehicle miles traveled and resultant air pollution emissions that contribute to climate change. In these districts, the City recognizes that pedestrian travel takes a higher priority than automobile travel, which could reduce the vehicular level of service.

Bikeways/Trails

Goal 1. Increase the percentage of all trips made by bicycles in Roseville.

Goal 2. Establish and maintain a safe, comprehensive and integrated bikeway and trail system that encourages the use of bikes and walking for commuting, recreational and other trips.

Policy 1. Develop a comprehensive and safe system of recreational and commuter bicycle routes and trails that provides connections between the City's major employment and housing areas and between its existing and planned bikeways.

Open Space and Conservation Element

Open Space System

Goal 1. Establish a comprehensive system of public and private open space, including interconnected open space corridors that should include oak woodlands, riparian areas, grasslands, wetlands, and other open space resources.

Policy 1. Provide an interconnecting system of open space corridors that, where feasible, incorporate bikeways and pedestrian paths.

Policy 2. Provide interconnected open space corridors between open space and habitat resources, recreation areas, schools, employment, commercial service and residential areas.

Policy 10. Consider the use of open space for the location of flood control facilities where such facilities allow compatible passive recreational use and resource preservation.

City Open Space Preserve Overarching Management Plan

To standardize monitoring and management of the City's vernal pool and wetland preserves, the *City of Roseville Open Space Preserve Overarching Management Plan* (OSPOMP) was approved by the U.S. Army Corps of Engineers and U.S. Fish and Wildlife Service (USFWS) in August 2011 (City of Roseville 2011). The OSPOMP applies to all open space managed by the City within the city limits and provides a city-wide approach to open space management, maintenance, and monitoring.

The OSPOMP identifies two types of open space lands: Open Space Preserve and General Open Space. The OSPOMP and related deed restrictions govern allowed uses within the designated open space areas. Open Space Preserve is land that was required to be set aside as part of a regulatory permit action. These lands are primarily vernal pool grassland or riparian corridors protected because of the presence of waters of the United States and/or endangered species. General Open Space is land owned by the City and was set aside because of City policy or to meet City development requirements. Section 10.14 of the

OSPOMP states that activities prohibited by the OSPOMP may occur with U.S. Army Corps of Engineers and USFWS approval, and that such approval may include a permit.

Open space in the vicinity of the proposed project is shown in Figure 2-1. A portion of the South Branch Pleasant Grove Creek open space located west of the UPRR and adjacent the proposed project is improperly identified as “Preserve” Open Space in the City of Roseville OSPOMP. After additional research and consultation with the USFWS, it was determined that this area is actually “General” Open Space and this error would be corrected as part of the next City of Roseville OSPOMP update. It should be noted that even if the adjacent open space was designated “Preserve,” OSPOMP Figure 9-1, *Future Road Widening Projects*, recognizes the proposed project as a future allowed use.

Placer County Transportation Planning Agency Regional Transportation Plan

Regional transportation planning for the project area is generally conducted by the Placer County Transportation Planning Agency. The *Placer County 2036 Regional Transportation Plan* (RTP) was designed to be a blueprint for the systematic development of a balanced, comprehensive, multi-modal transportation system, including but not limited to, regional roadways, public transit, passenger rail, aviation, goods movement, non-motorized facilities, transportation systems management, transportation safety and security, and intelligent transportation systems in Placer County. The RTP identified the project, titled “Washington Boulevard/Andora Undercrossing Improvement Project,” in the Programmed Master Projects List (Placer County Transportation Planning Agency 2016).

Environmental Setting

The proposed project is in the city of Roseville, along Washington Boulevard. The southern limit of the project boundary is Washington Boulevard and All-America City Boulevard, and the northern limit of the project boundary is Pleasant Grove Boulevard. In the project area, the land uses are primarily industrial, residential, and open space. Industrial uses include TF Semiconductor Solutions as well as two industrial parks. There are open space/recreational land uses (e.g., Sierra View Country Club) and single-family residential and multi-family residential development.

The City’s General Plan 2035 Land Use Map (City of Roseville 2017a) designates land uses surrounding the project limits as Light Industrial, Business Professional, Low Density Residential, Open Space, Parks and Recreation, and High Density Residential (Figure 3.10-2). Land uses surrounding the project limits are zoned as L1 (Light Industrial), GC (General Commercial), M2 (General Industrial), R1/DS (Single Family Residential/Development Standards), RS (Small Lot Residential), VP/SA (Business Professional/Special Area), OS (Open Space), and PR (Parks and Recreation) (City of Roseville 2017b). Zoning designations are shown in Figure 3.10-3.

3.10.2 Environmental Impacts

This section discusses the methods for analysis, potential environmental impacts, and impact determinations. The impact analysis is based on whether implementation of the proposed project would result in land use conflicts.

Methods for Analysis

The City's *General Plan 2035* was reviewed to determine conflicts with land use plans and policies. Existing land use maps were compared to the project plans to identify any changes in land use.

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant impact if it would result in any of the conditions listed below.

- Physically divide an established community.
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Impacts and Mitigation Measures

In general, both phases of the proposed project and Alternative 1 (one lane closure during construction) would result in the same types and levels of land use impacts. Alternative 2 (No Project) would not result in any new impacts related to land use and is not discussed further in this analysis.

Impact LU-1	**Physical division of an established community**
Applicable Policies and Regulations	City of Roseville General Plan 2035, Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

Cohesive communities are indicated by characteristics such as long average lengths of residency, home ownership, frequent personal contact, ethnic homogeneity, high levels of community activity, and shared goals. The UPRR tracks divide the project area in half and approximately 25 trains per day pass through the project area. Currently, vehicles travel

under the UPRR tracks by using the Andora Underpass. The parkland to the west of the proposed project is designated open space and contains a bike path. There are no major gathering areas where community members interact and the project area functions primarily as a residential and commercial transportation corridor within the city.

Land use and zoning designations in the immediate and surrounding areas would not change as a result of the proposed project. Access and mobility would be improved throughout the project area. Traffic flow would improve, and pedestrian and bicycle facilities would be modified but improved in the project area. The overall community character would not change, and the project would not divide an established community. This impact would be less than significant and no mitigation is required.

Alternative 1

Alternative 1 would result in the same types of impacts as described above for the proposed project. The impacts are less than significant and no mitigation is required.

Impact LU-2	**Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect**
Applicable Policies and Regulations	City of Roseville General Plan 2035, Circulation Element and Open Space and Conservation Element City or Roseville Open Space Preserve Overarching Management Plan
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The transportation goals and policies related to the proposed project include maintaining a safe and efficient transportation system in the city. The project would contribute to the City's General Plan 2035 (City of Roseville 2016) transportation goals regarding LOS. The purpose and need of the project is centered on improving existing and future traffic circulation and enhancing motorist, pedestrian and bicyclist safety in the project area. Current traffic demand exceeds the capacity of Washington Boulevard, creating delays and safety issues. The proposed project would widen Washington Boulevard to reduce delays, and improve traffic safety by reconstructing the Andora Underpass to increase width and increase vertical clearance.

The City's General Plan 2035 contains various goals and policies related to pedestrian, bikeway, and trail facilities. The proposed project supports these goals and policies because

the project improvements would enhance pedestrian and bicycle facilities by offering a better and more continuous route. Other benefits including improving traffic safety and connectivity for all modes, including pedestrians and bicyclists. The proposed project is consistent with the City's General Plan and there would be no impact.

The proposed project includes both permanent and temporary use of designated General Open Space lands. Permanent conversion of 0.06 acre of City owned General Open Space would be used to construct a bioretention basin (see Figure 2-1). The bioretention site contains annual grassland habitat and is adjacent to South Branch Pleasant Grove Creek and associated riparian woodland habitat. The project would also require temporary use of General Open Space for the following improvements: 1) a temporary staging area and access road west of Washington Boulevard; 2) the installation of a shoofly culvert in an unnamed South Branch Pleasant Grove Creek tributary along the west side of the UPRR tracks within existing UPRR right-of-way; and 3) extension of the box culvert in South Branch Pleasant Grove Creek to support the temporary shoofly on the west side of the UPRR tracks (see Figure 2-1).

General Open Space lands are not protected by deed restrictions or conservation easements associated with the City's OSPOMP and stormwater treatment is considered an allowed use within general open space by both the General Plan and OSOPMP. Related biological impacts would be mitigated consistent with this EIR's biological resource mitigation measures and any required compensatory mitigation for permanent or temporal losses would be implemented via the state and federal permit processes. Finally, the proposed road widening project is identified as an allowed use in the OSPOMP (see Section 9.1.9, Future Roadway Widening Projects, and Figure 9-1: Bike Trail System and Future Road Widening Projects) and therefore the project is found consistent with the City's OSPOMP and General Plan and there would be no impact.

Alternative 1

Alternative 1 would also result in no impacts as described above for the proposed project. No mitigation is required.

Impact LU-3	**Conflict with any applicable habitat conservation plan or natural community conservation plan**
Applicable Policies and Regulations	City of Roseville General Plan 2035, Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

Local regulations that pertain to the proposed project are discussed above. The project area is not covered by a habitat conservation plan or a natural community conservation plan. Therefore, there would be no impact. No mitigation is required.

Alternative 1

Alternative 1 would result in the same type of impacts as described above for the proposed project. The project would not conflict with any habitat conservation plans or a natural community conservation plans. No mitigation is required.

3.10.3 References Cited

California Department of Transportation. 2017. *Washington Boulevard/Andora Bridge Improvement Project Community Impact Assessment*. October.

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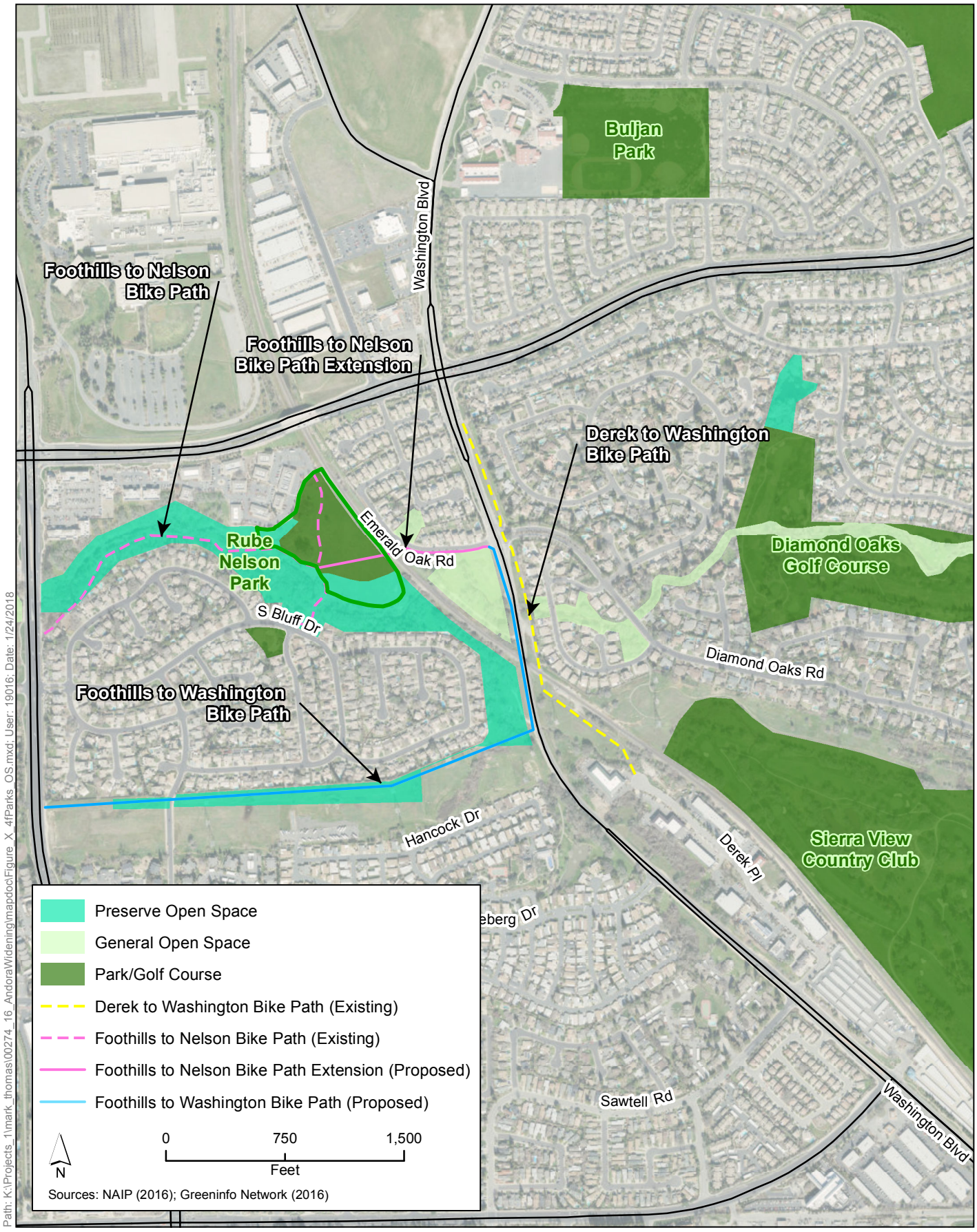

Figure 3.10-1
Parks and Recreation

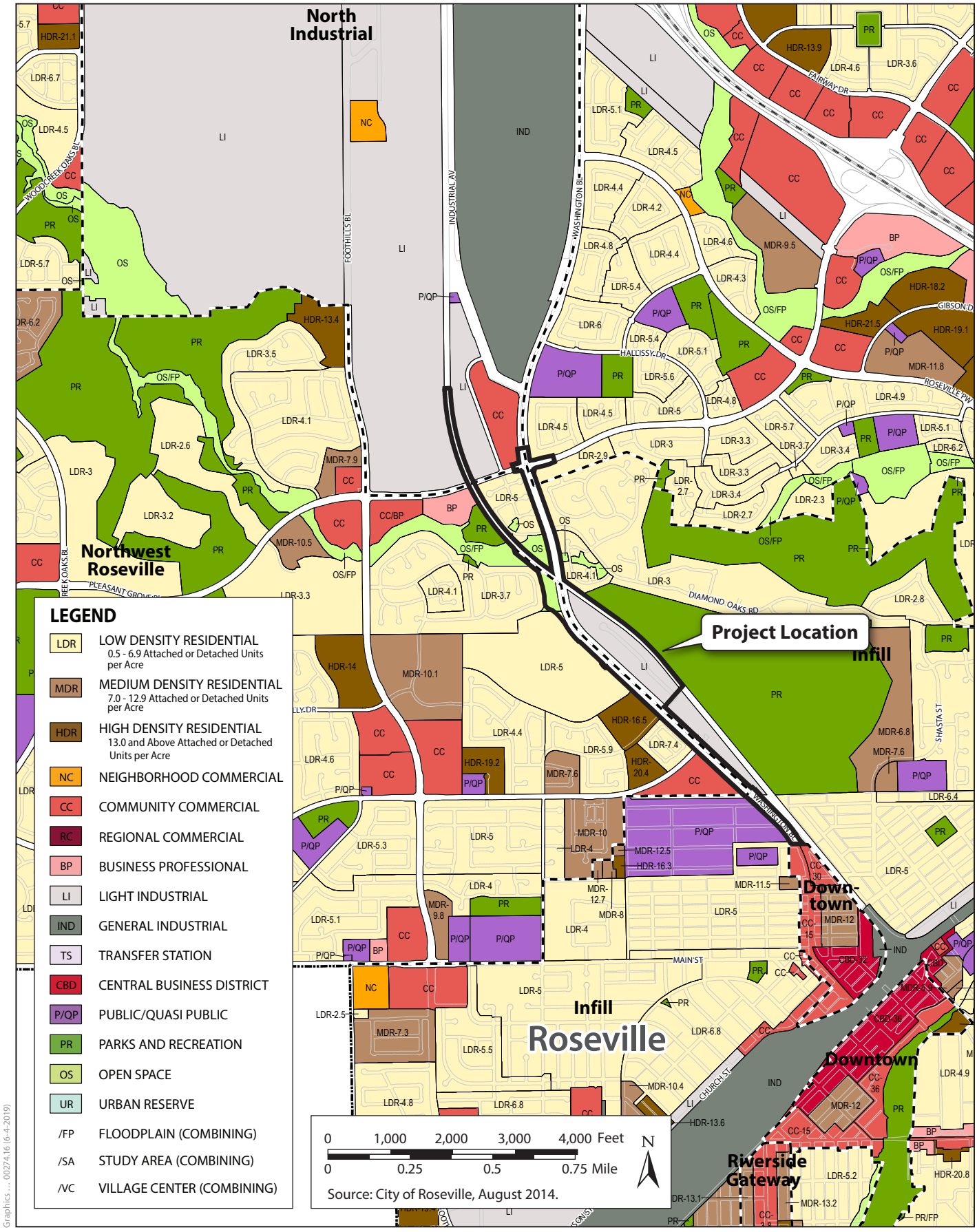

Figure 3.10-2
City of Roseville Land Use Map

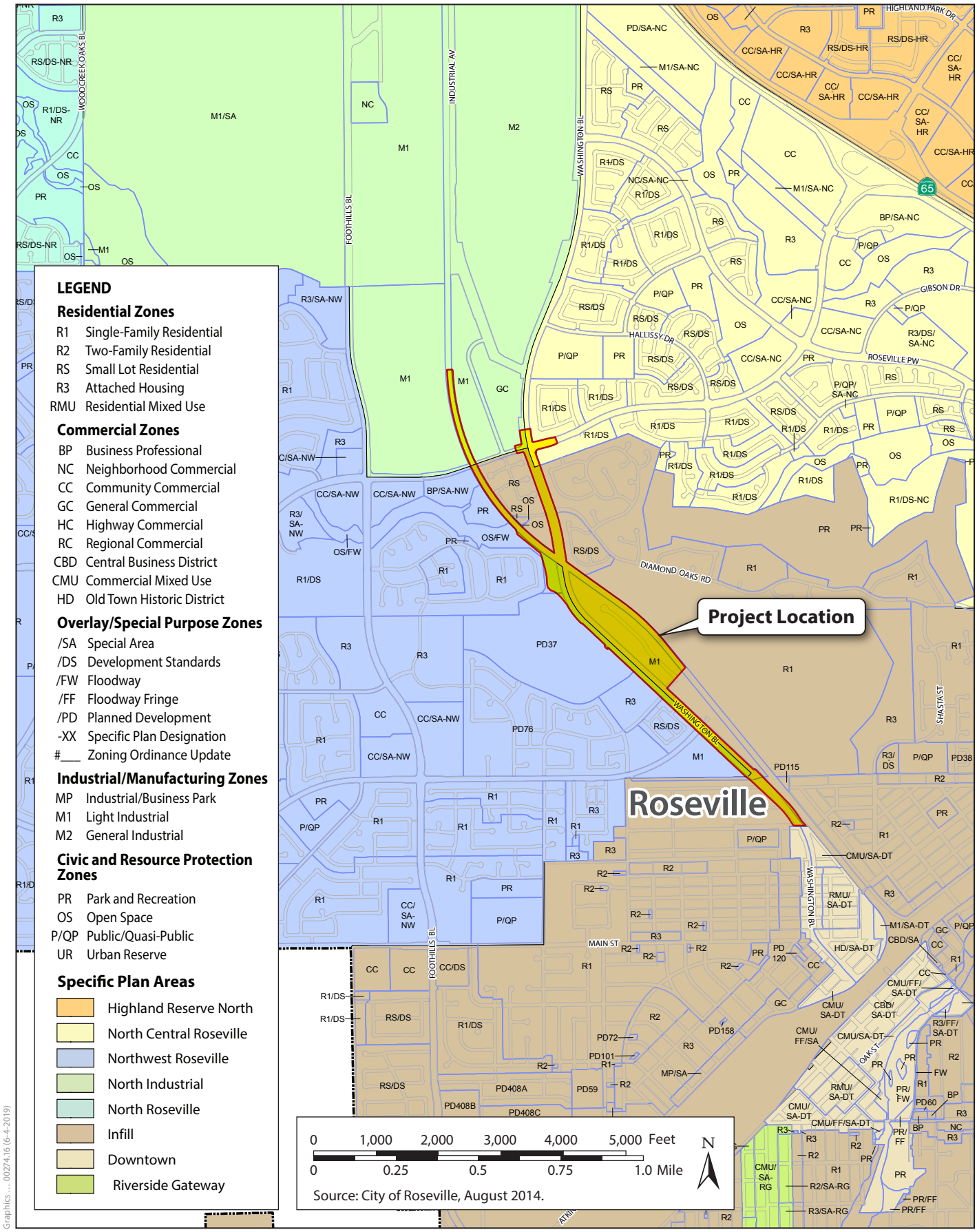

Figure 3.10-3
City of Roseville Zoning Map

3.11 Mineral Resources

This section discusses mineral resources in the project area, identifies relevant state and local policies, and addresses the potential impacts of the proposed project on mineral resources.

No comments related to mineral resources were received in response to the Notice of Preparation for this EIR.

3.11.1 Existing Conditions

Regulatory Setting

California Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act of 1975 (SMARA) (Public Resources Code Sections 2710–2719) is the state's principal legislation addressing mineral resources. SMARA is intended to limit land use conflicts between urban growth and essential mineral production. It provides a comprehensive surface mining and reclamation policy that encourages the production and conservation of mineral resources while minimizing adverse environmental effects and promoting reclamation once mining has ceased.

SMARA provides for the evaluation of an area's mineral resources using a system of mineral resource zone (MRZ) classifications that reflect the known or inferred presence and significance of a given mineral resource. MRZ classifications are based on geologic mapping and other information on surface exposures, drilling records, mine data, and socioeconomic factors such as market conditions and urban development patterns. There are four MRZ classifications.

- MRZ-1—Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2—Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
- MRZ-3—Areas containing mineral deposits, the significance of which cannot be evaluated from available data.
    - MRZ-3a—Areas containing known mineral deposits that may qualify as mineral resources. Further exploration work within these areas could result in the reclassification of specific localities into the MRA-2 categories.
    - MRZ-3b—Areas containing inferred mineral deposits that may qualify as mineral resources. Land classified MRZ-3b represents areas in geologic settings which appear to be favorable environments for the occurrence of specific mineral deposits. Further exploration work could result in the reclassification of all or part of these areas into the MRZ-3a or MRA-2 categories.
- MRZ-4—Areas where available information is inadequate for assignment into any other MRZ.

The project area and vicinity are classified as MRZ-4.

City General Plan 2035

The City's *General Plan 2035* contains no policies regarding mineral resources. Mineral resources, specifically sand and gravel, are limited, and no mineral extraction operations exist or are anticipated to commence in the foreseeable future (City of Roseville 2016:V-2). The general plan designates lands in and adjacent to the project area for light industrial, community commercial, business professional, parks and recreation, open space, low-density residential, and high-density residential uses (City of Roseville 2017). No land in or near the project area is designated for extraction or protection of mineral resources.

Environmental Setting

Much of the project area consists of right-of-way for roadways or UPRR tracks. The southern end of the project area, south of Sawtell Road to All-America City Boulevard, is limited to existing Washington Boulevard right-of-way along the east side of the road. This portion of the project site is bordered by existing Washington Boulevard followed by residential, commercial and fairground uses to the west, and self-storage and rail road uses to the east. North of Sawtell Road, the site is bordered by commercial development and the Sierra View Country Club to the east and residential land uses to the west. The Diamond Oaks and Kaseberg-Kingswood neighborhoods are adjacent to the central and northern portions of the project area. City General Open Space lands occupy the area immediately west and north of the Andora Underpass. Residential development is located east of Washington Boulevard from the Andora Underpass to Diamond Oaks Road, and on both sides of Washington Boulevard from Diamond Oaks/Emerald Oaks Roads to Pleasant Grove Boulevard. An existing off-street bike path along the east side of Washington Boulevard connects Diamond Oaks Road to Derek Place.

The project area and vicinity are classified MRZ-4, which means that there is little knowledge of mineral resources. There are no mineral extraction operations anywhere in the city limits.

3.11.2 Environmental Impacts

This section describes the environmental impacts of the proposed project on mineral resources. This section also describes the methods used to evaluate the impacts and the thresholds used to determine whether an impact would be significant.

Methods for Analysis

This analysis addresses the project's potential adverse impacts on the natural and built physical environment. Existing conditions serve as the baseline for measuring the project's potential impacts on mineral resources.

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant effect if it would result in any of the conditions listed below.

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

Impacts and Mitigation Measures

Both phases of the proposed project and Alternative 1 (one lane closure during construction) would result in no impacts on mineral resources. Because it would not change existing conditions, Alternative 2 (No Project) would also not result in any impacts related to mineral resources, and is not considered further in this analysis.

Impact MIN-1	**Contribution to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state**
Applicable Policies and Regulations	California Surface Mining and Reclamation Act of 1975 (SMARA) (Public Resources Code Sections 2710–2719)
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

There are no known mineral resources in or near the project area, which is classified as MRZ-4. Therefore, the proposed project would have no impact on the availability of a known mineral resource. No mitigation is required.

Alternative 1

Alternative 1 would be in the same location as the proposed project. There would be no impact and no mitigation is required.

Impact MIN-2	Contribution to the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan
Applicable Policies and Regulations	City of Roseville General Plan 2035
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

Mineral resources in Roseville are limited, and no local plan designates the area as a mineral resource site or as likely to contain mineral resources. Therefore, the proposed project would have no impacts on the availability of a locally important mineral resources. No mitigation is required.

Alternative 1

Alternative 1 would be in the same location as the proposed project. There would be no impact and no mitigation is required.

3.11.3 References Cited

City of Roseville. 2016. *General Plan 2035, Open Space and Conservation Element*. Adopted June 15.

———. 2017. *General Plan 2035—Land Use Map*. Last updated March 2017.

3.12 Noise

The section discusses existing noise levels and sources in and around the project area, provides an overview of applicable noise terms and regulations, and identifies potential noise-related impacts associated with the proposed project and alternatives.

Two comments were received in response to the Notice of Preparation for this EIR related to noise. These comments discussed increased noise resulting from the project (including potential noise from additional trains using the improved train tracks), and the potential need for sound walls to be built to shield homes along Washington Boulevard south of Pleasant Grove Boulevard (near Diamond Oaks Road). Temporary construction-related train noise increases (due to trains running on the temporary shoofly) are addressed below under Impact NOI-4. Long-term train noise is addressed in Section 4.2.3 *Cumulative Impact Analysis by Resource.* The potential need for sound walls is addressed under Impact NOI-1 in Section 3.12.3, *Environmental Impacts*.

3.12.1 Fundamentals of Environmental Noise and Vibration

Terminology

A brief description of the noise and vibration concepts and terminology used in this assessment is provided below.

- **Sound**. A vibratory disturbance transmitted by pressure waves through a medium such as air or water that is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale that indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micropascals. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion; rather, they combine logarithmically. For instance, if two identical noise sources each produce noise levels of 50 dBA (see definition immediately following), the combined sound level would be 53 dBA, not 100 dBA.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear. The dBA scale is the most widely used for environmental noise assessments.
- **C-Weighted Decibel (dBC).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear at very high noise levels. The C-weighting scale is flat and therefore includes more of the low-frequency sound energy than the A scale.
- **Maximum Sound Levels (L_{max}).** The maximum sound level measured during a given measurement period.

- **Equivalent Sound Level (L_{eq})**. The equivalent steady-state sound level that, in a stated period of time, would contain the same acoustical energy. The 1-hour A-weighted equivalent sound level (L_{eq} 1h) is the energy average of A-weighted sound levels occurring during a 1-hour period.
- **Day-Night Level (L_{dn}).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with a 10 dB penalty added to sound levels between 10:00 p.m. and 7:00 a.m.
- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the sound levels occurring during the period from 7:00 p.m. to 10:00 p.m. and 10 dB added to the sound levels occurring during the period from 10:00 p.m. to 7:00 a.m. L_{dn} and CNEL are typically within 1 dBA of each other and, for all intents and purposes, interchangeable.
- **Vibration Velocity Level (or Vibration Decibel Level, VdB).** The root-mean-square velocity amplitude for measured ground motion expressed in dB.
- **Peak Particle Velocity (PPV).** A measurement of ground vibration, defined as the maximum speed at which a particle in the ground is moving, expressed in inches per second (in/sec).

Overview of Noise and Sound

Noise is commonly defined as unwanted sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. Because noise is an environmental pollutant that can interfere with human activities, an evaluation of noise is necessary when considering the environmental impacts of a proposed project.

Sound is characterized by various parameters, including the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. Although the decibel scale, a logarithmic scale, is used to quantify sound intensity, it does not accurately describe how sound intensity is perceived by human hearing. The human ear is not equally sensitive to all frequencies in the entire spectrum; therefore, noise measurements are weighted more heavily toward frequencies to which humans are sensitive through a process referred to as A-weighting. Table 3.12-1 on the following page summarizes typical A-weighted sound levels for different noise sources.

Table 3.12-1. Typical A-Weighted Sound Levels

Common Outdoor Activities	Sound Level (dBA)	Common Indoor Activities
	110	Rock band
Jet flyover at 1,000 feet		
	100	
Gas lawnmower at 3 feet		
	90	
Diesel truck at 50 mph at 50 feet		Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower at 100 feet	70	Vacuum cleaner at 3 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60	
		Large business office
Quiet urban area, daytime	50	Dishwasher in next room
Quiet urban area, nighttime	40	Theater, large conference room (background)
Quiet suburban area, nighttime		
	30	Library
Quiet rural area, nighttime		Bedroom at night, concert hall (background)
Rustling of leaves	20	
		Broadcast/recording studio
	10	
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: California Department of Transportation. 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol.* September. Available: http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013A.pdf. Accessed: October 6, 2015.

Human sound perception, in general, is such that a change in sound level of 1 dB cannot typically be perceived by the human ear, a change in sound level of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level. A doubling of actual sound energy is required to result in a 3 dB (i.e., barely noticeable) increase in noise; in practice, for example, this means that the volume of traffic on a roadway would typically need to double to result in a noticeable increase in noise (California Department of Transportation 2013).

The decibel level of a sound decreases (or attenuates) exponentially as the distance from the source of that sound increases. For a point source, such as a stationary compressor or construction equipment, sound attenuates at a rate of 6 dB per doubling of distance. For a line source, such as free-flowing traffic on a freeway, sound attenuates at a rate of 3 dB per doubling of distance. Atmospheric conditions, including wind, temperature gradients, and humidity, can change how sound propagates over distance and affect the level of sound received at a given location. The degree to which the ground surface absorbs acoustical energy also affects sound propagation. Sound that travels over an acoustically absorptive

surface, such as grass, attenuates at a greater rate than sound that travels over a hard surface, such as pavement. The increased attenuation is typically in the range of 1 to 2 dB per doubling of distance. Barriers, such as buildings and topography, which block the line of sight between a source and receiver also increase the attenuation of sound over distance.

In urban environments, simultaneous noise from multiple sources may occur. Because sound pressure levels in decibels are based on a logarithmic scale, they cannot be added or subtracted in the usual arithmetical way. Adding a new noise source to an existing noise source, with both producing noise at the same level, will not double the noise level. If the difference between two noise sources is 10 dBA or more, the higher noise source will dominate, and the resultant noise level will be equal to the noise level of the higher noise source. In general, if the difference between two noise sources is 0 to 1 dBA, the resultant noise level will be 3 dBA higher than the higher noise source, or both sources if the sources are equal. If the difference between two noise sources is 2 to 3 dBA, the resultant noise level will be 2 dBA above the higher noise source. If the difference between two noise sources is 4 to 10 dBA, the resultant noise level will be 1 dBA higher than the higher noise source.

Community noise environments are generally perceived as quiet when the 24-hour average noise level is below 45 dBA, moderate in the 45 to 60 dBA range, and loud above 60 dBA. Very noisy urban residential areas are usually around 70 dBA CNEL. Along major thoroughfares, roadside noise levels are typically between 65 and 75 dBA CNEL. Incremental increases of 3 to 5 dB to the existing 1-hour L_{eq}, or to the CNEL, are common thresholds for an adverse community reaction to a noise increase. However, there is evidence that incremental thresholds in this range may not be sufficiently protective in areas where noise-sensitive uses are located and CNEL is already high (i.e., above 60 dBA). In these areas, limiting noise increases to 3 dB or less is recommended (Federal Transit Administration 2006). Noise intrusions that cause short-term interior levels to rise above 45 dBA at night can disrupt sleep. Exposure to noise levels greater than 85 dBA of 8 hours or longer can cause permanent hearing damage.

Overview of Ground-borne Vibration

The operation of heavy construction equipment, particularly pile-driving equipment and other impact devices (e.g., pavement breakers), creates seismic waves that radiate along the surface of the ground and downward. These surface waves can be felt as ground vibration. Vibration from the operation of this type of equipment can result in effects that range from annoyance for people to damage for structures.

Perceptible ground-borne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they cause rock and soil particles to oscillate. The actual distance that these particles move is usually only a few ten-thousandths to a few thousandths of an inch. The rate or velocity (in inches per second) at which these particles move is referred to as peak particle velocity (PPV), the commonly accepted descriptor of vibration amplitude.

Vibration amplitude attenuates (or decreases) over distance. This attenuation is a complex function of how energy is imparted into the ground as well as the soil or rock conditions

through which the vibration is traveling (variations in geology can result in different vibration levels).

The following equation is used to estimate the vibration level at a given distance for typical soil conditions (Federal Transit Administration 2006). PPV_{ref} is the reference PPV at 25 feet (Table 3.12-2, below).

$$PPV = PPV_{ref} \times (25/Distance)^{1.5}$$

Table 3.12-2 summarizes typical vibration levels generated by construction equipment at a reference distance of 25 feet and other distances, as determined with use of the attenuation equation above.

Table 3.12-2. Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 Feet	PPV at 50 Feet	PPV at 75 Feet	PPV at 100 Feet	PPV at 175 Feet
Pile driver (impact)	1.518	0.5367	0.2921	0.1898	0.0820
Pile driver (sonic/vibratory)	0.734	0.2595	0.1413	0.0918	0.0396
Hoe ram	0.089	0.0315	0.0171	0.0111	0.0048
Large bulldozer	0.089	0.0315	0.0171	0.0111	0.0048
Loaded trucks	0.076	0.0269	0.0146	0.0095	0.0041
Jackhammer	0.035	0.0124	0.0067	0.0044	0.0019
Small bulldozer	0.003	0.0011	0.0006	0.0004	0.0002

Source: Federal Transit Administration. 2006. *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06. Office of Planning and Environment. Available: http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf. Accessed: October 6, 2015.

Tables 3.12-3 and 3.12-4, summarize the guidelines developed by Caltrans for damage and annoyance from the transient and continuous vibration that is usually associated with construction activity. Impact pile drivers, “pogo stick” compactors (small hand-held soil compactors), crack-and-seat equipment (equipment that breaks and re-seats pavement), excavation equipment, static compaction equipment, tracked vehicles, vehicles on highways, vibratory pile drivers, pile-extraction equipment, and vibratory compaction equipment are typically associated with continuous vibration. The activities that are typically associated with single-impact (transient) or low-rate, repeated impact vibration include blasting and the use of drop balls or dropped metal plates (California Department of Transportation 2013).

Table 3.12-3. Vibration Damage Potential, Threshold Criteria Guidelines

	Maximum PPV (in/sec)	
Structure and Condition	**Transient Sources**	**Continuous/ Frequent Intermittent Sources**
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Note: Transient sources create a single, isolated vibration event (e.g., blasting or drop balls). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: California Department of Transportation. 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. September. Available: http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013A.pdf. Accessed: October 6, 2015.

Table 3.12-4. Vibration Annoyance Potential, Criteria Guidelines

	Maximum PPV (in/sec)	
Human Response	**Transient Sources**	**Continuous/ Frequent Intermittent Sources**
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

Note: Transient sources create a single, isolated vibration event (e.g., blasting or drop balls). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: California Department of Transportation. 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. September. Available: http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013A.pdf. Accessed: October 6, 2015

3.12.2 Existing Conditions

Regulatory Setting

Federal

No federal noise standards are directly applicable to the project.

State of California

No state noise standards are directly applicable to the project.

Local

City's General Plan 2035

The City's *General Plan 2035* (City of Roseville 2016) establishes acceptable noise level criteria for both transportation and non-transportation noise sources. For transportation noise sources, such as roadway traffic, the City's *General Plan 2035* Noise Element establishes an acceptable exterior noise level standard for residential uses of 60 L_{dn}, which is applied in the outdoor activity areas. Where it is not possible to reduce noise in outdoor activity areas to 60 L_{dn} or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 75 L_{dn} may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with allowable levels. The transportation noise source standards presented in Table 3.12-5 are applicable to project operation.

Table 3.12-5. City's General Plan 2035 Maximum Allowable Noise Exposure for Transportation Noise Sources

Land Use	Outdoor Activity Areas[a] L_{dn}/CNEL, DB	Interior Spaces	
		L_{dn}/CNEL, dB	L_{eq}, dB[b]
Residential	60[c]	45	–
Transient Lodging	60[c]	45	–
Hospitals, Nursing Homes	60[c]	45	–
Theaters, Auditoriums, Music Halls	–	–	35
Churches, Meeting Halls	60[c]	–	40
Office Buildings	65	–	45
Schools, Libraries, Museums	–	–	45
Playground, Neighborhood Parks	70	–	–

[a] Outdoor activity areas for residential developments are considered to be the back yard patios or decks of single family dwelling, and the patios or common areas where people generally congregate for multi-family development.
Outdoor activity areas for non-residential developments are considered to be those common areas where people generally congregate, including pedestrian plazas, seating areas and outside lunch facilities.
Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use

[b] As determined for a typical worst-case hour during periods of use.

[c] Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 75 dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels area in compliance with this table.

Note: Where a proposed use is not specifically listed on this table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the Planning Department. Commercial and industrial uses have not been listed because such uses are not considered to be particularly sensitive to noise exposure.

Source: Table IX.1 of the City's *General Plan 2035* Noise Element, 2010.

City of Roseville Municipal Code – Noise Ordinance

The City of Roseville Noise Ordinance (Chapter 9.24 of the City Code) was developed as an implementation measure of the *General Plan 2035* Noise Element. The ordinance is designed to prohibit unnecessary, excessive, and annoying sound levels. Key provisions of the ordinance include:

- Section 9.24.030 provides exemptions for certain activities, including but not limited to: sound sources typically associated with residential uses (e.g., children at play, air conditioning and similar equipment, but not including barking dogs); property maintenance activities between the hours of 8:00 a.m. and 9:00 p.m.; and private construction between the hours of 7:00 a.m. and 7:00 p.m. Monday-Friday, and between 8:00 a.m. and 8:00 p.m. on Saturdays and Sundays, provided that all construction equipment is fitted with factory installed muffling devices and maintained in good working order (City of Roseville 2014).
- Section 9.24.100 establishes specific operational sound level standards by which exposure of sensitive receptors to noise is regulated for area-wide sources, including fixed sources, non-transportation sources, and amplified music. Hourly sound levels are limited to 50 dB L_{eq} in the daytime (7:00 a.m. to 10:00 p.m.) and 45 dB L_{eq} at nighttime (10:00 p.m. to 7:00 a.m.). Hourly sound levels are limited to 70 dB L_{max} in the daytime (7:00 a.m. to 10:00 p.m.) and 65 dB L_{max} at nighttime (10:00 p.m. to 7:00 a.m.).
- Section 9.24.140 exempts City operations and activities from the provisions of Chapter 9.24.

Construction noise is not considered a “fixed noise source” and therefore Noise Ordinance Section 9.24.100 does not apply to project generated construction noise. Further, Noise Ordinance Section 9.24.030 exempts private construction from noise regulation during certain hours and Section 9.24.140 provides a full exemption for all City operations and activities from Noise Ordinance regulation provided all construction equipment is fitted with factory installed muffling devices and maintained in good working order.

Environmental Setting

Project Site Noise Sources

Existing Noise Levels

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed project, and to measure and document existing noise levels in the project area (with measurements taken between September 27 and September 30, 2016). Short-term noise measurement locations were selected to be representative of the types of land use categories in the project area. Long-term measurement sites were selected to capture the diurnal traffic noise level patterns in the project area. The short-term measurements were used to validate/calibrate the traffic noise modeling used in the investigation and were used as noise modeling receivers (where applicable) for the traffic noise analysis. Additional receivers were added to the traffic noise model to be representative of actual noise sensitive uses in the project area. Refer to Tables 3.12-6 and 3.12-7 for the results of the short- and long-term measurements, respectively.

Table 3.12-6. Summary of Short-Term Measurements

Receiver	Address/Location and Approximate GPS Coordinates	Land Use	Start Date/ Time	Leq (dBA)[a]
ST-1	Across fence from 123 Silverado Circle, Roseville, CA 95678 GPS: 38°46'21.13"N, 121°18'10.53"W	Public Right-of-Way	09-27-2016/ 12:40 p.m.	68.3/ NA[b]
ST-2	Between 465 Elmwood Court and 464 Elmwood Court, Roseville, CA 95678 GPS: 38°46'18.49"N, 121°18'11.67"W	Residential	09-27-2016/ 11:48 a.m.	56.4/ 56.7
ST-3	Vacant Lot adjacent to 120 Glenwood Circle, Roseville, CA 95678 GPS: 38°46'11.37"N, 121°18'6.53"W	Undeveloped Land	09-27-2016/ 02:45 p.m.	54.8/ 55.2
ST-4	1228 Hawthorne Loop, Roseville, CA 95678 GPS: 38°46'5.26"N, 121°18'10.51"W	Residential	09-27-2016/ 10:55 a.m.	49.9/ 50.1
ST-5	30 feet east of 35 Hancock Drive, Roseville, CA 95678 and Washington Boulevard GPS: 38°45'58.96"N, 121°18'5.18"W	Open Space	09-27-2016/ 03:35 p.m.	59.8/ 59.9

[a] Two simultaneous measurements were taken at each location, one with the Larson Davis LxT sound level meter and one with the Larson Davis 831 meter. Both are listed here, with the Larson Davis LxT measurement listed first and the Larson Davis 831 listed second.

[b] During ST-1, the LD-831 meter did not capture 15 minutes of data.

Table 3.12-7. Summary of Long-Term Measurements

Measurement Location		Noise Level		
		September 28	**September 29**	**September 30**
LT-1	L_{dn}	75.7	75.9	76.4
	L_{max}	75.7	76.4	76.0
	L_{min}	61.6	43.7	61.0
LT-2	L_{dn}	75.2	75.7	73.9
	L_{max}	75.3	77.9	76.0
	L_{min}	62.2	45.1	63.4
LT-3	L_{dn}	76.0	76.6	77.6
	L_{max}	76.0	78.2	77.4
	L_{min}	61.9	45.2	61.7

3.12.3 Environmental Impacts

Methods for Analysis and Assumptions

This noise impact analysis evaluates the temporary noise increase associated with construction activities associated with the proposed project, and operational noise associated with potential project-related traffic noise and train noise increases.

Noise impacts associated with on-site demolition and construction activities were evaluated using the noise calculation method and construction equipment noise data in the FHWA roadway construction noise model (RCNM). The noise data include the A-weighted L_{max}, measured at a distance of 50 feet from the construction equipment and the utilization factors for the equipment. The utilization factor is the percentage of time each piece of construction equipment is typically operated at full power over the specified time period and is used to estimate L_{eq} values from L_{max} values. For example, the L_{eq} value for a piece of equipment that operates at full power over 50% of the time is 3 dB less than the L_{max} value (Federal Highway Administration 2006).

For the purposes of this analysis, it is assumed that all construction by the City contractors and along Washington Boulevard for Phase 1 and Phase 2 would be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 8:00 p.m. Saturday and Sunday. During these hours, construction noise is exempt from the City noise limits provided that all equipment is fitted with factory installed muffling devices.

In addition to the above assumptions, Phase 2 construction may involve some minor and short-term construction activities that would need to be conducted by the UPRR outside of exempt hours. The City has no control when and where UPPR conducts work on its rail facilities and related UP operations are not subject to the City's noise ordinance exemption.

Phase 2 construction may also require limited pile driving near the existing Andora bridge in order to provide temporary shoring or bracing during construction activities in this area. Between 6 and 12 sheet piles would be installed, if required, and pile driving activities would not take more than a few hours on a single day.

With regard to traffic noise modeling, noise impacts associated with increased traffic volumes generated by the project were evaluated for the following conditions:

- Existing conditions.
- Existing plus project conditions (existing plus year 2035 project trips).
- Cumulative (2035) no project conditions.
- Cumulative (2035) plus project conditions.

Modeling was conducted using the FHWA Traffic Noise Model (TNM) Version 2.5, and selected representative noise-sensitive receptors in the project area. This model calculates the traffic noise level of a roadway at specific receptors based on the traffic volume, roadway alignment (including topography and elevation changes), roadway speed, and vehicle mix that is predicted to occur under each condition. Peak-hour traffic volumes shown in Section 3.16, *Transportation/ Traffic*, and received from Fehr & Peers (for the cumulative

(2035) no project conditions, see Appendix B) were utilized to determine the traffic noise impacts along the project alignment. This information was supplemented with a related Fehr & Peers technical memorandum dated April 10, 2019, which reviewed the effects of newly proposed project phasing (Appendix B). This memo confirmed that operational level of service (LOS) impacts at study area intersections following Phase 1 improvements would be less than that identified for full project buildout.

The vehicle mix (i.e., the proportion of automobiles, trucks, buses, and other vehicles) used for existing, future, and project-related traffic that was included in the model was based on information from the project engineer. Traffic noise was evaluated in terms of how project-related traffic noise increases could affect existing noise-sensitive land uses along the project alignment. If the project would result in traffic noise that exceeds the compatibility guidelines for that land use (e.g., 60 L_{dn}/CNEL for residential land uses) and result in an increase of 3 dB or more, the impact would be considered significant. A change in 3 dB is considered to be the threshold of human perception for changes in noise levels.

Noise from point sources (e.g., construction equipment) was estimated using point-source attenuation of 6 dB per doubling of distance.

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant effect if it would result in any of the conditions listed below.

- Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies.
- Expose persons to or generate excessive groundborne vibration or groundborne noise levels.
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels.
- Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels.

Impacts and Mitigation Measures

In general, both phases of the proposed project and Alternative 1 (one lane closure during construction) would result in the same types and levels of noise impacts. When impacts of phase would be different, the differences are noted in the impact summary table and analysis. Under Alternative 1, construction noise impacts would last for a longer period than would impacts of the proposed project. Alternative 2 (No Project) would not result in any new noise impacts and is not discussed further in this analysis.

Impact NOI-1	Exposure of persons to or generation of noise levels in excess of applicable standards
Applicable Policies and Regulations	City of Roseville General Plan 2035, Noise Element City of Roseville Noise Ordinance
Significance with Policies and Regulations	Proposed Project Construction: Phase 1: Less than Significant Phase 2: Potentially Significant Alternative 1: Potentially Significant Proposed Project Operation Phase 1: Less than Significant Phase 2: Less than Significant
Mitigation Measures	Proposed Project Construction Phase 1: Mitigation Measure NOI-1.1: Employ Noise-Reducing Construction Practices Phase 2: Mitigation Measure NOI-1.1: Employ Noise-Reducing Construction Practices Alternative 1: Mitigation Measure NOI-1.1: Employ Noise-Reducing Construction Practices
Significance after Mitigation	Proposed Project Construction Phase 1: Less than Significant Phase 2: Significant and Unavoidable with Mitigation (for nighttime construction noise). Alternative 1: Significant and Unavoidable with Mitigation (for nighttime construction noise).

Proposed Project

Construction Noise

Daytime Construction Noise

Construction activities for the proposed project could increase noise levels at nearby noise sensitive land uses in the project area. A variety of construction equipment would be used for project construction. Refer to Table 3.12-8 for a list of proposed construction equipment and associated dBA L_{max} noise levels at a distance of 50 feet. The typical utilization factor is also shown. This is the percentage of time each piece of construction equipment is typically operated at full power over the specified time period and is used to estimate L_{eq} values from

L_{max} values. For example, the L_{eq} value for a piece of equipment that operates at full power over 50% of the time is 3 dB less than the L_{max} value (Federal Highway Administration 2006).

Table 3.12-8. Project Construction Equipment L_{max} Noise Levels

Equipment	dBA L_{max} at 50 feet	Acoustical Utilization Factor (%)[a]
Excavator	81	40
Grader	85	40
Roller	80	20
Loader	79	40
Scraper	84	40
Tractors/Backhoe	78	40
Air Compressor	78	40
Generator Set	81	50
Hoe Ram	90	20
Plate Compactor	83	20
Pump	81	50
Forklift	79	40
Pavers	77	50
Pile driver	101	20

[a] Acoustical Utilization Factor (%) is the percentage of time each piece of construction equipment is typically operated at full power over the specified time period and is used to estimate L_{eq} values from L_{max} values

During Phase 2 construction, limited pile driving may need to occur near the existing Andora bridge in order to provide temporary shoring or bracing during construction activities in this area. If pile driving were to occur, it would occur for a period of less than one day. To provide a conservative analysis, it is assumed that pile driving may be conducted near the Andora bridge. Because pile driving would only be expected to occur during Phase 2 for one day, if at all, potential construction noise impacts from pile driving are analyzed separately from the reasonable worst-case construction noise impacts.

To model reasonable worst-case noise levels for project construction activities (excluding pile driving) for both Phase 1 and Phase 2, three of the loudest pieces of equipment proposed for project construction (a grader, a hoe ram, and a scraper) were assumed to be operating simultaneously and in close proximity to one another. Using the methodology described above, the simultaneous operation of a grader, a hoe ram and a scraper would result in noise levels of approximately 86 dBA L_{eq} at a distance of 50 feet. Refer to Table 3.12-9 below for the combined noise levels of the construction equipment at various distances.

Table 3.12-9. Reasonable Worst-Case Combined Construction Noise Levels

Source Data	Utilization Factor	Leq Sound Level (dBA)
Source 1: Grader - Sound level (dBA) at 50 feet =	40%	81
Source 2: Scraper - Sound level (dBA) at 50 feet =	40%	80
Source 3: Mounted Impact Hammer/Hoe Ram - Sound level (dBA) at 50 feet =	20%	83
All Sources Combined - Lmax sound level (dBA) at 50 feet =		92
All Sources Combined - Leq sound level (dBA) at 50 feet =		86

Distance Between Source and Receiver (ft.)	Geometric Attenuation (dB)	Calculated Lmax Sound Level (dBA)	Calculated Leq Sound Level (dBA)
50	0	92	86
100	-6	86	80
200	-12	80	74
250	-14	77	72
300	-16	76	71
400	-18	74	68
500	-20	72	66
600	-22	70	65
685	-23	69	64
700	-23	69	63
800	-24	68	62
900	-25	67	61
1,000	-26	66	60
1,200	-28	64	59
1,400	-29	63	57
1,600	-30	62	56
1,800	-31	61	55
2,000	-32	60	54
2,500	-34	58	52
3,000	-36	56	51

As discussed previously, it is possible that a pile driver would be used on a single day during Phase 2 project construction. If required for project construction, the pile driver would be located southwest of the existing Andora bridge. This would put the pile driver as close as 85 feet away from the nearest residential property line. A pile driver at this location could generate noise levels of about 96 dBA L_{max} and 89 dBA L_{eq} at the nearest residential land use.

Although project construction (both combined worst-case noise, and pile driving noise by itself) would generate noise that could be audible at nearby sensitive land uses, all construction along Washington Boulevard, as well as all construction activities completed by the City's construction contractor, would be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and 8 a.m. to 8 p.m. Saturday and Sunday. During these hours,

private construction noise is exempt from the City noise limits provided that all equipment is fitted with factory installed muffling devices. Furthermore, under the noise ordinance, City operations and activities are entirely exempt from City noise regulation and therefore daytime project construction noise (and therefore all construction noise generated during Phase 1 and most construction noise generated during Phase 2) would not exceed applicable standards and related impacts would be less than significant. Although the impact would be less than significant, Mitigation Measure NOI-1.1 would be implemented to minimize construction noise to the degree feasible.

Nighttime Construction Noise

Although the vast majority of construction activities for the proposed project would occur during exempt daytime hours, it is possible that some limited construction by the UPRR would need to occur outside of these exempt hours. During Phase 2 construction, the UPRR would need to tie the temporary shoofly track into the existing permanent railroad track at the start of the construction window, and remove the tie-in at the end of the construction window. This activity, which would take place during a single day at the beginning and a single day at the end of the Phase 2 project construction window, would likely occur when the least amount of trains are likely to require access to the track, which could be during non-exempt (nighttime or early morning) hours.

To tie the shoofly into the existing railroad track, the UPRR would be expected to use two rubber-tired backhoes per tie-in (one tie-in at the north and one in the south) for most of the work, including setting ties and moving rails. This type of work would also require the use of a track-mounted tamper. This machine sets the ties and tamps (compacts) the ballast between the ties. For the purposes of this analysis, it is assumed that the rubber-tired backhoes and the track-mounted tamper would be operating simultaneously. It is estimated that the tamping machine would be operating for a total of approximately 4 hours at each of the two shoofly tie-in locations.

Although it is likely this will be daytime work, it cannot be known with certainty at this time. Should this work occur outside of the exempt daytime hours, noise levels at nearby noise sensitive receptors could be in excess of the thresholds that govern non-transportation noise during nighttime hours.

The nearest noise sensitive-land use to either of the proposed tie-in locations (one in the north and one in the south) is the residence at the northwestern end of Lone Oak Court, south of Pleasant Grove Boulevard, near the northern tie-in. The tie-in construction activities could occur as close as 70 feet from the closest residence in this area. There are no residential land uses located in close proximity to the tie-in location in the south.

The concurrent operation of two backhoes and a tamper could result in noise levels of approximately 81 dBA Leq at a distance of 50 feet.[1] Refer to Table 3.12-10 for a summary of the combined construction noise levels for the railroad tie-in activities.

[1] Note that a “ballast tamper” was used to represent a track-mounted tamper for this construction analysis.

Table 3.12-10. Railroad Tie-In Construction Noise Levels

Source Data	Maximum Sound Level (dBA)	Utilization Factor	Leq Sound Level (dBA)
Source 1: Backhoe - Sound level (dBA) at 50 feet =	78	40%	74.0
Source 2: Backhoe - Sound level (dBA) at 50 feet =	78	40%	74.0
Source 3: Ballast Tamper - Sound level (dBA) at 50 feet =	83	40%	79.0
Calculated Data:			
All Sources Combined - L_{max} sound level (dBA) at 50 feet =			85
All Sources Combined - L_{eq} sound level (dBA) at 50 feet =			81

Noise from construction tie-in activities would reduce to a level of 78 dBA L_{eq} at a distance of 70 feet, which is the potential closest distance to nearby noise-sensitive land uses. As mentioned previously, should this activity occur during daytime hours, the construction noise would be considered exempt from regulation and impacts would be less than significant. However, should these activities occur during non-exempt hours by UPRR crews (which are not afforded the same noise ordinance exemption as “city operations”), noise from these construction activities would likely exceed nighttime Noise Ordinance standards of 45 dBA L_{eq} and the 65 dBA L_{max}.

Even though UPRR construction activities at tie-in locations would only be expected to occur two times during Phase 2 construction, and even though these activities may occur during exempt daytime hours, it is possible that it could occur during non-exempt hours. Therefore, since it is possible that private construction by UPRR could occur outside of the exempt hours, and construction noise from these activities would result in noise levels of 78 dBA L_{eq} at nearby noise-sensitive land uses, construction activities for these tie-in installations could potentially exceed Noise Ordinance standards resulting in a significant Phase 2 construction noise impact.

Although Mitigation Measure NOI-1.1 would reduce the amount of noise generated by nighttime construction, Phase 2 private construction activities conducted by UPRR occurring outside of exempt hours would likely still result in noise levels in excess of the City’s 45 dBA L_{eq} nighttime threshold. Therefore, potential impacts related to Phase 2 nighttime construction noise are considered to be significant and unavoidable. Mitigation Measure NOI-1 would reduce the severity of the impact but not to a less-than-significant level.

Mitigation Measure NOI-1.1: Employ Noise-Reducing Construction Practices

When possible, the use of noise-generating construction equipment will be avoided outside of exempt hours in the City of Roseville. When not possible, construction contractors will specify noise-reducing construction practices that will be employed to reduce construction noise from construction activities that would occur during non-exempt hours. Measures specified by the contractors will be reviewed and approved by the City prior to construction activities. Measures that can be used to limit noise include, but are not limited to, those listed below.

- Locate construction equipment as far as feasible from noise-sensitive uses.
- Require that all construction equipment powered by gasoline or diesel engines have sound control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.
- Do not idle inactive construction equipment for prolonged periods (i.e., more than 5 minutes).
- Prohibit gasoline or diesel engines from having unmuffled exhaust systems.
- Ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, intake silencers, ducts, engine enclosures, acoustically attenuating shields or shrouds) wherever feasible.

Traffic Noise

The proposed project would lead to an increase in traffic in the vicinity of the project area, as detailed in Section 3.16, *Transportation/Traffic*. Most of the noise-sensitive land uses in the project vicinity are residential land uses. According to the City's *General Plan 2035* Maximum Allowable Noise Exposure for Transportation Noise Sources (refer to Table 3.12-5), a noise level of up to 60 L_{dn}/CNEL at "Outdoor Activity Areas" associated with residential land uses is considered compatible (City of Roseville 2016).

As described in the *Methods for Analysis and Assumptions* subsection, if the proposed project would result in traffic noise that exceeds the compatibility guidelines for that land use (e.g., 60 L_{dn}/CNEL for residential land uses) and results in an increase of 3 dB or more, the impact would be considered significant. This is because a change in sound level of 3 dB is considered to be the threshold of human perception for changes in noise levels. As shown in Table 3.12-11, the traffic modeling results indicated that full buildout (Phases 1 and 2 combined) of the proposed project would not result in an increase of 3 dB or more (the delta from existing to existing plus project conditions) at any modeled sensitive receptor.

Table 3.12-11. Modeled Traffic Noise Levels at Noise-Sensitive Receptors

Receiver	Land Use	Existing (L_{dn})	Existing Plus Project (L_{dn})	Compatibility	Delta between Existing and Existing Plus Project	Potential Significant Impact (>3 dB increase in areas where compatibility is exceeded?)
M1	Residential	60.4	60.6	60	0.2	No
M2	Residential[a]	60.2	61.4	60	1.2	No
M3	Residential[a]	55.6	56.6	60	1.0	No
M4	Residential[a]	52.7	53.6	60	0.9	No
M5	Residential	58.1	59.1	60	1.0	No
M6	Residential[a]	55.3	55.9	60	0.6	No
M7	Residential[a]	49.6	50.5	60	0.9	No
M8	Residential	60.4	61.3	60	0.9	No
M9	Residential	62.1	63.0	60	0.9	No
M10	Residential	55.1	56.4	60	1.3	No
M11	Residential	54.5	55.5	60	1.0	No
M12	Residential[a]	57.3	58.0	60	0.7	No
M13	Residential	52.2	53.2	60	1.0	No
M14	Residential	50.2	51.1	60	0.9	No
M15	Residential[a]	61.2	61.8	60	0.6	No
M16	Residential	66.4	67.4	60	1.0	No
M17	Public Right-of-Way	68.5	69.7	NA	1.2	No
M18	Residential[a]	66.9	68.1	60	1.2	No
M19	Residential[a]	67.6	68.9	60	1.3	No
M20	Residential	66.3	68.0	60	1.7	No
M21	Residential	64.8	66.8	60	2.0	No
M22	Residential	53.8	54.5	60	0.7	No
M23	Residential	50.0	50.8	60	0.8	No
M24	Residential	55.4	57.2	60	1.8	No
M25	Residential	56.8	59.3	60	2.5	No
M26	Residential[a]	60.0	61.8	60	1.8	No
M27	Residential[a]	59.4	61.3	60	1.9	No
M28	Residential[a]	59.5	61.2	60	1.7	No
M29	Residential	58.6	60.5	60	1.9	No
M30	Residential	55.3	57.8	60	2.5	No
M31	Residential	52.5	53.2	60	0.7	No
M32	Residential[a]	46.3	47.3	60	1.0	No
M33	Residential	44.9	46.0	60	1.1	No
M34	Residential	44.2	45.3	60	1.1	No
M35	Residential	54.9	55.7	60	0.8	No

Receiver	Land Use	Existing (L_{dn})	Existing Plus Project (L_{dn})	Compatibility	Delta between Existing and Existing Plus Project	Potential Significant Impact (>3 dB increase in areas where compatibility is exceeded?)
M36	Residential	55.6	56.7	60	1.1	No
M37	Residential	56.7	58.0	60	1.3	No
M38	Residential	58.3	59.4	60	1.1	No
M39	Residential	57.7	58.8	60	1.1	No
M40	Residential[a]	58.0	59.2	60	1.2	No
M41	Residential	58.3	59.3	60	1.0	No
M42	Residential	58.3	59.6	60	1.3	No
M43	Residential	58.2	59.0	60	0.8	No
M44	Residential	64.4	64.5	60	0.1	No
M45	Residential[a]	65.1	65.2	60	0.1	No
M46	Trail	65.3	65.1	70	-0.2	No
M47	Residential	64.7	64.9	60	0.2	No
M48	Residential	62.6	63.3	60	0.7	No
M49	Residential	58.2	59.4	60	1.2	No
M50	Residential	61.0	62.1	60	1.1	No
M51	Residential	55.7	57.1	60	1.4	No
M52	Residential	66.9	67.3	60	0.4	No
M53	Residential	64.0	65.0	60	1.0	No
M54	Residential	63.9	64.5	60	0.6	No
M55	Residential[a]	49.2	50.4	60	1.2	No

[a] This receptor represents 2 to 3 total residences.

Because no noise-sensitive receptors would be exposed to a project-related operational traffic noise increase of 3 dB or more in areas where the compatibility standard is exceeded (or in areas where it is not exceeded), full buildout (Phases 1 and 2 combined) project traffic noise impacts would be less than significant. No mitigation is required.

Furthermore, the Fehr & Peers technical memorandum dated April 10, 2019 which reviewed the effects of project phasing on traffic and circulation (Appendix B) confirmed that: 1) Phase 1 improvements alone would not result in operational LOS impacts at study area intersections; and, 2) roadway volumes would be slightly less than those identified for full project buildout (because the Andora Underpass would not be widened). Because operational noise impacts are based on projected traffic volumes and because Phase 1 Washington Boulevard traffic volumes were found to be slightly less than full buildout volumes, Phase 1 operational noise impacts are also considered less than significant.

Note that although operational traffic noise impacts under CEQA would be less than significant, a sound wall may be installed adjacent to one residential area based on the noise analysis contained in the *Washington Boulevard/Andora Bridge Improvement Project Noise Study Report* for the proposed project (California Department of Transportation 2017).

As discussed in Chapter 2, *Project Description,* the potential wall would be located along residential property lines to the east of Washington Boulevard between Diamond Oaks Road and an existing concrete masonry wall just south of Pleasant Grove Boulevard.

Alternative 1

Construction Noise

Daytime Construction Noise

Although Phase 2 project construction would occur over a longer period of time under Alternative 1 due to one lane on Washington Boulevard remaining open during construction, worst-case daytime noise levels would be comparable to those analyzed under the proposed project. This is because, although the duration of construction may increase, the intensity of construction to occur on any given day would not be expected to increase. Further, under Alternative 1, as with the proposed project, all construction along Washington Boulevard as well as all construction activities completed by the City's construction contractor would be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 8:00 p.m. Saturday and Sunday. During these hours, construction noise is exempt from the City noise limits provided that all equipment is fitted with factory installed muffling devices. Therefore, construction noise from all project construction activities completed by the City's construction contractor (including pile driving on a single day during Phase 2 construction) would occur during exempt daytime hours consistent with City noise regulations, and would result in less-than-significant noise impacts under Alternative 1.

Nighttime Construction Noise

Although overall project construction would occur over a longer period of time under Alternative 1 due to one lane on Washington Boulevard remaining open during construction, worst-case nighttime noise levels would be comparable to those analyzed under the proposed project as no additional nighttime construction would be proposed under this alternative. As with the proposed project, during Phase 2 construction it is possible under Alternative 1 that UPRR private construction activities at tie-in locations may occur during non-exempt nighttime hours. This type of nighttime construction activity would only be expected to occur a maximum of two times/two nights, and may even occur during daytime exempt hours. However, it is possible that construction would occur outside of the exempt hours. Because construction noise from these activities would result in noise levels of 78 dBA L_{eq} at nearby noise-sensitive land uses, potential nighttime construction activities for these tie-in installations could be inconsistent with City noise regulation resulting in potentially significant noise impacts for Alternative 1.

Although Mitigation Measure NOI-1.1 would reduce the amount of noise generated by nighttime construction, construction activities occurring outside of exempt hours would likely exceed applicable noise standards. Therefore, as was the case with the proposed project, potential impacts related to nighttime construction noise would be significant and unavoidable for Alternative 1.

Traffic Noise

Traffic noise impacts resulting from implementation of Alternative 1 would be the same as those described for the proposed project. No noise-sensitive receptors would be exposed to a project-related traffic noise increase of 3 dB or more in areas where the compatibility standard is exceeded or in areas where it is not exceeded. Therefore, as was the case for the proposed project, project traffic noise impacts would be less than significant for Alternative 1.

As discussed for the proposed project, although traffic noise impacts under CEQA would be less than significant for Alternative 1, a sound wall may be installed adjacent to one residential area based on the noise analysis contained in the Caltrans Noise Study Report for the proposed project. The potential wall would be located along residential property lines to the east of Washington Boulevard between Diamond Oaks Road and an existing concrete masonry wall just south of Pleasant Grove Boulevard.

Impact NOI-2	**Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels**
Applicable Policies and Regulations	City of Roseville General Plan 2035, Noise Element City of Roseville Noise Ordinance
Significance with Policies and Regulations	Proposed Project: Potentially Significant Alternative 1: Potentially Significant
Mitigation Measures	Proposed Project and Alternative 1: Mitigation Measure NOI-2.1: Construction Vibration Control Measures
Significance after Mitigation	Proposed Project: Significant and Unavoidable with Mitigation (for vibration-related annoyance). Alternative 1: Significant and Unavoidable with Mitigation (for vibration-related annoyance).

Proposed Project

Vibration-Related Building Damage

With regard to potential vibration-related damage impacts, the damage threshold for older residential buildings is 0.3 PPV in/sec for continuous/frequent intermittent sources; the threshold for newer residential buildings is 0.5 PPV in/sec. Most of the proposed equipment for project construction would not generate substantial vibration. A pile driver, which may be used during Phase 2 construction near the railroad overcrossing, could generate enough vibration to have potential effects on nearby residences. This piece of equipment could be located as close as 100 feet from a nearby residential building and approximately 80 feet from the residential property line. However, at a distance of 100 feet, an impact pile driver would be expected to generate a vibration level of approximately 0.19 PPV in/sec, which is below the damage threshold of 0.3 PPV in/sec for older residential buildings and of 0.5 PPV

in/sec for newer residential buildings. Therefore, pile driving operations would result in less-than-significant vibration impacts related to building damage.

A hoe ram is proposed to be used for bridge removal during Phase 2 project construction. The hoe ram would be used for approximately one week to remove the existing concrete bridge during the daytime. The nearest residential building (not property line) is located approximately 100 feet from the construction areas where the closest hoe ram activity may occur. A hoe ram has the potential to generate vibration levels of 0.011 PPV at a distance of 100 feet, which is well below the damage threshold for older residential buildings (0.3 PPV in/sec). Therefore, a hoe ram would result in less-than-significant vibration impacts related to building damage.

A vibratory roller, proposed for use during both phases of project construction, could generate vibration as well; however, this equipment would generate even less vibration than an impact pile driver. A vibratory roller could generate vibration levels of up to 0.026 PPV in/sec at a distance of 100 feet, which is well below the damage threshold for older residential buildings. Because none of the equipment proposed for use in either phase of project construction is expected to result in vibration impacts, vibration impacts related to building damage would be less than significant. No mitigation is required.

Vibration-Related Annoyance

Excessive levels of groundborne vibration of either a regular or an intermittent nature could result in annoyance to residential uses. As shown in Table 3.12-4, a vibration level of 0.04 PPV is considered “distinctly perceptible” for continuous/frequent intermittent sources of vibration (e.g., construction activity). Vibration that is distinctly perceptible at a residential land use is considered excessive and would be considered to result in a potentially significant impact related to vibration annoyance.

The hoe ram proposed to be used for bridge removal during Phase 2 construction would generate vibration. The nearest residential property line is located approximately 80 feet from the construction areas where the closest hoe ram activity may occur. A hoe ram has the potential to generate vibration levels of 0.015 PPV at a distance of 80 feet, which is below the “distinctly perceptible” (0.04 PPV) vibration level defined in Table 3.12-4. As a hoe ram is not expected to operate closer than 80 feet from a residential property line, vibration impacts related to annoyance from hoe ram activity to remove the existing bridge would be less than significant.

All construction equipment other than a pile driver are predicted to result in vibration levels of less than the 0.04 PPV in/sec distinctly perceptible level at distances of 100 feet. However, it is possible that vibration-generating construction equipment, such as a vibratory roller, could be operating as close as 25 feet from residential property lines during both Phases 1 and 2. A vibratory roller could generate vibration levels of 0.210 PPV in/sec at a distance of 25 feet, which is in excess of the distinctly perceptible level of 0.04 PPV in/sec. Therefore, non-impact construction equipment could generate excessive vibration levels at nearby residences.

In addition, with regard to vibration effects from impact equipment, the nearest residential property line is located approximately 80 feet from Phase 2 construction areas where pile

driving may occur. An impact pile driver has the potential to generate vibration levels of 0.26 PPV at a distance of 80 feet, which is in excess of the "distinctly perceptible" (0.04 PPV) vibration level defined in Table 3.12-4. Although pile driving is only expected to occur during Phase 2 construction for a single day, making any potential vibration impacts from this activity very temporary, vibration levels from pile driving may be considered excessive at the residential land uses located east of the Andora bridge.

Because operation of non-impact construction equipment could potentially result in vibration that is excess of the distinctly perceptible threshold at nearby residences, and because pile driving activity could potentially result in vibration that is in excess of the distinctly perceptible threshold at the nearest residential property line (80 feet), Phase 1 and 2 construction vibration impacts related to annoyance would be potentially significant.

Implementation of Mitigation Measure NOI-2.1 would reduce potential vibration impacts at nearby residences by requiring measures that would reduce construction vibration. However, it may not be feasible to employ sufficient vibration control strategies to reduce vibration levels from project construction to below 0.04 PPV in/sec at nearby residences. For example, if pile driving is required during Phase 2 at the railroad overcrossing, or if a vibratory roller is used within 80 feet of an existing residential property line, implementation of this mitigation measure would not be expected to reduce vibration impacts to less-than-significant levels. Therefore, this impact would be significant and unavoidable.

Mitigation Measure NOI-2.1: Construction Vibration Control Measures

A construction vibration control plan will be prepared to reduce construction vibration levels at the adjacent residential land uses. The plan will require that the construction contractor conduct project construction such that groundborne vibration generated by construction is not readily perceptible at the adjacent residences (less than 0.04 PPV in/sec), where feasible. Measures specified by the contractors will be reviewed and approved by the City for feasibility prior to construction activities utilizing a pile driver or vibratory roller. Measures that can be employed to reduce vibration include:

- Operating heavy equipment as far as practical from residential uses.
- The use of smaller equipment or equipment that generates less vibration (e.g. using a non-vibratory roller in place of a vibratory roller) when construction activity must occur within approximately 80 feet of an existing residence.
- Limiting pile-driving activity to the extent feasible, and implementing "quiet" pile-driving technology (such as predrilling piles or using sonic or vibratory pile drivers) to the extent possible.

Alternative 1

Vibration-Related Building Damage

As this alternative would not bring any vibration-generating equipment closer to sensitive land uses than would occur with implementation of the proposed project, impacts related to vibration-related building damage would be the same under Alternative 1 as described for the proposed project. Because the same construction equipment in the same locations

would be used for implementation of Alternative 1, and because none of the equipment analyzed above under the proposed project would be expected to result in vibration impacts related to building damage, this impact would be less than significant for Alternative 1.

Vibration-Related Annoyance

As this alternative would not bring any vibration-generating equipment closer to sensitive land uses than would occur with implementation of the proposed project, impacts related to vibration-related annoyance would be the same under Alternative 1. The operation of non-impact construction equipment could potentially result in vibration that is in excess of the distinctly perceptible threshold at nearby residences. Further, pile driving activity could potentially result in vibration that is in excess of the distinctly perceptible threshold at the nearest residential property line (80 feet). For these reasons, and as with the proposed project, vibration impacts related to annoyance would be potentially significant for Alternative 1.

Implementation of Mitigation Measure NOI-2.1 would reduce potential vibration impacts at nearby residences by requiring measures that would reduce construction vibration. However, it may not be feasible to employ sufficient vibration control strategies to reduce vibration levels from project construction to below 0.04 PPV in/sec at nearby residences for Alternative 1. For example, if pile driving is required during Phase 2 at the Andora bridge, or if a vibratory roller is used within 80 feet of an existing residential property line, implementation of this mitigation measure would not be expected to reduce vibration impacts to less-than-significant levels. Therefore, as is the case for the proposed project, this impact would be significant and unavoidable with mitigation under Alternative 1.

Impact NOI-3	**Generation of a substantial permanent increase in existing ambient noise levels in the project vicinity**
Applicable Policies and Regulations	City of Roseville General Plan 2035, Noise Element City of Roseville Noise Ordinance
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

As described under Impact NOI-1, the proposed project would not result in traffic noise increases of 3 dB or more at any modeled sensitive receptor. Because no noise-sensitive receptors would be exposed to a project-related traffic noise increase of 3 dB or more in areas where the compatibility standard is exceeded (or in areas where it is not exceeded),

project traffic noise impacts related to a substantial permanent increase in noise would be less than significant. No mitigation is required.

Alternative 1

Alternative 1 would result in the same operational traffic as the proposed project, and would similarly not result in a substantial permanent increase in traffic noise. As was the case for the proposed project, this impact would be less than significant for Alternative 1 and no mitigation is required.

Impact NOI-4	Creation of a substantial temporary or periodic increase in existing ambient noise levels in the project vicinity
Applicable Policies and Regulations	City of Roseville General Plan 2035, Noise Element City of Roseville Noise Ordinance
Significance with Policies and Regulations	Proposed Project: Potentially Significant Alternative 1: Potentially Significant
Mitigation Measures	Proposed Project and Alternative 1: Mitigation Measure NOI-1.1: Employ Noise-Reducing Construction Practices
Significance after Mitigation	Proposed Project: Significant and Unavoidable with Mitigation (for nighttime construction noise). Alternative 1: Significant and Unavoidable with Mitigation (for nighttime construction noise).

Temporary Train Noise Increases

Proposed Project

In addition to the roadway realignment associated with the proposed project, a temporary shoofly would be added to divert train traffic off the main UPRR track and overcrossing during Phase 2 project construction. This shoofly would be located up to 40 feet west/southwest of the existing UPRR track.

Because it would be located adjacent to and west/southwest of the existing railroad track, the shoofly track would be located closer to existing residences in the project vicinity. Specifically, the use of the temporary shoofly would bring train traffic closer to residences located along Hawthorne Loop west of the existing Andora bridge.

The centerline for the existing UPRR track is located approximately 115 feet away from the nearest residential land use (along Hawthorne Loop). It is possible that the shoofly track could bring trains as much as 25 to 30 feet closer to this residential area. For a line source, such as a railroad track, sound attenuates at a rate of 3 dB per doubling of distance. In addition, a change in sound level of 3 dB is considered to be just noticeable. Therefore, for the increase in train noise associated with the use of the shoofly to result in a perceptible

difference (3 dB) in train noise to nearby residences, the distance between the train tracks at the sensitive receptor would have to be cut in half.

Because the shoofly would be bringing trains only 25 to 30 feet closer to noise-sensitive receptors from a starting distance of approximately 115 feet, trains operating along the temporary shoofly would not be expected to result in a perceptible difference in noise at residential land uses. Therefore, the use of a temporary shoofly track during Phase 2 construction would not be expected to result in a substantial temporary increase in train noise. Also, note that no permanent train noise increases would occur, as the improvements to the tracks would not directly result in an increased frequency of train trips on this track. Impact related to temporary train noise increases would be less than significant and no mitigation is required.

Alternative 1

Alternative 1 would result in the placement of the temporary shoofly in the same location as for the proposed project during Phase 2 construction. Therefore, like the proposed project, Alternative 1 would not result in a substantial temporary increase in train noise. This impact would be less than significant and no mitigation is required.

Temporary Construction Noise Increases

Proposed Project

As discussed under Impact NOI-1 above, all construction activities completed by the City's construction contractor would be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 8:00 p.m. Saturday and Sunday. During these hours, construction noise is exempt from the City noise regulation provided that all equipment is fitted with factory installed muffling devices. Temporary noise increases that comply with the Noise Ordinance are not considered to be substantial. Therefore, as construction noise from activities completed by the City's construction contractor would occur during exempt daytime hours, temporary noise increases from these activities would not be considered substantial. Construction noise impacts related to a substantial temporary increase in noise during daytime hours would be less than significant.

As described under Impact NOI-1, it is possible that some construction activity for Phase 2 would be conducted by the UPRR outside of exempt hours (to tie the existing railroad track into the temporary shoofly track, and eventually remove the connection). This construction could result in noise levels of as much as 81 dBA L_{eq} at a distance of 50 feet, or 78 dBA L_{eq} at a distance of 70 feet (the nearest residential land use). Because construction is not exempt during nighttime hours, construction noise that occurs outside of exempt hours and is in excess of the nighttime 45 dBA L_{eq} threshold would constitute a substantial temporary increase in noise. Therefore, even though nighttime construction noise would only be expected to occur on two specific days during the entire project construction window, construction noise impacts related to a substantial temporary increase in noise during nighttime hours would be potentially significant.

Although implementation of Mitigation Measure NOI-1.1 would reduce construction noise (including construction noise during nighttime hours), construction occurring outside of exempt hours would likely still result in noise levels in excess of the City's 45 dBA L_{eq}

nighttime threshold, and would therefore not comply with the applicable noise regulations. For this reason, the increase in noise during nighttime hours would be expected to constitute a substantial temporary increase in noise, and impacts related to a substantial temporary increase in noise during nighttime hours would be significant and unavoidable

Alternative 1

Although the overall duration of construction activities would be longer for Alternative 1 than for the proposed project, the intensity of construction activities on any given day would not be expected to increase, resulting in comparable short-term and periodic increases in construction noise. Therefore, and as described for the proposed project above, daytime construction activities would be expected to comply with the applicable noise regulations, and construction noise impacts related to a substantial temporary increase in noise during daytime hours would be less than significant.

As also described for the proposed project above and under Impact NOI-1 above, it is possible that some private construction activity would be conducted by the UPRR outside of exempt hours in order to tie in the existing railroad track to the temporary shoofly track, and to subsequently remove the connection. This construction could result in noise levels of as much as 81 dBA L_{eq} at a distance of 50 feet, or 78 dBA L_{eq} at a distance of 70 feet (the nearest residential land use). Because construction is not exempt during nighttime hours, construction noise that occurs outside of exempt hours and therefore does not comply with the City Noise Ordinance would constitute a substantial temporary increase in noise. Therefore, even though nighttime construction noise would only be expected to occur on two specific days during the entire project construction window, construction noise impacts related to a substantial temporary increase in noise during nighttime hours for Alternative 1 would be the same as they would be under the proposed project, and would be potentially significant.

Although implementation of Mitigation Measure NOI-1.1 would reduce construction noise (including construction noise during nighttime hours) for Alternative 1, construction occurring outside of exempt hours would likely still result in noise levels in excess of the City's 45 dBA L_{eq} nighttime threshold, and would therefore not comply with the applicable noise regulations. For this reason, the increase in noise during nighttime hours would be expected to constitute a substantial temporary increase in noise, and impacts related to a substantial temporary increase in noise during nighttime hours would be significant and unavoidable.

Impact NOI-5	Presence of project-related activities within an airport land use plan area or within 2 miles of a public airport or public use airport, resulting in exposure of people residing or working in the project area to excessive noise levels
Applicable Policies and Regulations	City of Roseville General Plan 2035, Noise and Safety Elements City of Roseville Noise Ordinance
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The nearest public airport to the project area is the McClellan Airfield, which is located over 7.5 miles southwest of the project area. According to the Noise Contour figure included in the Comprehensive Land Use Plan for the McClellan Airfield, the 60 dB CNEL airport noise contour does not encompass the project area; the edge of the project site is located over 2 miles away from the closest portion of the 60 dB CNEL contour, so noise levels at the project site would be much lower than 60 dB CNEL. Sacramento International Airport is located over 15 miles to the southwest of the project; no aircraft related noise impacts would occur at this distance. Therefore, there would be no impact related to noise from public use airports. No mitigation is required.

Alternative 1

Alternative 1 would be constructed in the same location as the proposed project and would similarly have no impact related to noise from public use airports. No mitigation is required.

Impact NOI-6	Presence of project-related activities in the vicinity of a private airstrip, resulting of exposure to people residing or working in the project area to excessive noise levels
Applicable Policies and Regulations	City of Roseville General Plan 2035, Noise and Safety Elements City of Roseville Noise Ordinance
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

There are no private airstrips located within two miles of the project site. As such, no effects related to airport noise from private airstrips would occur at the project site. There would be no impact related to noise from private airstrips. No mitigation is required.

Alternative 1

Alternative 1 would be constructed in the same location as the proposed project and would similarly have no impact related to airport noise from private airstrips. No mitigation is required.

3.12.4 References Cited

Printed References

California Department of Transportation. 2013. *Technical Noise Supplement*. September. Sacramento, CA: Environmental Program, Noise, Air Quality, and Hazardous Waste Management Office. Sacramento, CA. Available: http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf. Accessed: October 6, 2015.

———. 2017. *Washington Boulevard/Andora Bridge Improvement Project Noise Study Report*. July. Roseville, CA.

Federal Highway Administration. 2006. Traffic Noise Model, Version 2.5. February. Washington D.C.

Federal Transit Administration. 2006. *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06. Office of Planning and Environment. Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf. Accessed: October 6, 2015.

3.13 Population and Housing

This section describes population and housing characteristics in the project area, and analyzes whether the proposed project would significantly change population or housing.

No comments related to population and housing were received in response to the Notice of Preparation for this EIR.

3.13.1 Existing Conditions

Regulatory Setting

No federal or state regulations regarding population and housing apply to the proposed project.

The following goal and policy from the Land Use Element of the City's *General Plan 2035* apply to the proposed project (City of Roseville 2016).

Goal 7, Growth Management. Potential population growth in Roseville must be based on the long-term carrying capacities and limits of the roadway system, sewer and water treatment facilities, and electrical utility service, as defined in the Circulation Element and the Public Facilities Element.

Policy 5. The City shall accommodate projected population and employment growth in areas where the appropriate level of public infrastructure and services are planned or will be made available concurrent with development.

Environmental Setting

The city of Roseville, along with the entire South Placer/Sacramento region, has and continues to experience significant growth. The City proactively manages and plans for growth, primarily through implementation of general plan land use policies. In January 2017, the population of Roseville was 135,868, which was a 1.7% increase from January 2016. Table 3.13-1 lists the population changes in Placer County and its incorporated cities between January 2016 and January 2017. Table 3.13-2 compares the populations of the census tracts and block groups that intersect with the project area with the city of Roseville, using the most current data available at the block-group level (2014). Figure 3.13-1 shows the census tracts and block groups.

Table 3.13-1. Population Changes for Placer County and Incorporated Cities between January 2016 and January 2017

County/City	January 2016 Population	January 2017 Population	% Change
Placer	376,203	382,837	1.8
Auburn	14,066	14,096	0.2
Colfax	2,054	2,070	0.8
Lincoln	47,268	48,165	1.9
Loomis	6,715	6,775	0.9
Rocklin	61,672	64,417	4.5
Roseville	133,618	135,868	1.7
Balance of County	110,810	111,446	0.6

Source: California Department of Finance 2017.

Table 3.13-2. Populations of the City of Roseville and the Census Tracts and Block Groups in the Study Area

Area	Total Population
City of Roseville	115,374
Tract 210.43	3,355
Block Group 1	1,500
Tract 210.46	4,754
Block Group 2	1,825
Block Group 3	2,119
Tract 210.03	6,210
Block Group 5	1,750
Tract 266	4,840
Block Group 1	4,840
Tract 210.34	4,369
Block Group 3	1,897

Source: U.S. Census Bureau, 2010–2014 American Community Survey, 5-Year Estimates.

3.13.2 Environmental Impacts

This section discusses the methods for analysis, potential environmental impacts, and impact determinations. The impact analysis for population and housing is based on whether implementation of the proposed project would result in changes to population trends or displacements.

Methods for Analysis

Identifying the project's impacts on population and housing involved a review of the City's General Plan 2035 and U.S. Census data for the project area, as well as a comparison of the project limits to existing right-of-way and ownership data.

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant effect if it would result in any of the conditions listed below.

- Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure).
- Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere.
- Displace a substantial number of people, necessitating the construction of replacement housing elsewhere.

Impacts and Mitigation Measures

Both phases of the proposed project and Alternative 1 (one lane closure during construction) would result in similar impacts on population and housing. Alternative 2 (No Project) would not result in any impacts related to population and housing and is not discussed further in this section.

Impact POP-1	**Creation of substantial population growth either directly or indirectly**
Applicable Policies and Regulations	City of Roseville General Plan 2035, Land Use Element
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

Implementing the proposed project would involve widening 0.85 mile of Washington Boulevard from two to four lanes, widening the Andora Underpass, and improving bicycle and pedestrian facilities in the project area. The proposed project is intended to meet existing and future travel demand on Washington Boulevard. The proposed project would also provide a better and more continuous route for pedestrians and bicyclists. This type of change in access would not result in land use changes, and would not cause new businesses to relocate to the area, and would not stimulate additional development. The City has a strong, integrated structure that discourages premature and unplanned growth. In

addition the City has provided land use designations to guide future growth in the study area, and new development must adhere to these land use designations.

Therefore, the proposed project would not create substantial population growth, and this impact would be less than significant. No mitigation is required.

Alternative 1

Alternative 1 would result in the same types of effects as described above for the proposed project. This impact would be less than significant and no mitigation is required.

Impact POP-2	**Displacement of a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere**
Applicable Policies and Regulations	City of Roseville General Plan 2035, Land Use Element
Significance with Policies and Regulations	Proposed Project: No impact Alternative 1: No impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No impact Alternative 1: No impact

Proposed Project

The proposed project would entail widening Washington Boulevard, replacing the Andora Underpass, and modifying the bicycle lanes and trails in the study area. Because the project would not remove housing, no displacement would result. There would be no impact. No mitigation is required.

Alternative 1

Alternative 1 would result in the same types of effects as described for the proposed project. There would be no impact and no mitigation is required.

Impact POP-3	Displacement of a substantial number of people, necessitating the construction of replacement housing elsewhere
Applicable Policies and Regulations	City of Roseville General Plan 2035, Land Use Element
Significance with Policies and Regulations	Proposed Project: No impact Alternative 1: No impact
Mitigation Measures	Proposed Project: None required Alternative 1: None required
Significance after Mitigation	Proposed Project: No impact Alternative 1: No impact

Proposed Project

As stated under Impact Pop-2, the proposed project would not remove housing or result in any displacement, and would not necessitate the construction of replacement housing. There would be no impact and no mitigation is required.

Alternative 1

Similar to the proposed project, Alternative 1 would not remove housing or result in any displacement, and would not necessitate the construction of replacement housing. There would be no impact and no mitigation is required.

3.13.3 References Cited

California Department of Finance. 2017. Report E-1. *Population Estimates for Cities, Counties, and the State*. January 1, 2016 and 2017. Available: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/. Accessed: December 18, 2017.

City of Roseville. 2016. *General Plan 2035*. Available: https://www.roseville.ca.us/UserFiles/Servers/Server_7964838/File/Government/Departments/Development%20Services/Planning/General%20Plan/02_Land_Use_Element%20%20ver.%202017-09.pdf. Accessed: December 18, 2017.

U.S. Census Bureau. *2010–2014 American Community Survey 5-Year Estimates*. Race. Available: https://factfinder.census.gov.

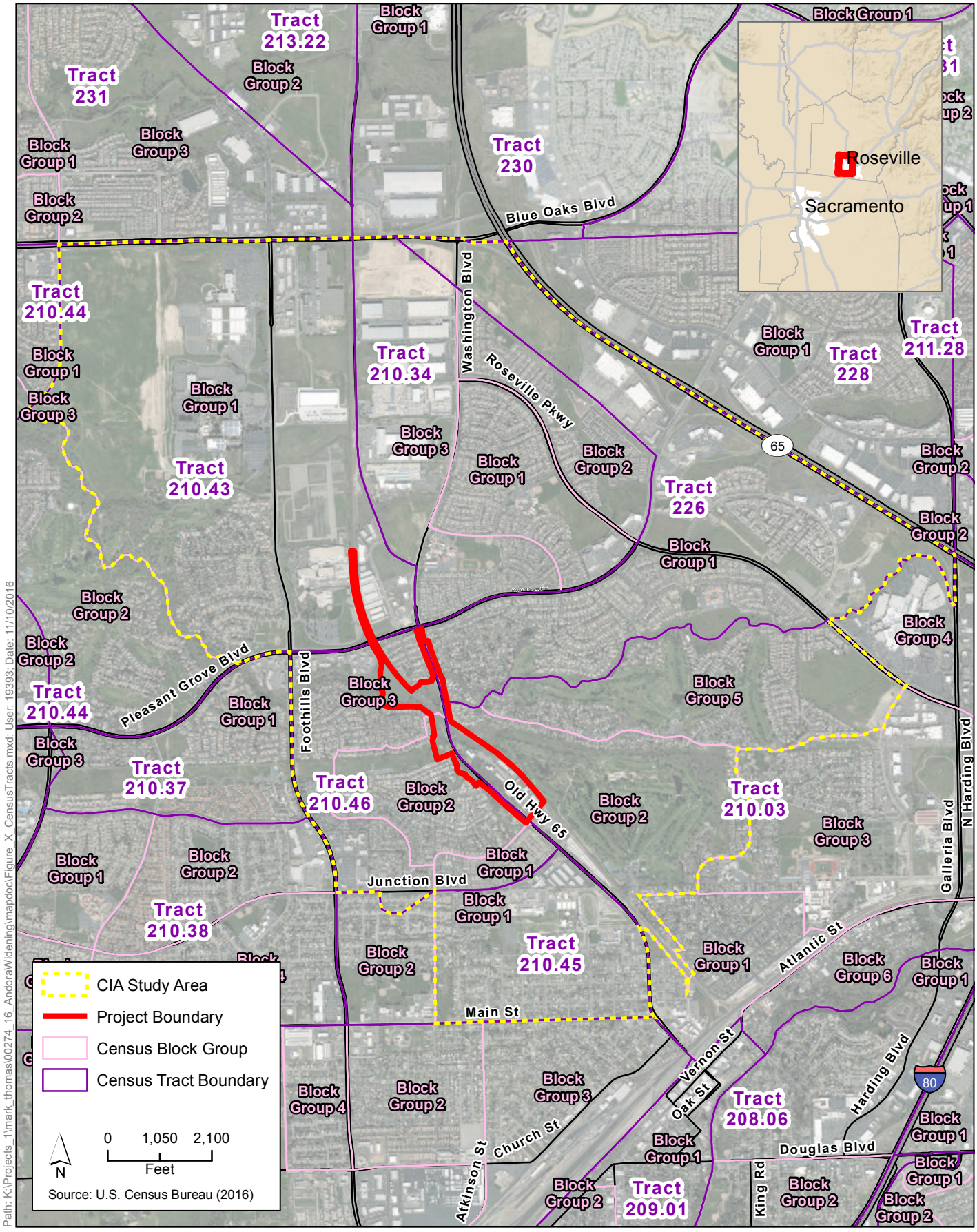

Figure 3.13-1
CIA Study Area

3.14 Public Services

This section describes the regulatory and environmental setting for public services. It also describes the impacts on public services that would result from implementation of the proposed project.

No comments related to public services were received in response to the Notice of Preparation for this EIR.

3.14.1 Existing Conditions

Regulatory Setting

There are no relevant federal or state regulations for public facilities and services.

City General Plan 2035

The Land Use and Public Facilities Elements of the City's *General Plan 2035* contain goals and policies related to the provision of public services (City of Roseville 2016). The following goal and policies are applicable to the proposed project.

Land Use Element

Community Form Policy G3. Continue to provide a full range of public services and maintain high levels of service, as specified in other elements of this Plan, including the Public Facilities, Open Space and Conservation, Safety, Circulation and Parks and Recreation Elements.

Growth Management Policy G4. Growth shall be managed to ensure that adequate public facilities and services, as defined in the Public Facilities Element, are planned and provided and the public health, safety and welfare is protected.

Public Facilities Element

Public Library System Goal 2. Provide library services and locate library facilities to adequately serve all City residents.

The City's *General Plan 2035* contains no goals or policies specifically related to the provision of fire protection services, law enforcement services, or parks that are relevant to the proposed project.

3.14.2 Environmental Setting

Fire Protection

The City Fire Department provides fire protection services to the project area and operates 8 fire stations staffed by 133 personnel. The City Fire Department primarily responds to medical emergency calls but also provides fire protection and suppression, hazardous material management, and rescue services within Roseville, including the project area. The project site is within Fire Protection District 2, served by Fire Station No. 2, approximately

0.9 mile east of the project site at 1398 Junction Boulevard. Additional information on fire protection in the project area is presented in Section 3.8, *Hazards and Hazardous Materials*. The project's relationship to emergency access is addressed in Section 3.16, *Transportation/Traffic*.

Law Enforcement

The City Police Department, headquartered approximately 0.2 mile from the project area at 1051 Junction Boulevard, provides police protection services to Roseville. The department maintains a full service police department with approximately 197.5 full-time equivalent staff including 130 sworn officers. The City Police Department is responsible for patrol duty within the city limits, including parks and open space areas, responding to and investigating crimes and other calls for service, providing animal control services, and traffic safety (i.e., enforcing the Vehicle Code and responding to traffic collision or traffic hazard calls). The project's relationship to emergency access is addressed in Section 3.16, *Transportation/ Traffic*.

Schools

The project area is within the Roseville City Elementary School District and the Roseville Joint Union High School District. Over a dozen schools, including preschools, as well as elementary, middle, and high schools, are within a 2-mile radius of the project area. The nearest schools are Roseville Community Preschool, approximately 0.31 mile south of the project area, and Arbor View Montessori, approximately 0.36 mile west of the project area. The nearest elementary and middle schools are Woodbridge Elementary School and Buljan Middle School, approximately 0.5 mile south and 0.25 mile east of the project area, respectively. The nearest high schools to the project site are Roseville High School and Independence High School, on a shared campus approximately 1 mile east of the project area, and Woodcreek High School approximately 1.6 miles west of the project area.

Parks and Libraries

Roseville contains numerous recreational facilities, including open space preserves, parks, and other developed recreation facilities. The nearest park to the project area is Nelson Park, approximately 0.15 mile west of the project area. In addition, Buljan Park, an 8-acre neighborhood park adjacent to Buljan Middle School, is approximately 0.25 mile east of the project site, Webber Park, an approximately 5-acre neighborhood park located on the south side of Main Street, is approximately 0.4 mile south of the project site, and Woodbridge Park, an approximately 5-acre neighborhood park near Roseville High School is approximately 0.3 mile east of the project site. Two public golf courses, Diamond Oaks Municipal Golf Course and Woodcreek Golf Club, and one private golf and tennis club, Sierra View Country Club, are near the project area. Diamond Oaks Municipal Golf Course is adjacent to the project area, just east of Derek Place. Woodcreek Golf Club is approximately 0.7 mile northwest of the project area, and Sierra View Country Club is immediately south of Diamond Oaks Golf Course, southeast of the project area. Parks and recreational facilities are discussed in detail in Section 3.15, *Recreation*.

The project area is in the Roseville Public Library system, which has three facilities in Roseville. The nearest library is the Martha Riley Community Library, approximately 1.4 miles west of the project area at 1501 Pleasant Grove Boulevard.

3.14.3 Environmental Impacts

This section discusses the methods for analysis, potential environmental impacts, and impact determinations. The impact analysis for public services is based on whether implementation of the proposed project would result in a need for additional services, which could in turn lead to the need for additional staffing or facilities.

Methods for Analysis

Identifying the project's impacts on public services involved a review of the City's General Plan 2035, as well as identifying the relevant local public services and the locations of their facilities.

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant effect if it would result in any of the conditions listed below.

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:
    - Fire protection
    - Police protection
    - Schools
    - Parks
    - Other public facilities

Impacts and Mitigation Measures

Both phases of the proposed project and Alternative 1 (one lane closure during construction) would result in similar impacts on public services. Alternative 1 is distinguished by having a less severe impact on emergency response times during construction. Alternative 2 (No Project) would not result in any impacts on public services and is not discussed further in this section.

Impact PS-1	Creation of a need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for fire protection, police protection, schools, parks, or other public facilities
Applicable Policies and Regulations	City of Roseville General Plan 2035, Land Use Element City of Roseville General Plan 2035, Public Facilities Element
Significance with Policies and Regulations	Proposed Project: No impact Alternative 1: No impact
Mitigation Measures	Proposed Project: None required Alternative 1: None required
Significance after Mitigation	Proposed Project: No impact Alternative 1: No impact

Proposed Project

Fire Protection and Police Protection

Project construction would require the complete closure of Washington Boulevard to all vehicular traffic from directly north of Kaseberg Drive to directly south of Diamond Oaks Road for up to 6 months, potentially affecting fire department response times in the area. However, as described in Chapter 2, Section 2.5.7, *Best Management Practices*, the City would implement a construction traffic management plan (TMP) as part of the project. The construction TMP would address emergency vehicle response, and would include performance standards related to the adequacy of emergency vehicle response that must be maintained at all times during construction. As part of the construction TMP, the City Police and Fire Departments would coordinate with the City's Engineering and Development Services Departments to ensure that all potential effects of the closure have been addressed, including emergency vehicle routing, temporary changes in fire station servicing areas, and emergency vehicle pre-emption at signalized intersections. The construction TMP also would require notifications to the City Police and Fire Departments 48 hours in advance of any temporary lane restrictions or closures to install utility improvements for the project.

Upon completion of construction, the proposed project would result in the widening of an existing roadway, reducing traffic congestion and allowing for formal passing opportunities. This would be safer, more reliable, and more efficient for emergency service providers. Furthermore, because the proposed project would not increase the population in the project vicinity or include operational elements that would contribute to increased fire risk, no increase in police or fire department staffing or facilities would be necessary to serve the project. Therefore, the proposed project would not result in a need for new or physically altered facilities in order to maintain acceptable police and fire protection service ratios,

response times, or other performance objectives. There would be no impact, and no mitigation is required.

Schools, Parks and Other Public Facilities

Because the proposed project would not result in a population increase that would affect demand for schools or park facilities, it would not result in the need for new or physically altered schools, parks, or other public facilities. There would be no impact, and no mitigation is required.

Alternative 1

Fire Protection and Police Protection

Construction activities associated with Alternative 1 would involve the closure of one lane of Washington Boulevard between Kaseberg Drive and Diamond Oaks Road for approximately 20 to 24 months, rather than the full closure associated with the proposed project. As with the proposed project, the City would implement a construction TMP (described in Section 2.5.7, *Best Management Practices*). The construction TMP would address emergency vehicle access and response, and would include performance standards related to the adequacy of police and fire protection response that must be maintained at all times during construction. Furthermore, because Washington Boulevard would remain open to a limited degree during construction, the impact of Alternative 1 on emergency vehicle response would be less than the impact of the proposed project.

Operation of a widened 0.85-mile segment of Washington Boulevard would not increase the number of residents in the project vicinity or include operational elements that would affect the need for police protection or fire protection. Therefore, the proposed project would not result in a need for new or physically altered police or fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives. There would be no impact, and no mitigation is required.

Upon completion of construction, Alternative 1 would have physical conditions similar to those of the proposed project. However, because Alternative would not result in full closure of Washington Boulevard during construction, it would have a less severe impact on fire and police emergency response times than the proposed project. There would be no impact, and no mitigation is required.

Schools, Parks and Other Public Facilities

Because Alternative 1, like the proposed project, would not result in a population increase that would affect demand for schools or park facilities, it would not result in the need for new or physically altered schools, parks, or other public facilities. There would be no impact, and no mitigation is required.

3.14.4 References Cited

City of Roseville. 2016. *General Plan 2035, Land Use and Public Facilities Elements*. Available: https://www.roseville.ca.us/government/departments/development_services/planning/general_plan_development_guidelines/. Accessed: December 5, 2017.

3.15 Recreation

This section describes existing recreational uses in the project area and vicinity, and impacts that would result from the proposed project. This section is based in part on the *Washington Boulevard/Andora Bridge Widening Project Section 4(f)*, a technical study prepared by the California Department of Transportation (2017).

Comments related to recreation were received in response to the Notice of Preparation for this EIR, and requested the addition of bicycle and multiuse paths. Additional Class I bike trail facilities have been added to the project since release of the Notice of Preparation and are addressed in Chapter 2, *Project Description*.

3.15.1 Existing Conditions

Regulatory Setting

No federal or state regulations regarding recreation apply to the project area. The following goals and policies from the City's *General Plan 2035* apply to the proposed project (City of Roseville 2016).

Open Space and Conservation Element

Open Space System

Goal 1. Establish a comprehensive system of public and private open space, including interconnected open space corridors that should include oak woodlands, riparian areas, grasslands, wetlands, and other open space resources.

Policy 1. Provide an interconnecting system of open space corridors that, where feasible, incorporate bikeways and pedestrian paths.

Policy 2. Provide interconnected open space corridors between open space and habitat resources, recreation areas, schools, employment, commercial service and residential areas.

Policy 10. Consider the use of open space for the location of flood control facilities where such facilities allow compatible passive recreational use and resource preservation.

Circulation Element

Bikeways/Trails

Goal 1. Increase the percentage of all trips made by bicycles in Roseville.

Goal 2. Establish and maintain a safe, comprehensive and integrated bikeway and trail system that encourages the use of bikes and walking for commuting, recreational and other trips.

Policy 1. Develop a comprehensive and safe system of recreational and commuter bicycle routes and trails that provides connections between the City's major employment and housing areas and between its existing and planned bikeways.

Environmental Setting

The project vicinity contains several park, recreational, and open space areas.

Buljan Park is an 8-acre neighborhood park owned and maintained by the City at 150 Hallissy Drive. The park is adjacent to and east of the George A. Buljan Middle School. Facilities include picnic areas with barbeques, restrooms, paved pathways, a play area, baseball/softball fields, soccer overlay, and off-street parking (City of Roseville 2017a). Buljan Park is approximately 0.3 mile northeast of the road widening segment and approximately 0.4 mile east of the temporary shoofly that would be north of Pleasant Grove Boulevard.

Nelson Park is a neighborhood park owned and maintained by the City. The park is at 1213 South Bluff Drive and contains 1.5 acres of developed parklands and 8 acres of undeveloped parklands. The developed portion of the park is south of South Bluff Drive, approximately 0.16 mile west of the UPRR and 0.27 mile west of Washington Boulevard. Facilities include a half court for basketball, picnic areas, a play area with swings, and a water play area (City of Roseville 2017a). The playground area is planned to undergo rehabilitation that will include replacing the existing play equipment and swings, water feature, and new independent fitness features (City of Roseville 2017b).

The undeveloped portion of Nelson Park is north of South Bluff Drive and in the open space area along South Branch Pleasant Grove Creek. This portion extends north to the Arbor View Village business park on Pleasant Grove Boulevard, is adjacent to the UPRR right-of-way, and approximately 0.13 mile west of Washington Boulevard. The undeveloped portion of the park consists primarily of annual grasslands with scattered seasonal wetlands.

Webber Park, an approximately 5-acre neighborhood park located on the south side of Main Street, is approximately 0.4 miles south of the project site. The park has playgrounds, baseball and basketball facilities, picnic areas with barbeques, restrooms, swings, and open turf (City of Roseville 2017a).

Buljan Park is located off Washington Boulevard and Hallissy Drive, approximately 0.3 mile northeast of the road widening segment and approximately 0.4 mile east of the temporary shoofly that would be north of Pleasant Grove Boulevard. Facilities include a baseball field, playground, restrooms, soccer field, swings, open turf and picnic and barbeque area.

Woodbridge Park, an approximately 5-acre neighborhood park near Roseville High School is approximately 0.3 miles east of the project site off Sequoia Avenue and Sierra Boulevard. Facilities include a playground, basketball half court, restrooms, horseshoe pit, swings, a multiuse field, open turf, tennis courts, and covered picnic areas.

Diamond Oaks Golf Course is under the jurisdiction of the City's Parks and Recreation Department. It is adjacent to the project limits, just east of Derek Place. Woodcreek Golf Club is approximately 0.7 mile northwest of the project limits.

Pedestrian and bicycle facilities in the project area include a paved bike path that travels from Derek Place under the UPRR structure, and existing Class I bicycle facilities on the east side of Washington Boulevard.

3.15.2 Environmental Impacts

This section describes the CEQA impact analysis relating to recreation for the proposed project. It describes the methods used to determine the project's potential impacts and lists the criteria thresholds used to conclude whether an effect would be significant.

Methods for Analysis

The City's *General Plan 2035* (City of Roseville 2016) was reviewed to determine conflicts with recreational goals and policies. Existing land use maps were compared with the project description to identify any changes in land use.

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant impact if it would result in any of the conditions listed below.

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

Impacts and Mitigation Measures

Both phases of the proposed project and Alternative 1 (one lane closure during construction) would result in similar impacts on recreational facilities. Alternative 2 (No Project) would not result in any impacts on recreational facilities and is not discussed further in this section.

Impact REC-1	**Increased use of existing recreational facilities, resulting in substantial physical deterioration**
Applicable Policies and Regulations	City of Roseville General Plan 2035, Circulation Element City of Roseville General Plan 2035, Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project: None required Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

There would be no increase in population associated with the proposed project that would result in deterioration or over-use of existing recreational facilities. Rather, the project would improve existing pedestrian and bicycle facilities in the project area, and provide new facilities to enhance connectivity and safety. The parks and recreational facilities in the vicinity may experience some temporary construction noise and views of construction equipment, but there would be no changes in access. The construction noise and the presence of construction equipment and activity would be intermittent and short term. This impact would be less than significant, and no mitigation is required.

Alternative 1

Alternative 1 would result in the same types of impacts on existing recreational facilities as described for the proposed project. This impact would be less than significant, and no mitigation is required.

Impact REC-2	**Construction or expansion of recreational facilities that might have an adverse physical effect on the environment**
Applicable Policies and Regulations	City of Roseville General Plan 2035, Circulation Element City of Roseville General Plan 2035, Open Space and Conservation Element
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project: None required Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

The proposed project would entail improving bicycle and pedestrian facilities in the project area. The project would provide a more continuous route for pedestrians and bicyclists on Washington Boulevard than the existing detour on Derek Place. The project would also add Class II bike lanes along both sides of Washington Boulevard, expand the existing Class I bike path on the east side of Washington Boulevard south to All-America City Boulevard, and add a new multiuse path on the west side of Washington Boulevard between Emerald Oaks Road and Kaseberg Drive. Although the existing bicycle/pedestrian crossing under UPRR would be removed, a new connection between the existing Derek Place bike path to the new Class I bike path along Washington Boulevard would be constructed.

The proposed project consists of transportation enhancements for all modes. Most of the work would take place within existing right-of-way. The new bicycle and pedestrian

pathways would be located along the widened Washington Boulevard, primarily within nonnative annual grassland and would not result in adverse physical effects on the environment. This impact would be less than significant, and no mitigation is required.

Alternative 1

Alternative 1 would result in the same type of impacts related to the construction or expansion of recreational facilities as described for the proposed project. The impact would be less than significant, and no mitigation is required.

3.15.3 References Cited

California Department of Transportation. 2017. *Washington Boulevard/Andora Bridge Improvement Project Section 4(f): Resources Evaluated Relative to the Requirements of Section 4(f)*. May.

City of Roseville. 2016. *General Plan 2035*. Adopted June 15, 2016. Available: https://www.roseville.ca.us/government/departments/development_services/planning/general_plan_development_guidelines/. Accessed December 20, 2017.

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3.16 Transportation/Traffic

This section describes the regulatory and environmental setting in the study area for transportation and traffic. It also describes the impacts on transportation and traffic that would result from project implementation, and presents mitigation for significant impacts where feasible and appropriate. The information presented in this section is based on the Fehr & Peers 2018 *Final Transportation Study for the Washington/Andora Widening Project* and related technical memorandum dated April 10, 2019, both of which are in Appendix B.

The following Notice of Preparation transportation and circulation comments are addressed in this section.

- Existing difficulty with accessing the Diamond K Estates from Washington Boulevard and the potential for the proposed project to increase that difficulty (see Impact TRA-1).
- Limited emergency egress from Diamond K Estates (see Impact TRA-5).
- Diamond K Estates access during the Phase 2 Washington Boulevard construction closure (see Impact TRA-1).
- Installing a traffic signal or stop sign at the intersection of Washington Boulevard and Kaseberg Drive (see Impact TRA-1).
- Closing Washington Boulevard for 4 months to speed project completion (see Impact TRA-1).

3.16.1 Existing Conditions

Regulatory Setting

Federal

No federal transportation regulations directly apply to the proposed project.

State

No state transportation regulations directly apply to the proposed project.

Local

The following transportation plans, policies, and regulations that guide transportation planning in Roseville are applicable to the proposed project.

Placer County 2036 Regional Transportation Plan

The Placer County Transportation Planning Agency (PCTPA) is the designated congestion management agency and regional transportation planning agency for unincorporated Placer County and its six incorporated cities, excluding the Tahoe basin. PCTPA is also the designated administrator of the South Placer Regional Transportation Authority, which is a

Joint Powers Authority consisting of the Cities of Lincoln, Rocklin, and Roseville, and the County of Placer.

The PCTPA's *Placer County 2036 Regional Transportation Plan* (RTP) establishes goals, objectives, policy direction, and an implementation plan to guide the development of the region's transportation system for a 20-year period (Placer County Transportation Planning Agency 2016). The RTP is intended to address a variety of motorized and non-motorized transportation system issues within Placer County, including traffic congestion, traffic safety, roadway design, public transit, and bicycle and pedestrian facilities. The RTP contains the following relevant goals, objectives, and policies.

Goal 1. Highways/Streets/Roadways. Maintain and upgrade a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and the movement of goods through and within the region.

Objective 1.A. Identify and prioritize improvements to the roadway system.

Policy 1.A.1. Work with Caltrans and local jurisdictions to identify roadways in need of major upgrading to meet standards for safety and design, maximize system efficiency and effectiveness, and plan their improvement through regional planning, corridor system management planning, and capital improvement programming.

Objective 1.B. Construct, maintain, and upgrade roadways to meet current safety standards.

Policy 1.B.2. Prioritize roadway projects, including maintenance and repair, required to maintain safety standards.

Goal 6: Active and Alternative Transportation (NEVS). Promote a safe, convenient, and efficient transportation system for bicyclists, pedestrians, and users of low speed vehicles, as part of a balanced overall transportation system.

Objective 6.A. Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.

Policy 6.A.3. Consider Class I and II bikeways as preferred linkages in the bicycle facilities network. Use Class III bike routes as connectors only when necessary.

Objective 6.B. Provide a bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.

Objective 6.C. Integrate pedestrian, bicycle, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.

Policy 6.C.1. Improvements to the existing roadway network should consider provisions to properly accommodate bicycles, pedestrians, and NEVs.

Policy 6.C.2. Priority should be placed on roadway and street designs that avoid collisions between bicycles, autos, NEVs, and pedestrians.

Policy 6.C.3. Encourage jurisdictions to build complete street improvement projects, which incorporate bicycle, pedestrian, and transit facilities.

Placer County Congestion Management Program

As the designated Congestion Management Agency for Placer County, PCTPA, in partnership with the City, implements the Placer County Congestion Management Program (CMP). Through the CMP, PCTPA provides employers, residents, and schools with educational and outreach efforts about alternative transportation modes. The CMP promotes the benefits of alternative transportation modes, with the goal of reducing single-occupant automobile commute trips and vehicle miles traveled (VMT). The CMP provides incentives to encourage the use of pedestrian and bikeway facilities by commuters, including bicycle safety and maintenance clinics, a Spare the Air campaign, and participation in regional campaigns such as May is Bike Month and Smart Commute Month. In addition, the CMP includes an emergency ride home program for employees that use alternative transportation, and educates schoolchildren and their parents about the benefits of walking to school and using alternative transportation. The CMP also educates residents about public transit services in Placer County.

City General Plan 2035

The Circulation Element of the City's *General Plan 2035* establishes the functional classifications and level of service (LOS) goals for roadways within Roseville and contains goals and policies related to the provision of public services (City of Roseville 2016). The Circulation Element contains a list of intersections that operate at LOS D or worse during the AM and PM peak hours. This list includes the Washington Boulevard/Pleasant Grove Boulevard intersection, the Foothills Boulevard/Pleasant Grove Boulevard intersection, the Roseville Parkway/Galleria Boulevard intersection, and the Roseville Parkway/Reserve Drive intersection, all of which operate at LOS D during the PM peak hour.

The following general plan Circulation Element goals and policies are applicable to the proposed project.

Level of Service Goal 1. Maintain an adequate level of transportation service for all of Roseville's residents and employees through a balanced transportation system, which considers automobiles, transit, bicyclists, and pedestrians.

Level of Service Policy 1. Maintain a level of service (LOS) "C" standard at a minimum of 70% of all signalized intersections and roadway segments in the City during the a.m. and p.m. peak hours. Exceptions to the LOS "C" standard may be considered for intersections where the City finds that the required improvements are unacceptable based on established criteria identified in the implementation measures. In addition, Pedestrian Districts may be exempted from the LOS standard.

Level of Service Policy 2. Strive to meet the level of service standards through a balanced transportation system that reduces the auto emissions that contribute to climate change by providing alternatives to the automobile and avoiding excessive vehicle congestion through roadway improvements, Intelligent Transportation Systems, and transit improvements.

Transit Goal 1. Promote a safe, convenient and efficient mass transit system, utilizing both bus and rail modes, to reduce congestion, reduce auto emissions, including emissions that contribute to climate change, improve the environment, and provide viable non-automotive means of transportation in and through Roseville.

Transportation Systems Management Goal 1. Reduce travel demand on the City's roadway system.

Transportation Systems Management Goal 2. Reduce total vehicle emissions in the City of Roseville and the South Placer County region.

Transportation Systems Management Policy 1. Continue to enforce the City's TSM ordinance and monitor its effectiveness.

Bikeways/Trails Goal 1. Increase the percentage of all trips made by bicycles in Roseville.

Bikeways/Trails Goal 2. Establish and maintain a safe, comprehensive and integrated bikeway and trail system that encourages the use of bikes and walking for commuting, recreational and other trips.

Bikeways/Trails Policy 1. Develop a comprehensive and safe system of recreational and commuter bicycle routes and trails that provides connections between the City's major employment and housing areas and between its existing and planned bikeways.

City of Roseville 2008 Bicycle Master Plan

The City's *2008 Bicycle Master Plan* establishes bikeway policies, programs, and development standards related to the safety and integration of bicycle facilities into the transportation network in Roseville (City of Roseville 2008). The following *2008 Bicycle Master Plan* goals and policies are applicable to the proposed project.

Bikeway Route Development

Goal 1. Achieve a balanced transportation system that, consistent with the Roseville General Plan Circulation Element and Smart Choices for Roseville's Future: Implementation Strategies to Achieve Blueprint Project Objectives, provides Roseville residents a variety of transportation choices, including automobile, transit, bicycle, and pedestrian options.

Goal 2. Establish a safe, comfortable, convenient and highly-connected bikeway system that meets the transportation and recreation needs of avid, regular, youth and beginning bike riders, while balancing the needs of other transportation types including automobiles, train, transit and pedestrians.

Policy 2. The bikeway system should provide convenient and comfortable connections between residential areas, schools, parks, public transit stops, shopping centers, employment centers and other uses.

Policy 6. Class I off-street bike paths are preferred when they result in bikeway continuity, safe and preferably separated crossings of major roads, and minimal traffic crossflow.

Environmental Setting

This section describes existing transportation facilities in the transportation and traffic study area, including roadways and intersections, bicycle and pedestrian facilities, and available transit service.

Study Area Roadway Network

The transportation and traffic study area extends along the Washington Boulevard corridor from Pleasant Grove Boulevard to Junction Boulevard (Figure 3.16-1). In addition to the roadway network, Figure 3.16-1 shows six elementary or middle schools located in the project vicinity. This figure also shows the locations of nearby golf courses and fire stations. Although not shown on Figure 3.16-1, Roseville High School, which is located beyond the limits of the map at the terminus of Sierra Boulevard at Tiger Way, is frequently accessed via Washington Boulevard.

The City's *General Plan 2035* designates a roadway classification system for the existing roadway network in the city. It includes freeway, arterial, collector, local, and residential roadway types. Figure 3.16-2 shows the existing study area roadway network, and presents the number of travel lanes along segments of Washington Boulevard and on other nearby roadways.

Washington Boulevard. Within the study area, Washington Boulevard is primarily a two-lane arterial roadway with a posted speed limit of 45 miles per hour (mph). It has an 85th percentile vehicle speed of 51 mph based on a survey conducted by the City in January 2014.

Washington Boulevard transitions from four to two travel lanes a short distance south of Pleasant Grove Boulevard. Similarly, it transitions from four to two travel lanes a short distance north of Sawtell Road/Derek Place. Washington Boulevard is a two-lane undivided roadway with limited shoulders at the Andora Underpass.

Pleasant Grove Boulevard between Winslow Drive and Washington Boulevard, and between Glenwood Circle/Firestone Drive and Washington Boulevard. Within the study area, Pleasant Grove Boulevard is a six-lane east-west arterial roadway. Pleasant Grove Boulevard intersects Washington Boulevard near the north end of the study area. At Foothills Boulevard, approximately 0.5 mile west of Washington Boulevard, Pleasant Grove Boulevard transitions from six to four lanes.

Diamond Oaks Road between Glenwood Circle/Firestone Drive and Washington Boulevard. Diamond Oaks Road, a two-lane east-west collector roadway, bisects the Diamond Oaks neighborhood and extends approximately 1.8 miles between Washington Boulevard on the west and Reserve Drive on the east.

Junction Boulevard between Washington Boulevard and Corporation Yard Road. Junction Boulevard within the study area is a four-lane east-west arterial, near the southern end of the study area. Washington Boulevard serves as the eastern terminus of Junction Boulevard.

Foothills Boulevard between Pleasant Grove Boulevard and South Bluff Drive/Beckett Drive. Foothills Boulevard roughly parallels Washington Boulevard, running in a north-south direction to the west of Washington Boulevard. Within the study area, Foothills Boulevard's distance from Washington Boulevard ranges from approximately 0.5 mile at Pleasant Grove Boulevard to 0.9 mile at Junction Boulevard. Foothills Boulevard is primarily a six-lane arterial roadway.

Study Area Intersections

The following five intersections located along the project corridor were selected for study (refer to Figure 3.16-1).

1. Washington Boulevard/Pleasant Grove Boulevard.
2. Washington Boulevard/Diamond Oaks Road.
3. Washington Boulevard/Kaseberg Drive (private).
4. Washington Boulevard/Sawtell Road.
5. Washington Boulevard/Junction Boulevard.

Although the proposed widening would not extend through study intersections 1, 4, and 5, they were included in the study area because of the potential that the project would result in a shift in traffic away from other roadways, thereby adding traffic to these facilities. For the analysis of temporary impacts associated with construction-related closures of Washington Boulevard, the study area has been expanded to include key intersections along Foothills Boulevard, Pleasant Grove Boulevard, and Roseville Parkway.

Bicycle and Pedestrian Facilities

The following bicycle facilities are present along the Washington Boulevard corridor:

- Northbound: No designated bicycle facilities are present along Washington Boulevard. However, a two-way Class I multiuse path exists on the east side of Washington Boulevard extending northerly from the Derek Place cul-de-sac to Pleasant Grove Boulevard. This Class I facility includes a tunnel under the UPRR tracks. To advise bicyclists and pedestrians of the opportunity to use the Class 1 path and tunnel rather than the narrow Washington Boulevard/Andora Underpass, a “Bicycles Not Advised in Underpass” sign is posted on northbound Washington just prior to Derek Place.
- Southbound: A Class II on-street bike lane extends for a short segment south of Pleasant Grove Boulevard and terminates prior to Diamond Oaks Road. A sign is present in the southbound direction stating the following: “Bicycles Not Advised in Underpass.” Southbound bicyclists can access the Class I path on the east side by either traveling with traffic and turning left at Diamond Oaks Road or remaining on the west side of the street and using the crosswalk to cross to the east side of the street.

No designated pedestrian facilities are present on the east side of Washington Boulevard north of Sawtell Road with the exception of the portion of the two-way Class I multiuse path located north of Diamond Oaks Road. A sidewalk is located on the west side of Washington Boulevard between Pleasant Grove Boulevard and Diamond Oaks Road. A sidewalk also exists from south of Kaseberg Drive to Sawtell Road. With the exception of the southern approach to the Washington Boulevard/Sawtell Road intersection, crosswalks are present on all approaches to the Washington Boulevard/Pleasant Grove Boulevard and Washington Boulevard/Sawtell Road signalized intersections. Crosswalks are present on the east, west, and north legs of the Washington Boulevard/Diamond Oaks Road signalized intersection. Crosswalks are not present at the Washington Boulevard/Kaseberg Drive intersection.

In summary, bicycle and pedestrian facilities are present on portions of the study segment of Washington Boulevard. However, they are not continuous and therefore not well-suited for extended bicycle or pedestrian travel.

Transit Service

No transit routes currently run on Washington Boulevard within the study area. However, Roseville Transit operates local lines along segments of Washington Boulevard adjacent to the study area (e.g., north of Pleasant Grove Boulevard and south of Junction Boulevard). There is a bus turnout on the west side of Washington Boulevard south of Pleasant Grove Boulevard.

The City Alternative Transportation Division of Public Works owns and maintains a bus fleet and contracts with a transit provider for operation of Roseville Transit. Roseville Transit operates three separate transit systems: local, commuter, and Dial-a-Ride, which together provide more than 433,000 passenger trips a year. Roseville Transit's local service operates 11 routes in Roseville with connections to Placer County Transit and Sacramento Regional Transit. Roseville Transit also offers express commuter routes between Roseville and downtown Sacramento, Monday through Friday, during peak commute hours.

Although none run on the Washington Boulevard portion of the study area, multiple Roseville Transit routes run through the study area. The "A" and "B" lines run on Roseville Parkway, North Sunrise Avenue, and Galleria Boulevard. The "M" line runs on Galleria Boulevard, Pleasant Grove Boulevard, and Fairway Drive, while the "S" line runs on State Route (SR) 65, Roseville Parkway, and Galleria Boulevard. All four lines have transfer points at the Roseville Galleria mall.

Existing Traffic Volumes and Levels of Service

Daily Traffic Volumes on Study Segments

Existing daily traffic volumes on study segments are shown in the transportation study in Appendix B, including the name and number of each segment, segment boundaries, the jurisdiction in which it is located, and the current street classification (arterial, collector, or local).

The City provided traffic count data at the four signalized study intersections for three different weekdays in April 2015 from their Intelligent Transportation System (ITS) traffic count database. Fehr & Peers conducted traffic counts at the unsignalized Washington Boulevard/Kaseberg Drive intersection in May 2016. The volumes of the segments north and south of Kaseberg Drive collected in May 2016 were compared with the average April 2015 counts. The comparison showed somewhat greater volumes during May 2016 than in April 2015. This growth may have been due to a variety of factors ranging from new land uses in the area, increased congestion on parallel facilities, and seasonal variations in traffic demand. For this analysis, the through movements at intersections study area intersections 1, 2, 4, and 5 were increased from the observed April 2015 values as appropriate to reflect this traffic growth, thereby enabling these volumes to represent May 2016 conditions. Figure 3.16-3 displays existing weekday AM and PM peak hour traffic volumes and lane

configurations at the study intersections. At most study intersections, the AM peak hour occurred from 7:30 to 8:30 AM, and the PM peak hour occurred from 4:45 to 5:45 PM.

The average daily traffic (ADT) on Diamond Oaks Road and Washington Boulevard was collected and compared for conditions when nearby schools are in session and out of session. Table 3.16-1 shows the results for Diamond Oaks Road, while Table 3.16-2 shows the results for Washington Boulevard. As shown, the ADT on Washington Boulevard increases by 5%, and the ADT on Diamond Oaks Road increases by 20% when school is in session.

Table 3.16-1. Diamond Oaks Road—Existing Average Daily Traffic

Segment	Count Date	Average Daily Traffic (ADT)
School Out of Session		
Diamond Oaks Road east of Washington Boulevard	Tuesday, August 2, 2016	4,400
	Wednesday, August 3, 2016	4,400
	Thursday, August 4, 2016	4,700
	Average	4,500
School in Session		
Diamond Oaks Road east of Washington Boulevard	Wednesday, August 17, 2016	5,100
	Thursday, August 18, 2016	5,600
	Average	5,400 (20% increase)

Source: Fehr & Peers 2018 (Appendix B)

Notes: Data collected on Tuesday, August 16 was not used because of malfunction of Washington Boulevard/Pleasant Grove Boulevard traffic signal that caused atypical traffic patterns (City of Roseville ITS Traffic Count Database).
Values rounded to the nearest 100 vehicles.

Table 3.16-2. Washington Boulevard—Existing Average Daily Traffic

Segment	Count Date	Average Daily Traffic
School Out of Session		
Washington Boulevard south of Diamond Oaks Road	Tuesday, August 2, 2016	19,000
	Wednesday, August 3, 2016	19,200
	Thursday, August 4, 2016	19,800
	Average	19,300
School in Session		
Washington Boulevard south of Diamond Oaks Road	Wednesday, August 17, 2016	19,900
	Thursday, August 18, 2016	20,700
	Average	20,300 (5% increase)

Source: Fehr & Peers 2018 (Appendix B)

Notes: Data collected on Tuesday, August 16 was not used because of malfunction of Washington Boulevard/Pleasant Grove Boulevard traffic signal that caused atypical traffic patterns (City of Roseville ITS Traffic Count Database).
Values rounded to the nearest 100 vehicles.

Figure 3.16-4 shows the existing ADT at multiple locations along Washington Boulevard, Pleasant Grove Boulevard, Diamond Oaks Road, and Junction Boulevard. The ADT estimates were obtained as follows.

- The ADT values on Pleasant Grove Boulevard and Junction Boulevard were based on data provided by the City in April 2015.
- The ADT estimate shown on Figure 3.16-4 on Washington Boulevard south of Diamond Oaks Road is based on the average value shown in Table 3.16-2 (while schools are in session). The ADT estimates on the other segments were derived by factoring the daily traffic volume based on how the AM and PM peak hour volume differ for each given segment.

The ADT on Washington Boulevard (20,300 to 22,100 within the widening limits) represents a substantial amount of traffic for a two-lane undivided roadway to accommodate.

Figure 3.16-5 shows the general directionality of trips entering and exiting each end of the Washington Boulevard corridor, which reflect conditions with school in session. These estimates were derived by the AM and PM peak hour turning movements, and should be considered to provide a general trend of travel behavior. As shown, about three-quarters of the trips on the south end of the corridor are continued through trips on Washington Boulevard south of Junction Boulevard. In contrast, about half of the trips on the north end of the corridor either turn left or right from Pleasant Grove Boulevard.

Figure 3.16-6 displays a comparison of existing travel times on potential parallel or alternative routes to Washington Boulevard. These data were compiled primarily to assist in the evaluation of how various construction closure scenarios may affect a redistribution of existing traffic. Data are shown for the PM peak hour because this period has the greatest overall traffic volumes and amount of potentially diverted traffic. The travel time runs were conducted while schools were not in session because most of the construction-related closures would occur during the summer when schools are not in session. This information is provided in this section because it pertains to existing conditions. However, its meaning and applicability to construction closures are discussed in detail in Section 3.16.2, *Environmental Impacts*.

Study Intersections

Figure 3.16-3 illustrates the existing lane configurations, traffic controls, and peak-hour vehicle turning movement volumes at each study intersection under existing conditions.

Intersection Level of Service Definitions

The operational performance of a roadway network is commonly described as its LOS. The LOS is a qualitative measure of traffic operating conditions whereby a letter grade, ranging from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions. Table 3.16-3 contains intersection LOS criteria information that was presented in the transportation study for the proposed project (Appendix B).

Table 3.16-3. Signalized Intersection Level of Service Criteria

Level of Service	Description (for Signalized Intersections)	Average Delay (seconds per vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	>10.0 to 20.0	>10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 30.0	> 15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0	> 25.0 to 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0	> 35.0 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0	> 50.0

Intersection Operations

The study corridor and intersections were analyzed using the SimTraffic micro-simulation model. Based on standard practice, 10 SimTraffic runs were conducted and averaged for the reported results consistent with the methodology described in the 2010 Highway Capacity Manual. SimTraffic was appropriate for this analysis because it accounts for queue spillbacks, considers the effect of coordinated signal timing along Pleasant Grove Boulevard, and appropriately assigns delay to bottleneck intersections. The SimTraffic model was calibrated to match existing conditions. Thus, the model included the signal timing/coordination plans that exist along the Pleasant Grove Boulevard corridor, including the addition of nearby signalized intersections to model the effect of vehicle platooning. Actual signal timings at each signalized study intersection were entered into the model, as were lane configurations and peak hour traffic volumes. Although the private eastbound Kaseberg Drive approach to Washington Boulevard does not have two striped lanes, field observations indicated that the approximately 27 feet of pavement is sufficient to allow simultaneous left- and right-turn movements. Hence, they were modeled as exclusive left- and right-turn lanes.

Additionally, it was important that the model properly replicate the somewhat random arrival of northbound Washington Boulevard traffic approaching Diamond Oaks Road. Field observations revealed that these arrivals can result in lengthy queues that extend back toward, but not typically into, the UPRR Andora Underpass structure. The SimTraffic model estimated the northbound through movement at Washington Boulevard/Diamond Oaks

Road would have a PM peak hour 95th percentile vehicle queue of 450 feet (i.e., 18 vehicles), which represents queuing that extends about two-thirds of the way back to the Andora Underpass. Reviews of other critical turn movements yielded similar validation findings. Thus, the model was adequately calibrated to existing conditions.

For signalized intersections, the average delay and LOS was reported for the weighted average of all movements at the intersection. For side-street stop-controlled intersections, the average delay and LOS was reported both for the entire intersection as well as for the minor-street movement with the greatest delay.

All signalized study intersections operate with protected left-turn phasing, with the exception of the eastbound-westbound approaches to the Washington Boulevard/Diamond Oaks Road/Emerald Oak Road intersection, which operate with permitted phasing. The intersections along Washington Boulevard at Junction Boulevard and Sawtell Road are coordinated during peak periods. The Washington Boulevard/Diamond Oaks Road intersection is not coordinated.

Table 3.16-4 displays the average delay and LOS at the five study intersections (refer to the transportation study in Appendix B for technical calculations). These results represent conditions while schools are in session. As shown, all signalized study intersections operate at LOS C or better with the exception of the Washington Boulevard/Pleasant Grove Boulevard intersection, which operates at LOS D during the PM peak hour.

Table 3.16-4. Peak Hour Intersection Operations—Existing Conditions

		AM Peak Hour		PM Peak Hour	
Intersection	**Traffic Control**	**Delay (seconds/ vehicle)**	**LOS**	**Delay (seconds/ vehicle)**	**LOS**
1 Washington Boulevard/ Pleasant Grove Boulevard	Signal	33	C	46	D
2 Washington Boulevard/ Diamond Oaks Road/ Emerald Oaks Road	Signal	21	C	29	C
3 Washington Boulevard/ Kaseberg Drive (private)[a]	Side-Street Stop	14 (11)	A (B)	5 (23)	A (C)
4 Washington Boulevard/ Sawtell Road/Derek Place	Signal	10	A	11	B
5 Washington Boulevard/ Junction Boulevard	Signal	10	A	16	B

Source: Fehr & Peers 2018 (Appendix B)

[a] For side-street stop controlled intersections, the overall delay and worst movement delay is reported. Numbers in parentheses represent worst movement delay.

3.16.2 Environmental Impacts

This section describes the CEQA impact analysis relating to transportation and traffic for the proposed project. It describes the methods used to determine the project's potential impacts and lists the criteria thresholds used to conclude whether an impact would be significant. A measure to mitigate (avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion, where applicable.

Methods for Analysis

The City's base year travel demand model was used to forecast expected changes in daily traffic and peak hour turning movement volumes under an "Existing Plus Washington/Andora Widening" operating condition (i.e., existing plus project condition). The model underwent a review of roadway lanes, free-flow speeds, traffic analysis zone loadings, and other factors to ensure that it was adequately calibrated within the study area so that its traffic projections matched existing volumes (to within tolerable levels of deviation).

The proposed widening of Washington Boulevard was added to the base year model. The difference in the traffic volume estimates predicted by the model was then added to existing counts. This process is known as the difference model and is displayed below.

Existing Plus Project Forecast = Existing Volume + (Base Model Plus Project – Base Model)

The following describes the anticipated existing plus project conditions, including the lane configurations, traffic control, and signal timing at each study intersection upon project completion.

- Washington Boulevard/Diamond Oaks Road—Northbound and southbound approaches would each consist of one left-turn, two through lanes, and a dedicated right-turn lane. Eastbound and westbound approaches would remain unchanged and continue to operate with permitted phasing, per direction from City Traffic Operations staff.
- Washington Boulevard/Kaseberg Drive (private driveway)—Should appropriate grant funding be obtained, this intersection would be signalized (versus operating with a side-street stop) to provide improved bicycle and pedestrian connectivity. It would include two northbound and southbound lanes, a northbound left turn lane, and exclusive eastbound left turn lanes.
- Washington Boulevard/Pleasant Grove Boulevard, Washington Boulevard/Sawtell Road, and Washington Boulevard/Junction Boulevard—No changes in lane configurations, traffic controls, or signal timing/phasing from existing conditions.

Construction Closure Analysis Methods

This analysis considers the traffic impacts of two construction closure alternatives that could potentially be implemented during Phase 2 construction, the proposed project and Alternative 1 (one lane closure during construction) as well as the No Project alternative (Alternative 2). Methods used to analyze the potential redistribution of traffic associated with

the construction-related closure of Washington Boulevard under both the proposed project and Alternative 1 are described below.

Proposed Project

Construction of Phase 2 of the proposed project would involve the closure of Washington Boulevard to all vehicular traffic from directly north of Kaseberg Drive to directly south of Diamond Oaks Road for up to 6 months. Motorists traveling south from Pleasant Grove Boulevard would continue to be able to access Diamond Oaks Road from Washington Boulevard and vice versa. Similarly, motorists traveling north from Sawtell Road would continue to be able to access Kaseberg Drive from Washington Boulevard and vice versa.

Two methods were used to evaluate the potential redistribution of traffic associated with the construction-related closure of Washington Boulevard under the proposed project.

- **Method A – Base Year City of Roseville Travel Demand Model.** The model was rerun with the closure plan in place and changes in ADT were noted. Because the closure would be temporary, only the assignment module of the model was rerun (i.e., trip origins and destinations remained fixed). Refer to the transportation study in Appendix B for a traffic model plot that shows the projected increase or decrease in ADT due to the street closure.
- **Method B – Projected redistribution based on actual amount of traffic to be diverted and travel time survey results.** This method reassigns trips based on the spatial origins and destinations of trips using Washington Boulevard, and comparisons of which alternative routes offer the shortest travel times. Figure 3.16-7 shows the expected redistribution of trips currently using Washington Boulevard.

The transportation study in Appendix B contains a spreadsheet that compares the projected change in ADT between the two methods. Overall, both methods yield comparable sets of projections, though there are some minor differences. The traffic diversion estimates from Method B are generally considered more accurate than Method A because Method B considers the actual amount of traffic being rerouted, as opposed to a model's estimation of rerouted traffic. Method B is also more conservative because it does not consider the same degree of regional redistribution that the traffic model predicts (e.g., the model shows an increase on SR 65, which is already near capacity).

The amount of diverted traffic is greater during the PM peak hour than the AM peak hour. Because weekday PM peak hour conditions are typically worse than AM peak hour conditions, the analysis of the proposed project's construction impacts focuses on PM peak hour conditions.

Alternative 1

Construction activities associated with Alternative 1 would involve the closure of only one lane and would last approximately 20 months. Under Alternative 1, Washington Boulevard would be reduced to a single-lane from south of Diamond Oaks Road to beyond the Andora Underpass for a distance of 1,400 feet, yet still allow northbound and southbound traffic by alternating one-way movements through the constricted section (most likely via a traffic signal).

The following analysis methods and assumptions were used to model the potential effects of Alternative 1.

- Analysis Period: The PM peak hour was chosen because it carries a greater volume of traffic than any other hour of the day.
- Traffic Projections: Due to the likelihood that motorists would know of the construction activity and potential for delays, 50% of the existing PM peak hour travel demand was conservatively assumed to divert to parallel roadways.
- Traffic Operation: For analysis purposes, a temporary traffic signal is assumed to be in place south of the railroad undercrossing to assign right-of-way. The traffic signal at Diamond Oaks Road would serve this function on the north side. Each direction of travel would be given approximately 80 seconds of signal time, which includes the green interval, yellow interval, and then a lengthy all-red interval necessary to fully flush traffic (assumed to travel through the construction zone at no more than 25 mph) out of the lengthy reversible lane prior to allowing the opposing movement. Should City staff determine the temporary signal causes unnecessary delay, the contractor may be required to utilize flaggers with a pilot vehicle.

The SimTraffic model was used to analyze the effects of Alternative 1 under PM peak hour conditions. As with the proposed project, the amount of diverted traffic under Alternative 1 is greater during the PM peak hour than the AM peak hour. Because weekday PM peak hour conditions are typically worse than AM peak hour conditions, the analysis of Alternative 1 construction impacts focuses on PM peak hour conditions.

Alternative 2

As described in Chapter 2, *Project Description*, the No Project alternative would not involve any improvements to Washington Boulevard. The existing roadway and Andora Underpass would remain in their current state. Traffic forecasts were developed for the No Project alternative based on the City's *Transportation System 2035 Capital Improvement Program* (CIP) travel demand model assumptions and the "difference method" described above (*Cumulative Forecast = Existing Volume + [Cumulative Traffic Model – Base Traffic Model])*. Therefore, for traffic analysis purposes, the No Project alternative represents the cumulative traffic condition in the year 2035 as defined by the City's CIP. The City's CIP model assumes buildout of Roseville, including various approved specific plans such as the Sierra Vista, Creekview, and Amoruso Ranch Specific Plans. Land uses outside of Roseville represent projected absorption by the year 2035. The City's traffic model also includes its existing roadway system along with planned CIP roadway and intersection improvements. The City's CIP project list is reasonably foreseeable based on a strong likelihood (and past history) that they would be fully funded by the time they are needed based on the current fees being collected.

The City's CIP includes the widening of Washington Boulevard to four lanes between Pleasant Grove Boulevard and Sawtell Road. Accordingly, recent environmental documents in Roseville have assumed this improvement in place under cumulative conditions. However, development of the No Project condition for this analysis assumes that Washington Boulevard remains two lanes between Pleasant Grove Boulevard and Sawtell Road. The City's CIP also assumes the addition of a fourth westbound travel lane at the

Washington Boulevard/Pleasant Grove Boulevard intersection, which is assumed to be in place for the No Project analysis.

Thresholds of Significance

State CEQA Guidelines Section 15064.3 describes acceptable methods for evaluating a project's transportation impacts under CEQA. In general, VMT is considered the most appropriate metric, and beginning July 1, 2020, CEQA documents are required to include a VMT methodology when evaluating transportation impacts. As discussed in State CEQA Guidelines Section 15064.3 (b)(2), for roadway capacity projects undergoing CEQA review (such as the proposed project), the Lead Agency has discretion to determine the appropriate metric for transportation and traffic analysis. Consistent with this provision, the City of Roseville has elected to evaluate the project's transportation and traffic impacts consistent with the City's adopted intersection level of service policy.

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant effect if it would result in any of the conditions listed below.

- 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.
- Conflict with an applicable congestion management program, including, but not limited to, LOS standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways.
- 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.
- Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The City's LOS policy is not applicable to unsignalized intersections (such as the existing Washington Boulevard/Kaseberg Drive private driveway intersection). Average delay and LOS results for existing conditions at this intersection are provided for information purposes. With project conditions assume this intersection is signalized and an LOS analysis is provided for with project future conditions.

Impacts and Mitigation Measures

The proposed project's construction transportation and traffic impacts differ by phase. Phase 1 would involve standard road widening construction tasks with no temporary road closures or detours. Phase 2 would involve the temporary closure (5–6 months) and detour of

Washington Boulevard traffic. The construction impacts associated with the proposed project's Phase 2 and Alternative 1 (one lane closure during construction) would be similar, as described below. Because no construction would occur in the project corridor under Alternative 2 (No Project), Alternative 2 would not result in any construction impacts related to transportation and traffic; therefore, construction-related impacts of Alternative 2 on transportation and traffic are not discussed further in this section. In addition, because no physical changes to the project corridor would occur under Alternative 2, impacts related to roadway design are not considered for that alternative.

Impact TRA-1	**Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system**
Applicable Policies and Regulations	Placer County 2036 Regional Transportation Plan City of Roseville General Plan 2035, Circulation Element
Significance with Policies and Regulations	Proposed Project Construction: Phase 1: Less-than-Significant Impact Phase 2: Significant Unavoidable Impact Alternative 1: Significant Unavoidable Impact Proposed Project Operation: Phase 1: Less-than-Significant Impact Phase 2: Significant Impact Alternative 1: Significant Impact
Mitigation Measures	Proposed Project Construction: Phase 1: None Required Phase 2: None Available Proposed Project Operation: Phase 1: None Required Phase 2 and Alternative 1: Mitigation Measure TRA-1.1: Modify Traffic Signal Timing at the Washington Boulevard/Pleasant Grove Boulevard Intersection by Shifting 6 Seconds of Green Light Time from the Northbound Left-Turn Movement to the Southbound Through Movement
Significance after Mitigation	Proposed Project Construction: Phase 1: Less-than-Significant Phase 2: Significant and Unavoidable Alternative 1: Significant and Unavoidable Proposed Project Operation: Phase 1: Less-than-Significant Phase 2: Significant and Unavoidable

Construction

Proposed Project

Phase 1 would involve all proposed road widening (except at the Andora Underpass), signal and intersection improvements, Class I bike trail construction on the east side of Washington Boulevard, and interim drainage improvements. Road widening would primarily occur to the east of the existing roadway and would be accomplished with only minimal disruption to the traveling public. Construction activities may require intermittent partial lane closures and lane shifting assisted by flaggers and temporary signage. Construction activities would include material and equipment deliveries and intermittent periods of traffic flow disruption. Vehicle speed would be reduced, and minor travel delays would be expected through the construction zone. As described in Chapter 2, Section 2.5.7, *Best Management Practices,* the project includes development of a construction traffic management plan (TMP). The TMP will identify general methods by which construction activities will be managed to minimize substantial delays to traffic and will incorporate guidance and components provided in the *Final Transportation Study for the Washington/Andora Widening Project* (Appendix B). Implementation of the TMP would ensure short-term Phase 1 construction traffic and transportation impacts remain less than significant.

Phase 2 of the proposed project would require a prolonged (5–6 month) closure of Washington Boulevard at the Andora Underpass. The construction-related street closure would increase ADT on other roadways, degrade study area intersection operations to unacceptable levels, and likely cause inconveniences to motorists. The parallel segment of Foothills Boulevard would experience the greatest increase in traffic, with traffic levels increasing from about 32,000 to 43,000 ADT. Further, Diamond Oaks Road east of Washington Boulevard would experience a net increase of about 2,000 ADT under conditions when schools are not in session. This would cause the segment's ADT to increase from 4,500 to 6,500 ADT. Under conditions when schools are in session, the ADT would be expected to increase from 5,400 to 8,000 ADT. These estimates are considered approximate and could change for a variety of reasons. For example, an effective public information campaign and traffic detour strategy could encourage some streets to be used to a greater degree than others. Further, the additional travel time associated with the detours could change trip destinations or suppress trip-making, and traffic volume increases on detour routes could cause additional delays, which could result in redistribution to other routes.

The following intersections would experience notable increases in traffic during the proposed project's Phase 2 construction closure of Washington Boulevard.

- Foothills Boulevard/Pleasant Grove Boulevard—westbound left-turn movement would increase by 427 vehicles during the PM peak hour.
- Foothills Boulevard/Junction Boulevard—southbound left-turn movement would increase by 533 vehicles and westbound right-turn movement would increase by 470 vehicles during the PM peak hour.

- Roseville Parkway/Reserve Drive—eastbound right-turn movement would increase by 160 vehicles and northbound left-turn movement would increase by 140 vehicles during the PM peak hour.
- Roseville Parkway/Galleria Boulevard—northbound left-turn movement would increase by 185 vehicles during the PM peak hour.

Table 3.16-5 displays the existing PM peak hour LOS at the four intersections listed above and compares them with the Existing Plus Construction Closure conditions. This table also shows how each intersection would operate during the construction closure. The technical calculations for this analysis are included in the transportation study in Appendix B.

Table 3.16-5. PM Peak Hour Intersection Operations—Existing Conditions with Phase 2 Washington Boulevard Construction Closure

		Existing Conditions		Existing Conditions Plus Construction Closure	
Intersection	**Control**	**Delay (seconds/ vehicle)**	**LOS**	**Delay (seconds/ vehicle)**	**LOS**
Foothills Boulevard/ Pleasant Grove Boulevard	Signal	54	D	70	E
Foothills Boulevard/ Junction Boulevard	Signal	34	C	137	F
Roseville Parkway/ Galleria Boulevard	Signal	52	E	85	F
Roseville Parkway/ Reserve Drive	Signal	33	C	51	D

Source: Fehr & Peers 2018 (Appendix B)

Notes: All intersections analyzed using SimTraffic except Foothills Boulevard/Junction Boulevard, which was analyzed using Synchro

Results shown here represent conditions with schools in session. Impacts would be reduced during periods when schools are not in session due to reduced overall levels of traffic.

As noted previously, the majority of the Phase 2 construction closure would occur during periods when schools are not in session. Thus, the level of additional delays would be somewhat less than is shown below in Table 3.16-6, which reflects conditions when schools are in session. Further, as part of the project and prior to any Phase 2 construction closures, a construction TMP would be developed and implemented as described in Section 2.5.7, *Best Management Practices*. As part of the TMP, two intersections would be modified to offset the adverse LOS and delay effects. Signal timing at the Foothills Boulevard/Pleasant Grove Boulevard intersection would be modified in response to changing travel demand, and the Foothills Boulevard/Junction Boulevard intersection would be modified to add a temporary second southbound left-turn lane during construction.

Table 3.16-6 displays the effectiveness of the TMP intersection modifications at the Foothills Boulevard/Pleasant Grove Boulevard and Foothills Boulevard/Junction Boulevard

intersections (refer to the transportation study in Appendix B for technical calculations). A 5-second shift in green light time from the eastbound through to the westbound left-turn movement at the Foothills Boulevard/Pleasant Grove Boulevard intersection would reduce the average delay from 70 to 61 seconds. The addition of a second southbound left-turn lane at the Foothills Boulevard/Junction Boulevard intersection would better accommodate the projected left-turn movement of 737 vehicles during the PM peak hour, thereby reducing the delay from 137 to 49 seconds per vehicle. As indicated in Table 3.16-6, even with TMP modifications the Foothills Boulevard/Pleasant Grove Boulevard and Foothills Boulevard/Junction Boulevard intersections would operate at LOS E and LOS D, respectively, during Phase 2 construction.

Improvements (both physical and signal timing-related) were considered at the Roseville Parkway/Reserve Drive and Roseville Parkway/Galleria Boulevard intersections. Construction delays would result in an 8% and 5% increase in PM peak hour traffic, respectively, at each intersection. Any physical improvements would be complicated and temporary, and any signal timing improvements would be difficult to implement without adversely affecting the overall Roseville Parkway corridor operations. Therefore, no improvements were identified as being feasible at those intersections for this temporary impact.

Table 3.16-6. PM Peak Hour Intersection Operations – Existing Conditions plus Phase 2 Construction Closure and Traffic Management Plan Modifications

				Existing Conditions Plus Construction Closure			
		Existing Conditions		Without TMP Modifications		With TMP Modifications	
Intersection	Control	Delay (seconds/ vehicle)	LOS	Delay (seconds/ vehicle)	LOS	Delay (seconds/ vehicle)	LOS
Foothills Boulevard/ Pleasant Grove Boulevard	Signal	54	D	70	E	61	E
Foothills Boulevard/ Junction Boulevard	Signal	34	C	137	F	49	D
Roseville Parkway/ Galleria Boulevard	Signal	52	E	85	F	–	–
Roseville Parkway/ Reserve Drive	Signal	33	C	51	D	–	–

Source: Fehr & Peers 2018 (Appendix B)

LOS = level of service

TMP = traffic management plan

Notes: All intersections analyzed using SimTraffic except Foothills Boulevard/Junction Boulevard, which was analyzed using Synchro (consistent with prior analysis of intersection).

Results shown here represent conditions with schools in session. Impacts would be reduced during periods when schools are not in session due to reduced overall levels of traffic.

Refer to above text for description of mitigations.

– = implies that no feasible mitigation is available given the severity and duration of temporary impact.

Although implementation of the TMP described in Section 2.5.7, *Best Management Practices*, would reduce the majority of construction-related traffic and circulation impacts, construction impacts resulting from Phase 2 of the proposed project on the performance of the circulation system would remain significant and unavoidable.

Alternative 1

Under Alternative 1, Washington Boulevard would be reduced to a single lane from south of Diamond Oaks Road to beyond the Andora Underpass for a distance of 1,400 feet, yet still allow northbound and southbound traffic by alternating one-way movements through the constricted section, most likely via a traffic signal, although flaggers with a pilot vehicle may also be used. Alternative 1 would reduce the impacts on traffic and intersections caused rerouting existing traffic from Washington Boulevard to other streets during the multi-month Phase 2 construction closure. This would include reducing the substantial increases in project-related traffic on the parallel segment of Foothills Boulevard and Diamond Oaks Road east of Washington Boulevard, and on the following intersections: Foothills Boulevard/Pleasant Grove Boulevard; Foothills Boulevard/Junction Boulevard; Roseville Parkway/Reserve Drive; and Roseville Parkway/Galleria Boulevard.

The model output for the Alternative 1 construction period (approximately 20 months) reveals the following impacts of Alternative 1.

- Northbound traffic would extend beyond Kaseberg Drive and spill back to Sawtell Road. The average delay would be 302 seconds (i.e., 5 minutes) per vehicle.
- Southbound traffic would queue from Diamond Oaks Road through the Washington Boulevard/Pleasant Grove Boulevard intersection. The average delay on this approach would be 221 seconds per vehicle, although this result is misleading because the model assigns much of this delay to the upstream Pleasant Grove Boulevard intersection.

These delays would correspond to an LOS F condition with northbound Washington Boulevard queuing expected to reach past Kaseberg Drive (refer to Figures 3.16-8 and 3.16-9 for illustration, and to the transportation study in Appendix B for technical calculations). As a result, the existing LOS at the Washington Boulevard/Kaseberg Drive stop sign controlled intersection is also expected to experience a significant reduction in LOS, severely inconveniencing inbound Diamond K residents. This would be a significant unavoidable impact of Alternative 1. Should the level of traffic redistribution from Washington Boulevard to other routes under Alternative 1 not reach 50% as assumed in this analysis, the extent of delays and queuing would be correspondingly greater. Because traffic would degrade to a LOS F condition, Alternative 1 construction activities would have a greater impact on traffic operations than would the proposed project.

Operation

The existing conditions proposed project operation analysis below first examines the traffic impacts of full project buildout (Phases 1 and 2 combined) as if constructed in a single phase. This is followed by Phase 1 only existing conditions operation analysis.

Proposed Project (Phases 1 and 2)

Figure 3.16-10 presents the existing plus project ADT forecasts, and Table 3.16-7 compares them with existing conditions. As shown, the widening of Washington Boulevard would result in an increase of 7,700 vehicles per day on the widened portion of the roadway. A considerable amount of this traffic (6,000 daily vehicles) would be redistributed from Foothills Boulevard, a parallel six-lane roadway.

Table 3.16-7. Existing plus Project Average Daily Traffic

Location	Existing ADT	Existing Plus Project ADT	Difference
Washington Boulevard between Pleasant Grove Boulevard and Industrial Avenue	15,500	15,900	+400
Washington Boulevard between Emerald Oak Road/ Diamond Oaks Road and Pleasant Grove Boulevard	22,100	29,700	+7,600
Washington Boulevard between Kaseberg Drive and Emerald Oak Road/Diamond Oaks Road	20,300	28,000	+7,700
Washington Boulevard between Kaseberg Drive and Sawtell Road/Derek Place	20,700	28,400	+7,700
Washington Boulevard between Junction Boulevard and Corporation Yard Road	23,900	24,300	+400
Pleasant Grove Boulevard between Winslow Drive and Washington Boulevard	43,400	43,900	+500
Pleasant Grove Boulevard between Washington Boulevard and Galilee Road/Elmwood Drive	44,100	39,100	-5,000
Diamond Oaks Road between Glenwood Circle/ Firestone Drive and Washington Boulevard	4,700	4,700	0
Junction Boulevard between Washington Boulevard and Corporation Yard Road	13,400	18,600	+5,200
Foothills Boulevard between Pleasant Grove Boulevard and South Bluff Drive/Beckett Drive	32,200	26,000	-6,000

Source: Fehr & Peers 2018 (Appendix B)

Note: Values rounded to the nearest one hundred vehicles.

Table 3.16-8 displays the average delay and LOS under existing conditions and compares them with existing plus project conditions. Figure 3.16-11 shows the AM and PM peak hour turning volumes at these intersections for the existing plus project scenario. During each peak hour, the volumes traveling in either direction on Washington Boulevard south of Pleasant Grove Boulevard would increase by 220 to 400 vehicles depending on the peak hour and direction. Technical calculations for this analysis are in the transportation study in Appendix B.

Following project completion, the widening of Washington Boulevard would degrade PM peak hour operations at the Washington Boulevard/Pleasant Grove intersection from LOS D

to LOS E. This would result from the southbound-through volume increasing from 603 to 856 vehicles (42%), and the westbound-left volume increasing from 335 to 448 vehicles (34%), without any assumed changes in signal timings to accommodate these movements. In addition, delays would increase modestly at the Washington Boulevard/Sawtell Road, Washington Boulevard/Junction Boulevard, and Washington Boulevard/Kaseberg Drive (private) intersections, although operations would remain at LOS C or better. However, delays would decrease at the Washington Boulevard/Diamond Oaks Road intersection by virtue of additional capacity provided by the widening.

Table 3.16-8. Peak Hour Intersection Operations—Existing plus Project Conditions

	Existing				Existing Plus Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1 Washington Boulevard/ Pleasant Grove Boulevard	33	C	46	D	34	C	71	E
2 Washington Boulevard/ Diamond Oaks Road/ Emerald Oak Road	21	C	29	C	14	B	16	B
3 Washington Boulevard/ Kaseberg Drive (private) [a]	14 (11)	A (B)	5 (23)	A (C)	4 (15)	A (C)	6 (22)	A (C)
4 Washington Boulevard/ Sawtell Road/ Derek Place	10	A	11	B	9	A	11	B
5 Washington Boulevard/ Junction Boulevard	10	A	16	B	13	B	22	C

Source: Fehr & Peers 2018 (Appendix B)
LOS = level of service
Sec/veh = seconds per vehicle
Note: For side-street stop controlled intersections, the overall delay and worst movement delay is reported. Numbers in parentheses represent worst movement delay.

According to Table 3.16-8, the proposed project would cause PM peak hour operations at the Washington Boulevard/Pleasant Grove Boulevard intersection to worsen from LOS D to E under existing plus project conditions. All other intersections would continue operating acceptably under existing plus project conditions. The project would not cause the overall percentage of signalized intersections throughout the city of Roseville operating at LOS C or

better during the AM and PM peak hours to fall below 70%. The worsening of PM peak hour operations from LOS D to LOS E at the Washington Boulevard/Pleasant Grove Boulevard intersection would be a significant impact.

Implementation of Mitigation Measure TRA-1.1 would reduce this impact, but not to a less-than-significant level.

Mitigation Measure TRA-1.1: Modify Traffic Signal Timing at the Washington Boulevard/Pleasant Grove Boulevard Intersection by Shifting 6 Seconds of Green Light Time from the Northbound Left-Turn Movement to the Southbound Through Movement

This mitigation measure will reallocate green light time on the Washington Boulevard north/south approaches to better match travel demand. It will not alter green light time, splits, or offsets on the coordinated east/west Pleasant Grove Boulevard approaches. Table 3.16-9 shows that this mitigation will reduce the PM peak hour delay from 70 to 56 seconds per vehicle (see the transportation study in Appendix B).

Although operations would technically remain in the LOS E range, the delay at the Washington Boulevard/Pleasant Grove Boulevard intersection would be within 1 second of LOS D, which is considered acceptable. Nonetheless, this impact would remain significant and unavoidable.

Table 3.16-9. Intersection Operations – Existing plus Project (Mitigated) Conditions

	Existing Conditions		Existing Plus Project Conditions		Existing Plus Project Conditions with Mitigation	
Intersection	**Delay (seconds/ vehicle)**	**LOS**	**Delay (seconds/ vehicle)**	**LOS**	**Delay (seconds/ vehicles)**	**LOS**
Washington Boulevard/ Pleasant Grove Boulevard	46	D	71	E	56	E

Source: Fehr & Peers 2018 (Appendix B)

Phase 1

The proposed project operation analysis considered full buildout of the project under existing conditions. According to a technical memorandum dated April 10, 2019 prepared by Fehr & Peers (Appendix B), the results of that analysis would change if only Phase 1 of the project were considered. The remainder of this section describes Phase 1 and evaluates how it would affect the transportation system under existing conditions (relative to the effects that were identified for full buildout of the project).

Phase 1 would include the widening of Washington Boulevard from two to four lanes from Sawtell Drive to Pleasant Grove Boulevard, with the exception of the UPRR Andora Underpass (and portions of Washington Boulevard immediately to the north and south), which would be completed as part of Phase 2.

Phase 1 improvements at the Washington Boulevard/Diamond Oaks Road intersection are shown in the Fehr and Peers technical memorandum (contained in Appendix B). Key aspects of this improvement include:

- The second northbound lane would begin a short distance south of Diamond Oaks Road.
- Southbound Washington Boulevard would continue to have two lanes departing Pleasant Grove Boulevard that narrow to a single lane prior to Diamond Oaks Road.
- Washington Boulevard/Diamond Oaks Road would be designed as a "protected intersection," featuring crosswalks, and bike paths across and within the intersection as shown. These features are intended to enable bicyclists to access the Class I path on the east side of the roadway.

The analysis of the proposed project (Phases 1 and 2) concludes that the full project would cause the daily traffic volume on Washington Boulevard to increase from 20,300 vehicles per day (existing) to 28,000 vehicles per day, with much of this shift coming from parallel facilities.

By virtue of not widening the roadway to a continuous four-lane facility, Phase 1 would not cause the same degree of volume increase. The following describes the expected travel demand in each direction of Washington Boulevard:

- Northbound travel – A modest increase would be expected due to the added capacity provided by the second northbound through lane at Diamond Oaks Road. Northbound traffic often queues back from this intersection through the Andora Underpass during peak periods.
- Southbound travel – Little to no change in travel demand would be expected because the roadway would feel very similar to how it currently operates. Namely, the lane decrease between Pleasant Grove Boulevard and Diamond Oaks Road, combined with queuing from the signal at Diamond Oaks Road, would remain a pinch-point during peak periods.

The widening to four lanes from Sawtell Drive to just north of Kaseberg Drive would cause relatively little overall corridor travel increase because it would not be coupled with further widening to the north.

There was no attempt to quantify Phase 1's change in travel demand because travel demand models are not capable of accurately predicting shifts in travel for such subtle changes.

Effects on Roadway Operations

The following describes expected traffic conditions in each direction of Washington Boulevard:

- Northbound traffic conditions – Vehicle delays approaching Diamond Oaks Road would be lower than under existing (no project) conditions by virtue of the second

northbound through lane being added. Although the added capacity may induce slightly more vehicles per hour to use this route, that increase would be considerably less than the capacity increase provided by the second through lane.

- Southbound traffic conditions – Vehicle delays approaching Diamond Oaks Road would be similar to existing (no project) conditions. However, delays on this approach would likely be greater than for full project buildout, which would provide a continuous second southbound lane through the intersection and Andora Underpass.

The net effect of Phase 1 implementation at the Washington Boulevard/Diamond Oaks Road intersection would be reduced delays when compared with existing (no project) conditions, but slightly greater delays when compared with an existing plus full project buildout scenario. As shown in Table 3.16-8, this intersection would operate at LOS B during the AM and PM peak hours under existing plus full project buildout conditions. Despite the slight increase in delay, the intersection would likely maintain LOS B conditions, and certainly would maintain an LOS C. Therefore, implementation of Phase 1 would not adversely affect operations at this intersection.

Table 3.16-8 also notes that full buildout under existing conditions would worsen the Washington Boulevard/Pleasant Grove Boulevard intersection from LOS D to LOS E during the PM peak hour. Much of the degraded operations would be caused by increases in the southbound through and westbound left-turn movements, which would be the result of added capacity on Washington Boulevard. Implementation of Phase 1 would not degrade this intersection to the same degree by virtue of having little effect on travel demand in the southbound direction of Washington Boulevard.

Therefore, as discussed above, implementation of Phase 1 alone would not adversely affect any intersections within the study corridor. Transportation impacts of Phase 1 operation would be less than significant, and no mitigation is required.

Effects on Bicycle and Pedestrian Travel

Phase 1 would improve travel conditions in the Washington Boulevard corridor for bicyclists and pedestrians over existing conditions. Although Phase 1 would not build all bicycle and pedestrian facilities that would be constructed with full buildout, conditions nonetheless would represent an improvement over what currently exists.

Alternative 1

Following completion of construction, project operation under Alternative 1 would have the same characteristics as those of the proposed project, and Alternative 1 would similarly have a significant impact. Implementation of Mitigation Measure TRA-1.1 would reduce this impact, but not to a less-than-significant level.

Alternative 2 (No Project)

The roadway operations forecast for Alternative 2 assumes that Washington Boulevard would remain two lanes, rather than the four lanes proposed for the project and Alternative

1, between Pleasant Grove Boulevard and Sawtell Road. Figure 3.16-12 shows the no project AM and PM peak hour turning movement forecasts and lane configurations at the study intersections. During the AM peak hour, traffic volumes traveling northbound on Washington Boulevard south of Pleasant Grove Boulevard are projected to increase by 355 vehicles over existing conditions, while southbound volumes are projected to decrease by 47 vehicles. The PM peak hour volumes traveling northbound on the same roadway segment are projected to decrease by 67 vehicles, while southbound PM peak hour volumes are projected to increase by 320 vehicles over existing conditions. Technical calculations for the no project condition are presented in transportation study in Appendix B.

Figure 3.16-13 displays the average daily traffic on Washington Boulevard and adjacent roadways for the No Project alternative. Table 3.16-10 presents the No Project ADT forecasts along Washington Boulevard and adjacent roadways, and compares them with existing conditions. As shown, the ADT on all study segments would increase by 2035 under the No Project alternative. The ADT on all study area roadway segments would increase under the No Project alternative.

Table 3.16-10. Existing (2016) and No Project (2035) Average Daily Traffic

Location	Existing ADT	No Project (2035) ADT	Difference
Washington Boulevard between Pleasant Grove Boulevard and Industrial Avenue	15,500	27,500	+12,000
Washington Boulevard between Emerald Oak Road/ Diamond Oaks Road and Pleasant Grove Boulevard	22,100	30,400	+8,300
Washington Boulevard between Kaseberg Drive and Emerald Oak Road/Diamond Oaks Road	20,300	24,900	+4,600
Washington Boulevard between Kaseberg Drive and Sawtell Road/Derek Place	20,700	25,000	+4,300
Washington Boulevard between Junction Boulevard and Corporation Yard Road	23,900	36,300	+12,400
Pleasant Grove Boulevard between Winslow Drive and Washington Boulevard	43,400	58,900	+15,500
Pleasant Grove Boulevard between Washington Boulevard and Galilee Road/Elmwood Drive	44,100	58,900	+14,800
Diamond Oaks Road between Glenwood Circle/ Firestone Drive and Washington Boulevard	4,700	9,100	+4,400
Junction Boulevard between Washington Boulevard and Corporation Yard Road	13,400	25,700	+12,300
Foothills Boulevard between Pleasant Grove Boulevard and South Bluff Drive/Beckett Drive	32,200	50,000	+17,800

Source: Fehr & Peers 2018 (Appendix B)

Note: Values rounded to the nearest one hundred vehicles.

Table 3.16-11 displays the average delay and LOS under existing conditions and compares them with No Project conditions.

Table 3.16-11. Peak Hour Intersection Operations—Existing and No Project (2035) Alternative

	Existing				No Project Alternative			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1 Washington Boulevard/ Pleasant Grove Boulevard	33	C	46	D	41	D	110	F
2 Washington Boulevard/ Diamond Oaks Road/ Emerald Oak Road	21	C	29	C	68	E	36	D
3 Washington Boulevard/ Kaseberg Drive (private)[a]	14 (11)	A (B)	5 (23)	A (C)	8 (13)	A (B)	9 (37)	A (E)
4 Washington Boulevard/ Sawtell Road/ Derek Place	10	A	11	B	9	A	10	B
5 Washington Boulevard/ Junction Boulevard	10	A	16	B	15	B	41	D

Source: Fehr & Peers 2018 (Appendix B)
LOS = level of service
Sec/veh = seconds per vehicle
[a] For side-street stop controlled intersections, the overall delay and worst movement delay is reported. Numbers in parentheses represent worst movement delay.

As shown in Table 3.16-11, under the No Project alternative, AM peak hour operations would degrade from LOS C to LOS D at the Washington Boulevard/ Pleasant Grove Boulevard intersection, from LOS C to LOS D at the Washington Boulevard/Diamond Oaks Road/Emerald Oak Road intersection, and from LOS B to LOS D at the Washington Boulevard/Junction Boulevard intersection. In addition, AM peak hour delays would increase modestly at the Washington Boulevard/Junction Boulevard intersection, although operations would remain better than LOS C. However, AM peak hour delays would decrease slightly at the Washington Boulevard/Sawtell Road and Washington Boulevard/Kaseberg Drive (private) intersections under No Project conditions.

Table 3.16-11 shows that under the No Project alternative, PM peak hour operations would degrade from LOS D to LOS F at the Washington Boulevard/ Pleasant Grove Boulevard intersection, from LOS C to LOS D at the Washington Boulevard/Diamond Oaks Road/Emerald Oak Road intersection, and from LOS B to LOS D at the Washington Boulevard/Junction Boulevard intersection. PM peak hour delays would increase slightly at the Washington Boulevard/ Kaseberg Drive intersection and would decrease slightly at the Washington Boulevard/Sawtell Road intersection under No Project conditions. The increased delays and LOS degradation associated with the No Project alternative at project corridor intersections would be a significant impact. Implementation of Mitigation Measure TRA-1.1 would reduce this impact, but not to a less-than-significant level.

Impact TRA-2	**Conflict with an applicable congestion management program**
Applicable Policies and Regulations	Placer County 2036 Regional Transportation Plan City of Roseville General Plan 2035, Circulation Element
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

As described for Impact TRA-1, project construction activities would significantly affect local roadway operations, requiring the closure of the project section of Washington Boulevard for up to 6 months and diverting traffic onto nearby streets. The CMP supports the use of alternative modes of transportation, such as bicycling, walking, and public transit; all of these modes of transportation would be affected by the temporary road closure. However, as part of the project and prior to any construction closures, a TMP would be implemented, as described in Section 2.5.7, *Best Management Practices*. Implementation of the TMP would include measures to ensure that public transit service time is not adversely affected and that the multiuse path remains open and free of debris during periods in which construction operation does not pose any safety hazards to the facility. In addition, the TMP would include a public information campaign that describes the duration of the street closure and would recommend alternative routes, advertising multiuse path closures in advance and suggesting alternate routes, and operation of changeable message sign trailers at strategic locations that advise motorists of the street closure and suggest alternate routes. Thus, the proposed project's construction activities are not expected to conflict with the CMP.

The anticipated traffic associated with project operation would not be expected to differ substantially from existing conditions, and would not increase traffic volumes on area roads. Furthermore, by providing improved bicycle and pedestrian facilities in the project area

(discussed below for Impact TRA-6), the project would benefit the alternative transportation modes supported by the CMP. Therefore, this impact would be less than significant. No mitigation is required.

Alternative 1

Washington Boulevard would remain open under Alternative 1, with traffic limited to a single lane from south of Diamond Oaks Road to beyond the Andora Underpass for approximately 20 months. Northbound and southbound traffic would continue to travel through the project corridor during the construction period by alternating one-way movements through the constricted section (most likely controlled by a traffic signal). As with the proposed project, the alternative transportation modes supported by the CMP would be affected by construction activities under Alternative 1. However, implementation of the TMP described in Section 2.5.7, *Best Management Practices*, as part of Alternative 1 would ensure that public transit service time is not adversely affected and that the multiuse path remains open and free of debris during periods in which construction operation does not pose any safety hazards to the facility. Furthermore, the TMP public information campaign would describe the duration of the traffic restrictions and recommend alternative routes, advertising multiuse path closures in advance and suggesting alternate routes, and would include changeable message sign trailers at strategic locations that advise motorists of the construction activities and suggest alternate routes. Therefore, Alternative 1 construction activities are not expected to conflict with the CMP. Because lane closures under Alternative 1 would be less restrictive than under the proposed project, Alternative 1 would have less impact than would the proposed project. This impact would be less than significant. No mitigation is required.

Following completion of construction, project operation under Alternative 1 would have the same characteristics as the proposed project and would similarly have no impact. No mitigation is required.

Impact TRA-3	**Potential to cause a change in air traffic patterns that results in substantial safety risks**
Applicable Policies and Regulations	None
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The proposed project, which consists of roadway and underpass expansion, bicycle and pedestrian facility improvements, and Andora bridge improvements that are generally

confined within existing rights-of-way along the existing Washington Boulevard and UPRR corridors, would not change air traffic patterns through a change in structure location or an increase in height that results in substantial safety risks. Refer to Section 3.8, *Hazards and Hazardous Materials*, for a discussion of other aspects of airport and flight safety. There would be no impact. No mitigation is required.

Alternative 1

Alternative 1 would have the same physical characteristics and location as the proposed project. Thus, like the proposed project, Alternative 1 would not change air traffic patterns through a change in structure location or an increase in height that results in substantial safety risks. There would be no impact. No mitigation is required.

Impact TRA-4	**Substantial increase in hazards because of a design feature (e.g., sharp curves, dangerous intersections) or incompatible uses (e.g., farm equipment)**
Applicable Policies and Regulations	City of Roseville General Plan 2035, Circulation Element City of Roseville Design and Construction Standards
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

During construction, the presence of large, slow-moving construction-related vehicles and equipment among the general-purpose traffic on roadways that provide access to the project area could cause other drivers to act impatiently and create traffic safety hazards. In addition, slow-moving trucks entering or exiting the project area from public roads could pose a traffic hazard to other vehicles and increase the potential for turning movement collisions at the project area intersections. Implementation of the construction TMP described in Section 2.5.7, *Best Management Practices*, would ensure that no hazards would be created for the duration of project construction.

Operation of the proposed project would reduce hazards by widening a narrow segment of Washington Boulevard and improving project area bicycle and pedestrian facilities, thereby expanding transportation facility capacity and relieving congestion. These improvements would also correct or improve existing design deficiencies. As a result, impacts of the proposed project would not substantially increase hazards due to design features or incompatible uses. This would be a less-than-significant impact. No mitigation is required.

Alternative 1

Because Washington Boulevard would remain open with alternating one-way traffic under Alternative 1, the roadway design associated with the construction period would differ from that of the proposed project. Northbound and southbound traffic would continue to travel through the project corridor during the construction period by alternating one-way movements through the constricted section (most likely controlled by a traffic signal). As with the proposed project, the presence of large, slow-moving construction-related vehicles and equipment among the general-purpose traffic on roadways that provide access to the project area could cause other drivers to act impatiently and create traffic safety hazards. In addition, slow-moving trucks entering or exiting the project area from public roads could pose a traffic hazard to other vehicles and increase the potential for turning movement collisions at the project area intersections. Implementation of the construction TMP described in Section 2.5.7, *Best Management Practices*, would ensure that no hazards would be created for the duration of project construction.

Upon completion of construction, Alternative 1 would have the same physical characteristics and location as the proposed project. Thus, like the proposed project, Alternative 1 would not substantially increase hazards due to design features or incompatible uses. This would be a less-than-significant impact. No mitigation is required.

Impact TRA-5	**Cause inadequate emergency access**
Applicable Policies and Regulations	City of Roseville General Plan 2035, Safety Element
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

Project construction activities would require the closure of Washington Boulevard from directly north of Kaseberg Drive to directly south of Diamond Oaks Road for several months. As described in Section 2.5.7, *Best Management Practices*, the City would implement a construction TMP as part of the project. The construction TMP would address emergency vehicle access and response, and would include performance standards related to the adequacy of emergency vehicle response that must be maintained at all times during construction. As part of the construction TMP, the City's Police and Fire Departments would coordinate with the City's Public Works Engineering Division and Development Services Department to ensure that all potential effects of the closure have been addressed, including emergency vehicle routing, temporary changes in fire station servicing areas, and

emergency vehicle pre-emption at signalized intersections. Furthermore, the construction TMP would require notifications to the City Police and Fire Departments 48 hours in advance of any temporary lane restrictions or closures to install utility improvements for the project. Following completion of construction, project operation would improve traffic congestion and allow for formal passing opportunities. This would be safer, more reliable, and more efficient for emergency service providers and would be a benefit to those served by emergency service providers. This would be a less-than-significant impact. No mitigation is required.

Alternative 1

Construction activities associated with Alternative 1 would involve the closure of one lane of Washington Boulevard between Kaseberg Drive and Diamond Oaks Road for approximately 20 months, rather than the full closure associated with the proposed project. As with the proposed project, the City would implement a construction TMP (described in Section 2.5.7, *Best Management Practices*). The construction TMP would address emergency vehicle access and response, and would include performance standards related to the adequacy of emergency vehicle response that must be maintained at all times during construction. Furthermore, because Washington Boulevard would remain open to a limited degree during construction and would allow emergency vehicles to pass through the project site, the impact of Alternative 1 on emergency vehicle access and response would be less than the impact of the proposed project. Although northbound Washington Boulevard queuing is expected to extend beyond the Diamond K Estates Kaseberg Drive entrance, emergency vehicle access to Kaseberg Drive would be maintained along the road shoulder as required by the construction TMP. This would be a less-than-significant impact. No mitigation is required.

Impact TRA-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**
Applicable Policies and Regulations	Placer County 2036 Regional Transportation Plan City of Roseville General Plan 2035, Circulation Element City of Roseville 2008 Bicycle Master Plan
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

Public Transit

No public transit lines run on the portion of Washington Boulevard in the study area, and the TMP implemented as part of the project would reduce construction impacts on public transportation. The proposed project would not modify the existing bus turnout on the west side of Washington Boulevard south of Pleasant Grove Boulevard. Because the project would improve travel times along the Washington Boulevard corridor and expand the roadway cross-section (particularly at the Andora Underpass), it would provide the potential for bus routing along this street. It would not have a negative impact on transit operations, travel times, or circulation. Therefore, impacts on the transit system would be less than significant, and no mitigation is required.

Bicycle and Pedestrian Facilities

The proposed project would substantially improve the environment for bicycle and pedestrian travel along the Washington Boulevard corridor. As described in Section 2.5.7, *Best Management Practices*, a construction TMP would be developed and implemented as part of the project and prior to any construction closures. The TMP would include closure of the multiuse path to all travelers during periods in which construction activity could pose safety concerns to those users. These closures would be advertised in advance and the notices would suggest alternate routes. The multiuse path would remain open and free of debris during periods in which construction activities do not pose any safety hazards to the facility.

Upon completion, the project would result in continuous Class II bike lanes on both sides of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard. In addition, a new sidewalk and a new segment of Class I multiuse trail would be constructed on the west side of Washington Boulevard between Kaseberg Drive, the power line corridor, and Diamond Oaks Road, thereby resulting in a continuous pedestrian facility between Sawtell Road and Pleasant Grove Boulevard. The project would also extend an existing Class I (off-street) multiuse path located on the east side of the roadway; after construction, it would extend parallel to Washington Boulevard from All-America City Boulevard on the south to Pleasant Grove Boulevard on the north, including an interim Phase 1 direct connection to the existing Class I path that connects to Derek Place.

The proposed project would not cause any inconsistencies with policies of the City's *2008 Bicycle Master Plan* or general plan, and would not interfere with the operation of an existing pedestrian facility or preclude the construction of a planned pedestrian facility. Therefore, impacts on the bicycle and pedestrian systems would be less than significant, and no mitigation is required.

Alternative 1

Public Transit

No public transit lines run on the portion of Washington Boulevard in the study area, and the TMP implemented as part of the project would reduce construction impacts on public transportation. Construction activities associated with Alternative 1 would have the same impact on public transit as would the proposed project.

Upon completion of construction, Alternative 1 would have the same physical characteristics and location as the proposed project. Thus, like the proposed project, Alternative 1 would not have a negative impact on transit operations, travel times, or circulation. Therefore, impacts on the transit system would be less than significant. No mitigation is required.

Bicycle and Pedestrian Facilities

As described in Section 2.5.7, *Best Management Practices*, a construction TMP would be developed and implemented as part of the project and prior to any construction closures under Alternative 1. The TMP would include closure of the multiuse path to all travelers during periods in which construction activity could pose safety concerns to them. These closures would be advertised in advance and the notices would suggest alternate routes. The multiuse path would remain open and free of debris during periods in which construction activities do not pose any safety hazards to the facility.

Upon completion of construction, Alternative 1 would have the same physical characteristics and location as the proposed project. Therefore, Alternative 1 would not cause any inconsistencies with policies of the City's *2008 Bicycle Master Plan* or general plan, and would not interfere with the operation of an existing pedestrian facility or preclude the construction of a planned pedestrian facility. Accordingly, the impacts of Alternative 1 on the bicycle and pedestrian systems would be the same as those described for the proposed project. This would be a less-than-significant impact. No mitigation is required.

3.16.3 References Cited

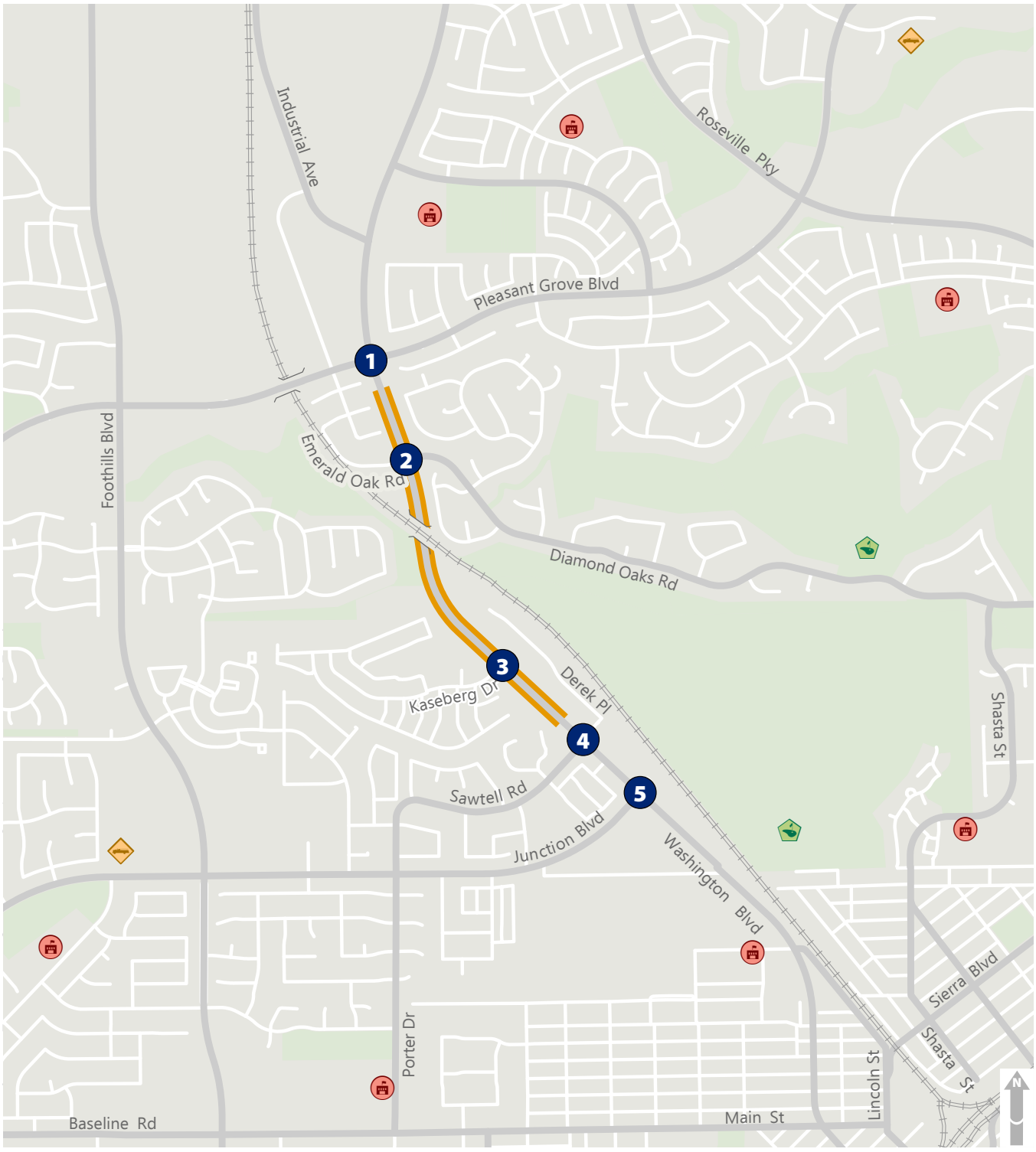
Printed References

City of Roseville. 2008. *2008 Bicycle Master Plan*. Available: http://www.roseville.ca.us/UserFiles/Servers/Server_7964838/File/Government/Departments/Public%20Works/Biking%20&%20Walking/Planning/2008%20Bicycle%20Master%20Plan2.pdf. Accessed: December 13, 2017.

———. 2016. *General Plan 2035*. Available: https://www.roseville.ca.us/government/departments/development_services/planning/general_plan_development_guidelines/. Accessed: December 5, 2017.

Placer County Transportation Planning Agency. 2016. *Placer County 2036 Regional Transportation Plan*. Final. February. Available: http://www.pctpa.net/library/rtp/2036/RTP/Final_2036_RTP_Full.pdf. Accessed: December 13, 2017.

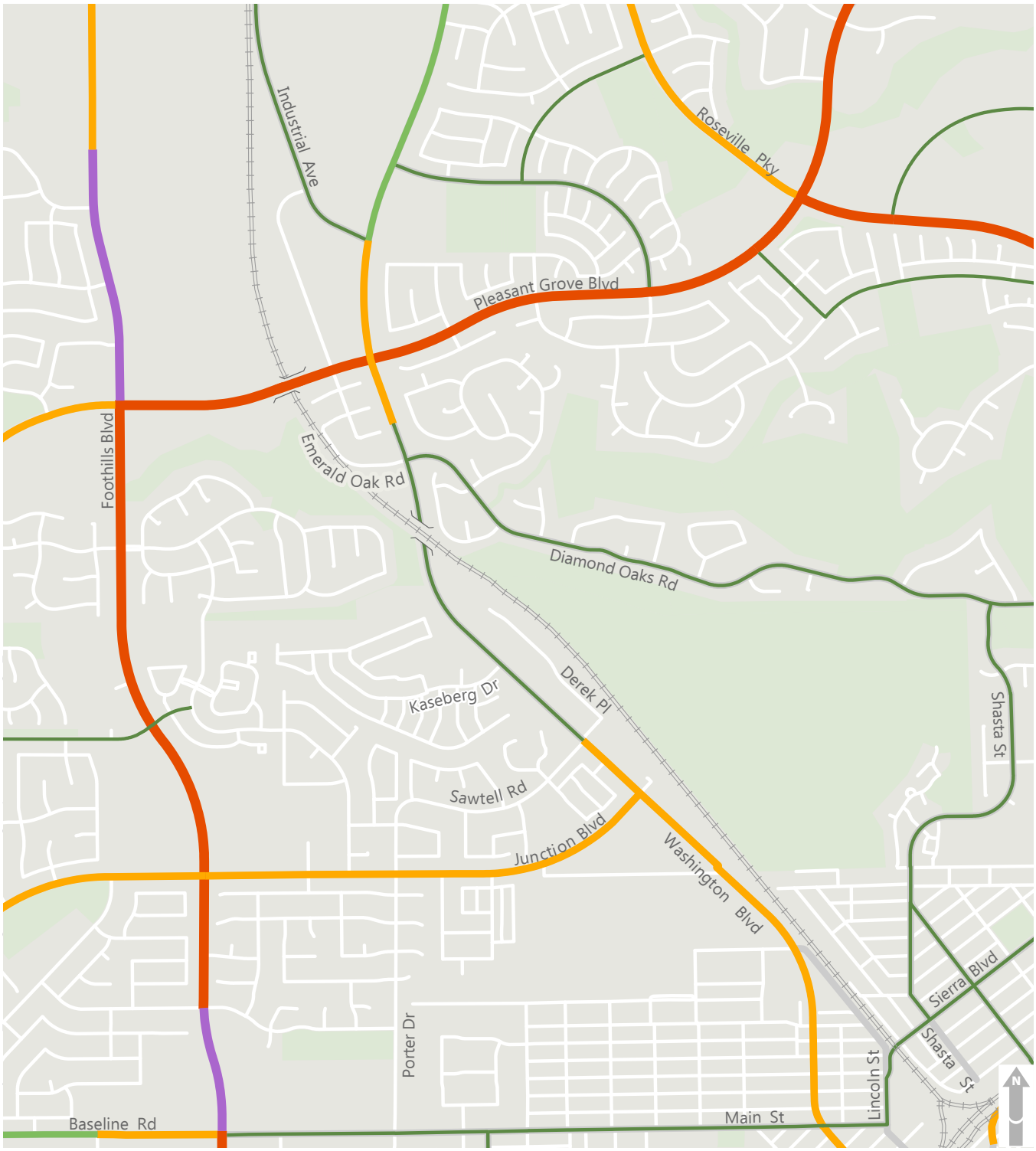
Transportation Research Board. 2010. *Highway Capacity Manual.* 2010.



Source: Fehr & Peers 2018.

ICF Graphics ... 00274.16 (1-22-2018)

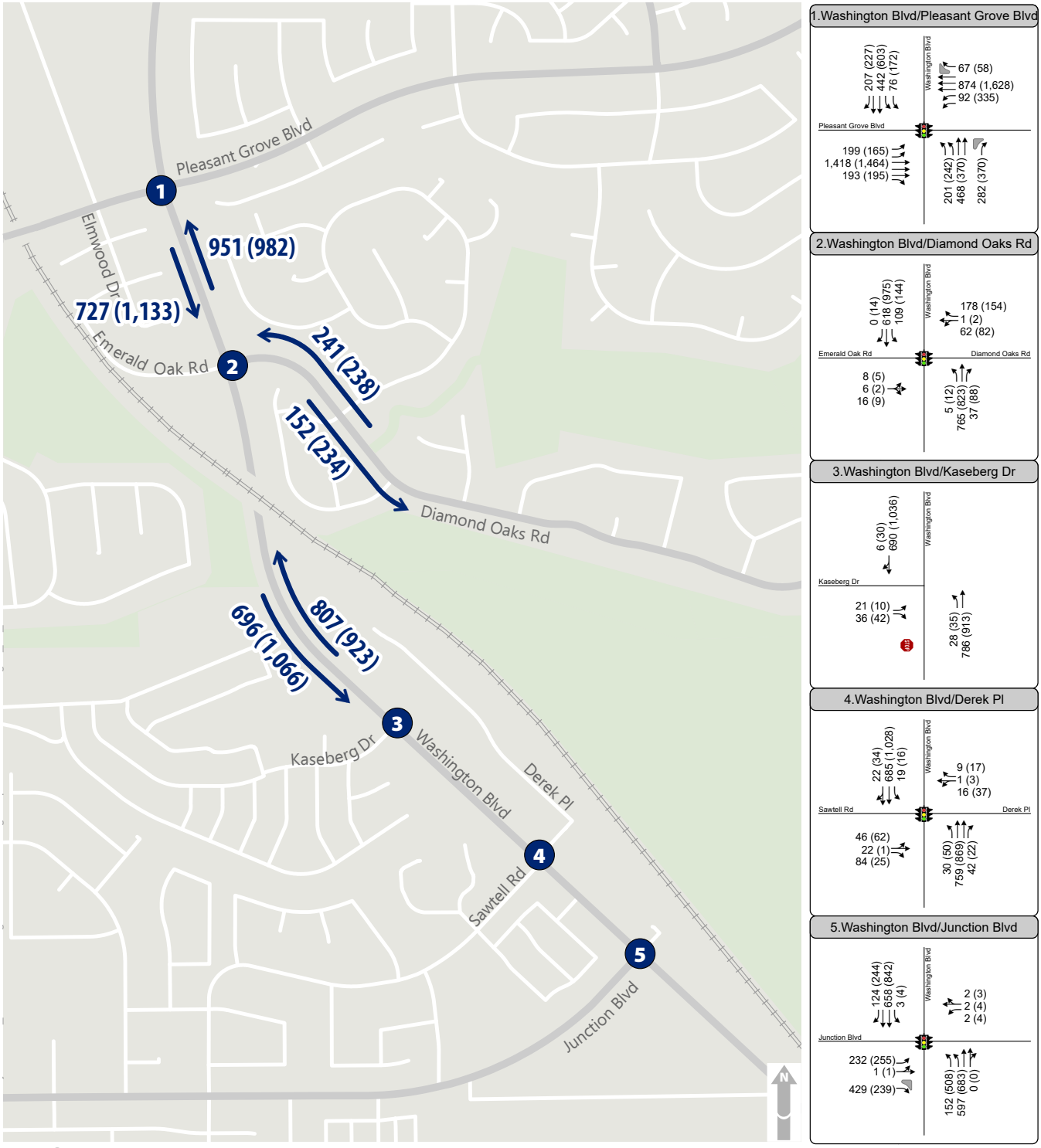
Figure 3.16-1
Transportation/Traffic Study Area



Source: Fehr & Peers 2018.

ICF Graphics ... 00274.16 (1-22-2018)

Figure 3.16-2
Study Area Roadway Network and Number of Lanes

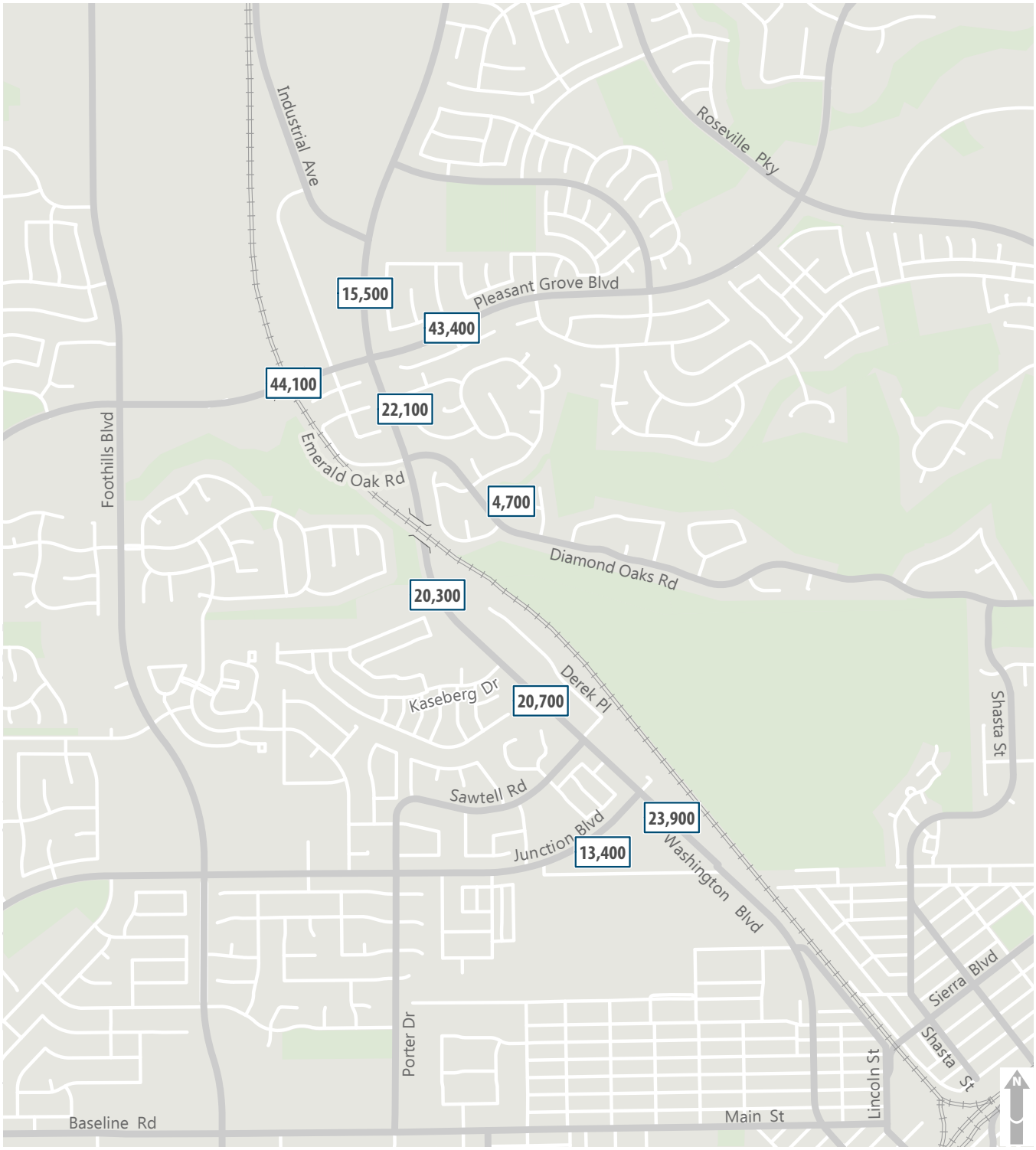


Note: The AM peak hour occurred from 7:30 – 8:30 AM, and the PM peak hour occurred from 4:45 to 5:45 PM.

Source: Fehr & Peers 2018.

ICF Graphics ... 00274.16 (1-22-2018)

Figure 3.16-3
Peak Hour Traffic Volumes – Existing Conditions



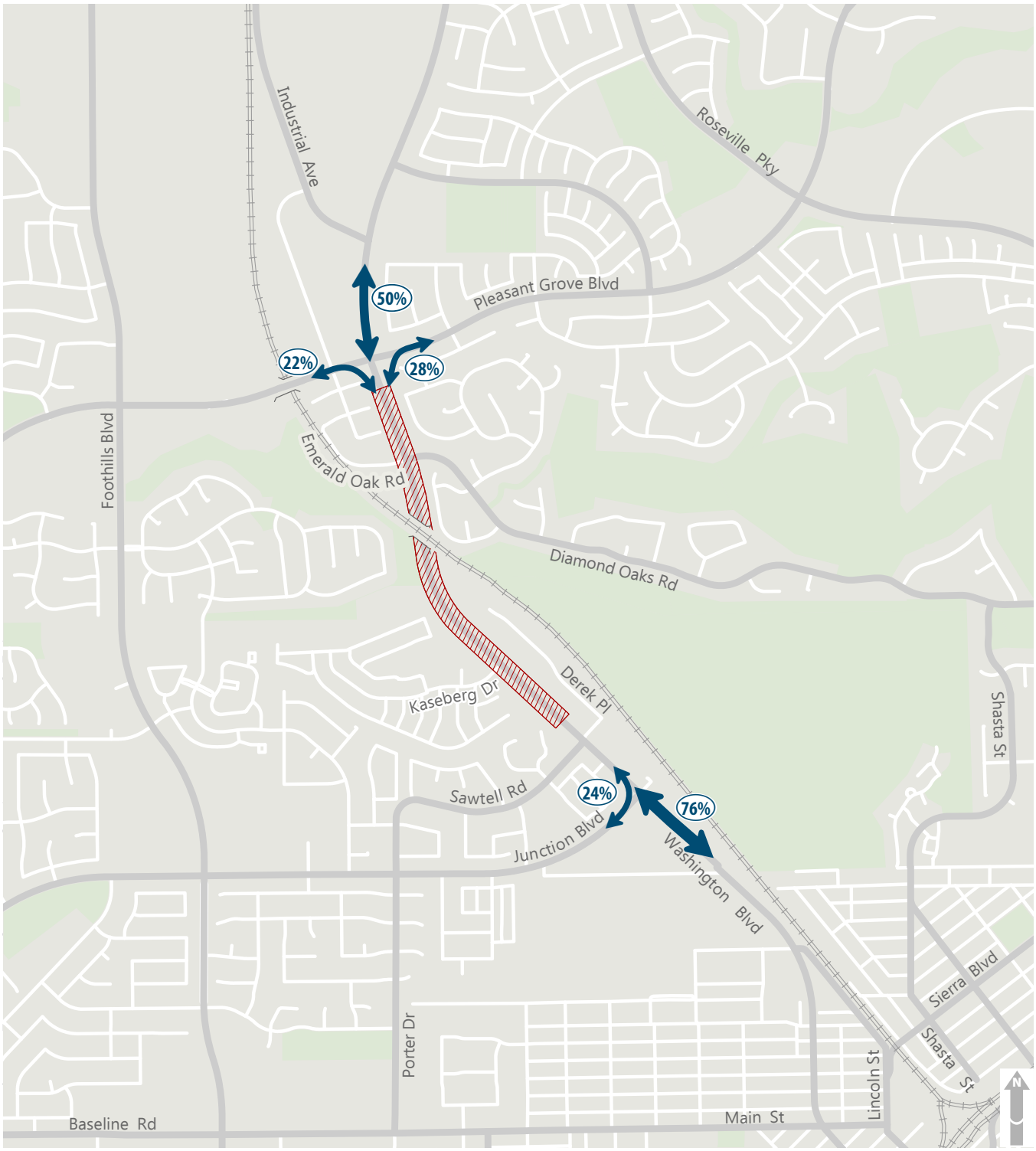
13,400 Average Daily Traffic (ADT)

Note:
Based on traffic counts collected in May 2016 while schools were in session.

Source: Fehr & Peers 2018.

ICF Graphics ... 00274.16 (1-22-2018)

Figure 3.16-4
Average Daily Traffic – Existing Conditions



50% Percent of Trips

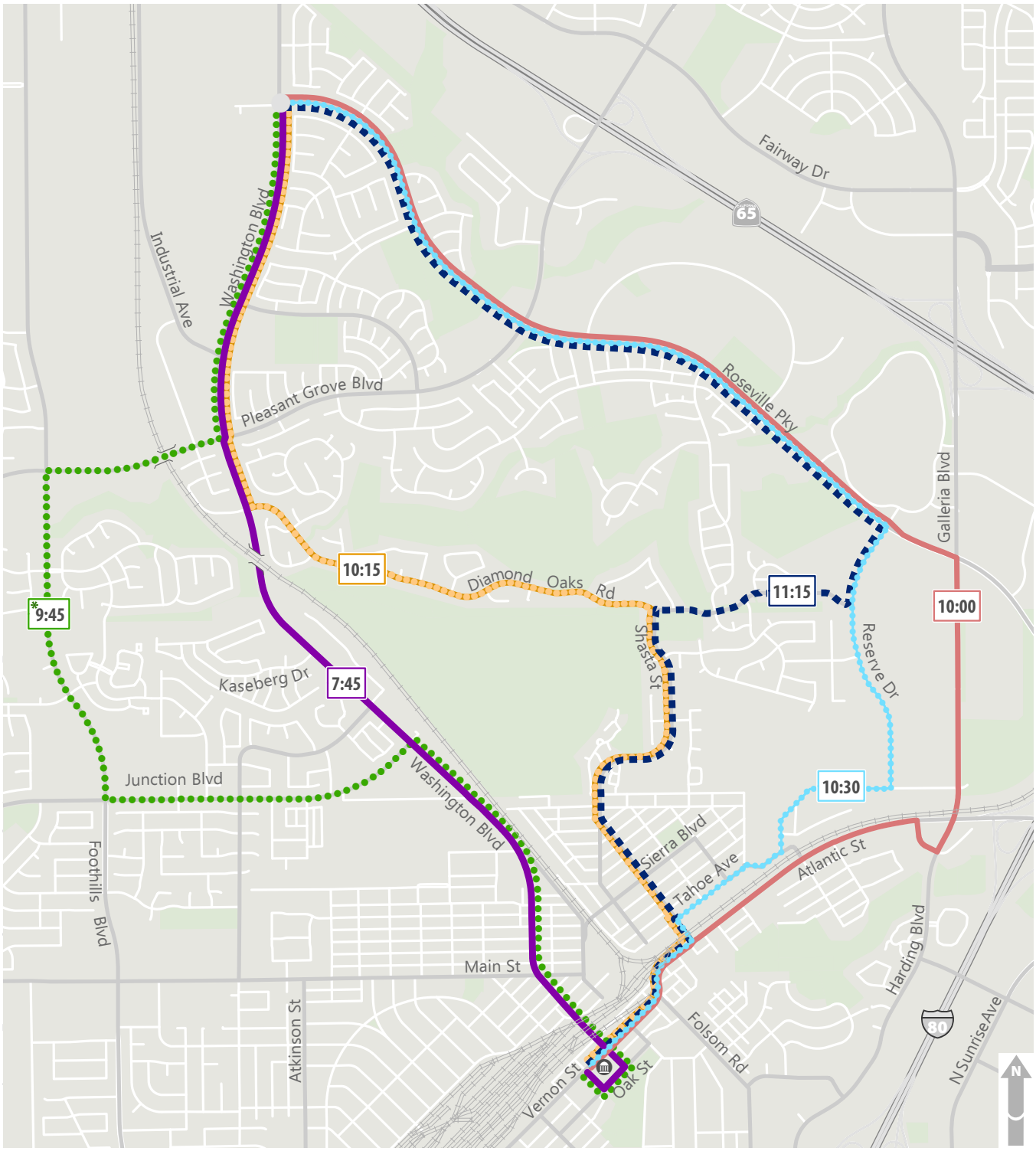
Study Corridor

Note:
Directionality estimated using AM and PM peak hour turning movements.

Source: Fehr & Peers 2018.

ICF Graphics ... 00274.16 (1-22-2018)

Figure 3.16-5
Existing Study Area Trip Directionality



City Hall

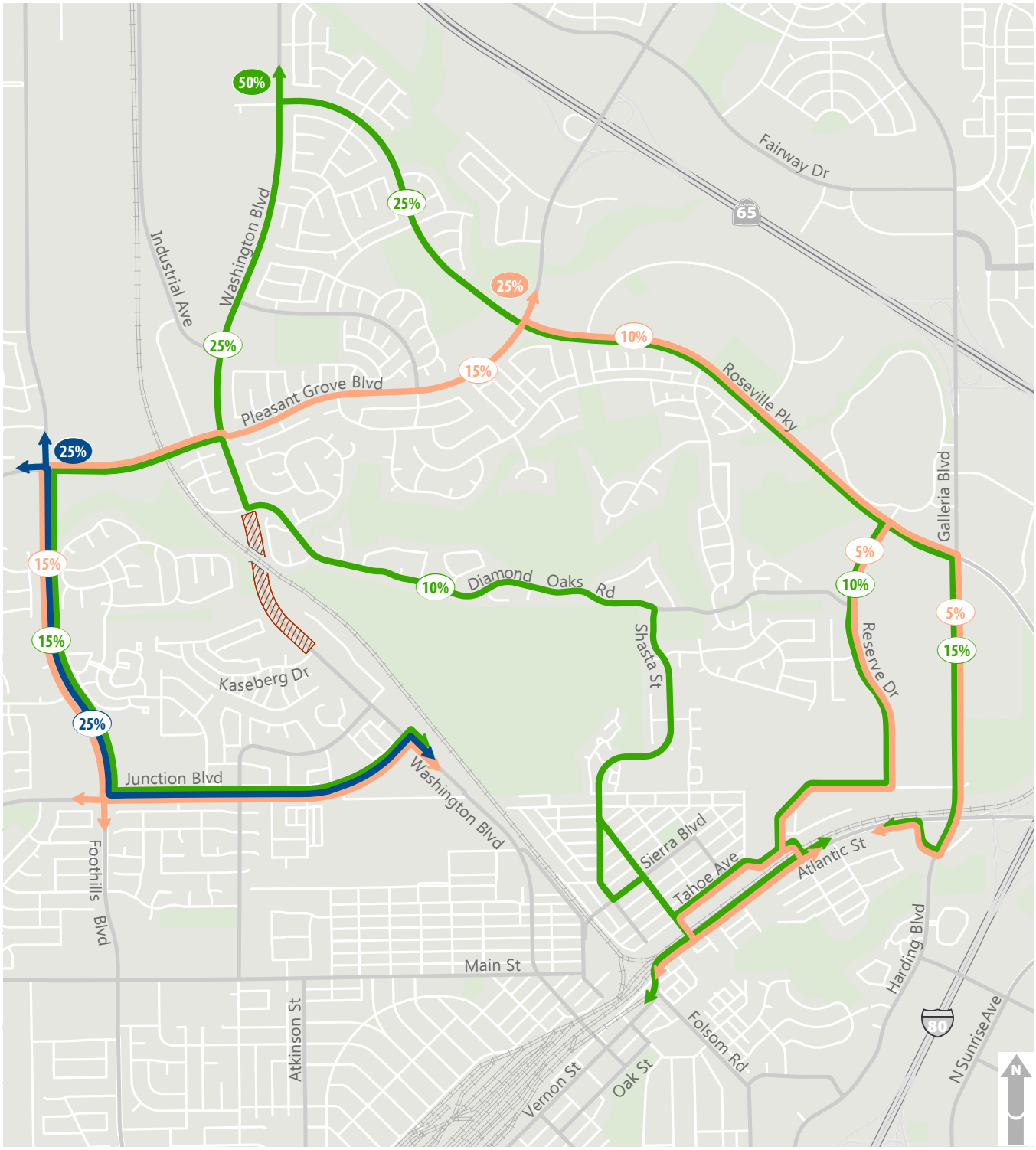
XX:YY minutes:seconds

Notes:
1. Travel time survey conducted during PM peak hour while schools were not in session.
2. City Hall chosen as southerly destination, though travel time results would be comparable for other southerly origins/destinations.
*Travel time savings on this route increases as the southerly destination moves north (e.g., Old Roseville)

Source: Fehr & Peers 2018.

ICF Graphics ... 00274.16 (1-22-2018)

Figure 3.16-6
Travel Time Comparison – Existing Conditions



Redistribution of Trips
- to/from the north & south (50%)
- to/from the west & south (25%)
- to/from the east & south (25%)

XX% Percentage at North, West or East gateway

XX% Percentage on a given segment

Closed section of Washington Blvd.

Notes:
1. Routes shown are primarily for through trips and are based on conditions when nearby school are not in session.
2. Routing does not consider the extent to which additional congestion on a given route could cause further redistribution

Source: Fehr & Peers 2018.

ICF Graphics ... 00274.16 (1-22-2018)

Figure 3.16-7
Expected Traffic Redistribution During Project Construction

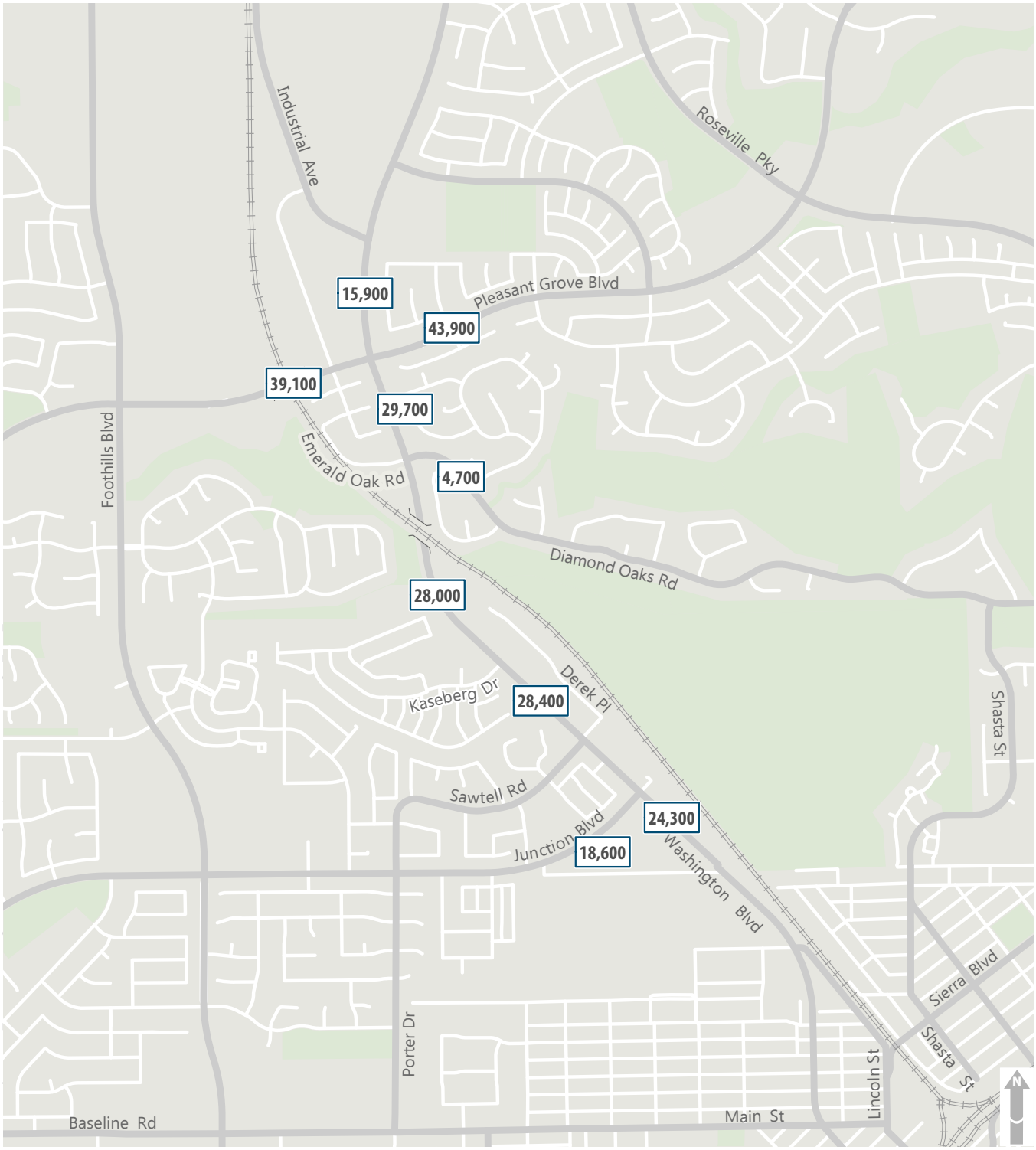
Source: Fehr & Peers 2018.

Figure 3.16-8
Traffic Queuing on Northbound Washington Boulevard – Alternative 1

Source: Fehr & Peers 2018.

Figure 3.16-9
Traffic Queuing on Southbound Washington Boulevard – Alternative 1

ICF Graphics ... 00274.16 (1-22-2018)

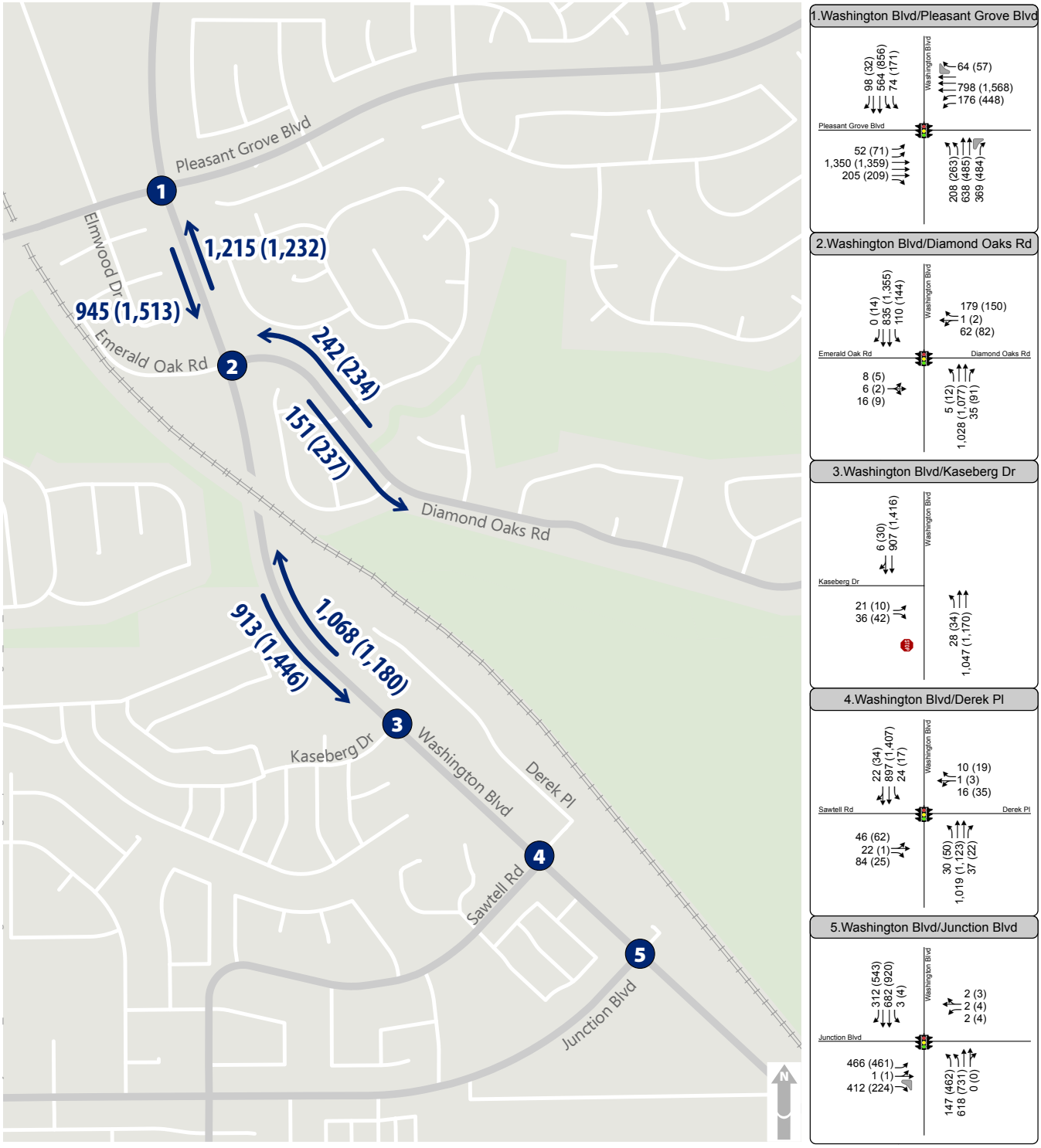


13,400 Average Daily Traffic (ADT)

Source: Fehr & Peers 2018.

ICF Graphics ... 00274.16 (1-22-2018)

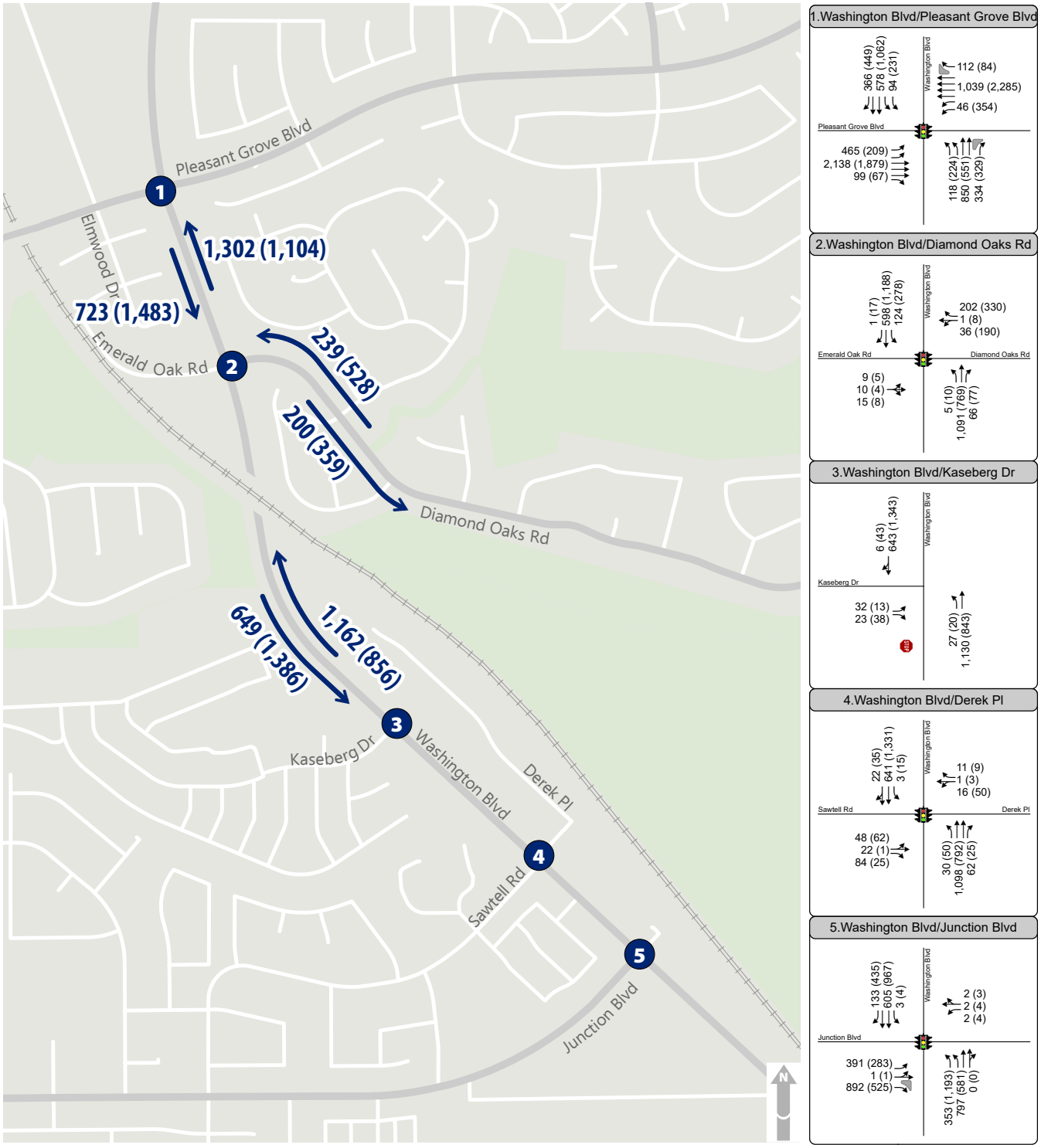
Figure 3.16-10
Average Daily Traffic – Existing Plus Project



Source: Fehr & Peers 2018.

ICF Graphics ... 00274.16 (1-22-2018)

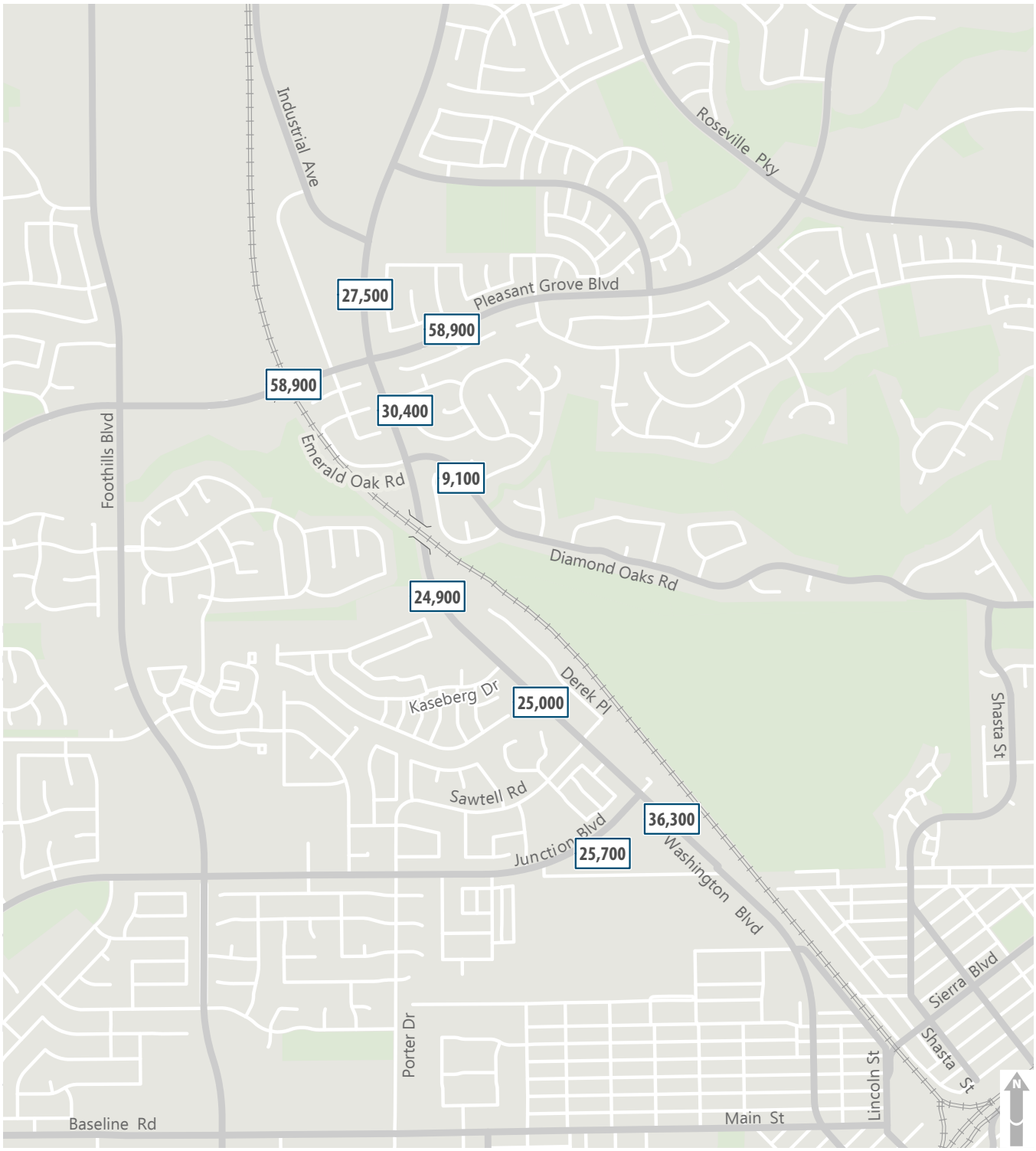
Figure 3.16-11
Peak Hour Traffic Volumes – Existing Plus Project



Source: Fehr & Peers 2018.

ICF Graphics ... 00274.16 (1-22-2018)

Figure 3.16-12
Peak Hour Traffic Volumes – No Project Alternative (2035)



13,400 Average Daily Traffic (ADT)

Source: Fehr & Peers 2018.

ICF Graphics ... 00274.16 (1-22-2018)

Figure 3.16-13
Average Daily Traffic – No Project Alternative (2035)

3.17 Utilities and Service Systems

This section discusses utilities and service systems in and around the project area, addresses regulation of those systems, and identifies potential impacts of the proposed project on utilities and service systems.

No comments were received in response to the Notice of Preparation for this EIR related to utilities and service systems.

3.17.1 Existing Conditions

Regulatory Setting

Federal

Clean Water Act

Federal environmental regulations based on the Clean Water Act (CWA) (33 United States Code [USC] 1251–1376) require the control of pollutants discharged by municipal wastewater treatment plants, as well as from Municipal Separate Storm Sewer Systems and construction sites. Discharges from these sources are regulated by the U.S. Environmental Protection Agency (EPA) under the National Pollution Discharge Elimination System (NPDES) permit process (40 Code of Federal Regulations Parts 122–125, 403). In California, EPA has delegated the administration of the federal NPDES program to the State Water Resources Control Board (State Water Board) and the nine Regional Water Quality Control Boards (Regional Water Boards).

Safe Drinking Water Act

The Safe Drinking Water Act (42 USC 300(f) et seq.) is intended to protect public health by regulating the nation's public drinking water and its sources, including rivers, lakes, reservoirs, springs, and groundwater. The act authorizes EPA to set national health-based standards for drinking water to protect against naturally occurring and human-made contaminants that may enter drinking water. EPA, states, and water providers are responsible for ensuring that standards are met.

Resource Conservation and Recovery Act

The Resources Conservation and Recovery Act (42 USC 6901 et seq.) establishes the provisions governing the operation and closure of municipal solid waste landfills that accept household waste. In California, the California Integrated Waste Management Board, under authority of EPA, administers the act.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) (Water Code Sections 13000 et seq.) provides the basis for the state to implement the CWA. The Porter-Cologne

Act also provides the basis for the state to protect waters of the state from discharges from point sources, such as wastewater treatment plants, and nonpoint sources, such as stormwater collection systems. The Porter-Cologne Act give the State Water Board and the nine Regional Water Boards broad authority over water quality control and permitting in California. The State Water Board delegates regional authority for planning, permitting, and enforcement to the Regional Water Boards, including the Central Valley Regional Water Quality Control Board (Central Valley Water Board), which has jurisdiction over Roseville. The Central Valley Water Board issues and enforces permits for wastewater treatment plants, including the City's Pleasant Grove Wastewater Treatment Plant (Pleasant Grove WWTP) and Dry Creek Wastewater Treatment Plant (Dry Creek WWTP).

The Central Valley Water Board also is responsible for preparing and enforcing the *Water Quality Control Plan for the Sacramento and San Joaquin Valley River Basins*. That plan, known as the Basin Plan, is intended to protect and improve water quality in the water bodies under Central Valley Water Board jurisdiction.

The State Water Board has issued statewide general NPDES stormwater permits for designated types of construction and industrial activities, and has adopted a statewide permit applicable to all small municipalities, including the City. Section 3.9, *Hydrology and Water Quality*, provides additional discussion of stormwater discharge regulation.

Urban Water Management Planning Act

The Urban Water Management Planning Act (Water Code Sections 10610 et seq.) requires water purveyors that provide at least 3,000 acre-feet per year or that serve at least 3,000 customers to prepare an urban water management plan every 5 years. Among other things, the plan must describe existing facilities, identify past, current and projected water supplies, provide a water shortage contingency analysis, and discuss water conservation programs and recycled water uses. The plans must be submitted to the California Department of Water Resources for approval.

Waste Management Act

The California Integrated Waste Management Act (Public Resources Code Sections 40000 et seq.) governs solid waste planning and management. Among other things, the act requires that cities and counties divert at least 50% of the waste stream from landfills. The California Department of Resources Recycling and Recovery and the California Integrated Waste Management Board enforce the act's provisions.

City of Roseville

City General Plan 2035

The City's *General Plan 2035* contains the follow goals related to water, wastewater, stormwater, and solid waste (City of Roseville 2016a).

> **Water System Goal 1.** Maintain a water system that adequately serves the existing community and planned growth levels, ensuring the ability to meet projected water demand and to provide needed improvements, repairs, and replacements in a timely manner.

Water System Goal 2. Provide water services to all existing and future Roseville water utility customers. The provision of services by another provider may be considered where it is determined that such service is beneficial to the City and its utility customers or the provisions of City services is not feasible.

Water System Goal 3. Ensure that safe drinking water standards are met and maintained in accordance with State Department of Health Services and EPA regulations.

Wastewater and Recycled Water Systems Goal 1. Participate in a cooperative regional approach to wastewater treatment and discharge in order to maintain a system that adequately services planned growth within the City.

Wastewater and Recycled Water Systems Goal 2. Provide wastewater services to all existing and future Roseville development through the City's wastewater utility. The provision of services by another provider may be considered when it is determined that such service is beneficial to the City and its utility customers or the provision of City services is not feasible.

Wastewater and Recycled Water Systems Goal 3. Actively pursue the use of recycled water where appropriate and expand recycled water distribution system to deliver and meet estimated City demands for landscape irrigation.

Wastewater and Recycled Water Systems Goal 4. Meet State of California and EPA water quality standards for the discharge of treated wastewater, as well as meet State of California quality standards for the production of recycled water.

Groundwater Recharge and Water Quality Goal 1. Continue to improve surface water quality and accommodate water flow increases.

Groundwater Recharge and Water Quality Goal 2. Enhance the quantity and quality of groundwater resources.

Solid Waste, Source Reduction & Recycling Goal 1. Provide a healthy, safe, and economical system for solid waste collection and disposal.

Solid Waste, Source Reduction & Recycling Goal 2. Provide solid waste collection and disposal services to all existing and future Roseville development through the City's Solid Waste Utility. The provision of services by another provider may be considered where it is determined that such service is beneficial to the City and its customers or the provision of City services is not feasible.

Solid Waste, Source Reduction & Recycling Goal 3. Continue to participate in local and regional approaches to source reduction, material recovery, recycling, and solid waste disposal.

Urban Water Management Plan

Roseville's *2015 Urban Water Management Plan* provides an overview of city water management systems and practices. It describes the City's water system, past, present and projected water supplies, water conservation targets, water shortage contingency planning, and demand management measures (City of Roseville 2016b). The California Department of Water Resources approved the plan on March 30, 2017.

Environmental Setting

Water

The City provides treated water service, with Folsom Lake serving as the primary source of water. The City receives access to Folsom Lake through a contract with the U.S. Bureau of Reclamation, which manages the reservoir. The City's water treatment plant is capable of treating up to 100 million gallons per day of raw water. The San Juan Water District and the Placer County Water Agency provide treated water service to some areas within the city, and provide additional raw water for City treatment. Roseville uses multiple water sources, specifically, surface water, recycled water for landscaping, and, in dry years or emergency situations, groundwater. The City's aquifer and storage recovery program supplements the groundwater basin (City of Roseville 2016a).

Wastewater

Two wastewater treatment facilities, the Dry Creek WWTP and the Pleasant Grove WWTP, serve Roseville and portions of unincorporated Placer County. The Dry Creek WWTP serves the project area and vicinity. It is capable of treating 18 million gallons per day (mgd) of average dry weather flow and up to 45 mgd during peak wet weather flow. The Dry Creek WWTP currently operates at about 50% of capacity. The Pleasant Grove WWTP, which serves the north and northwest portions of Roseville and the unincorporated Sunset Industrial Area, is rated as capable of treating 12 mgd during average dry weather conditions and 30 mgd during peak weather flow. The plant operates at about 60% of capacity. Both WWTPs produce recycled water for multiple uses (City of Roseville 2016a).

Stormwater

Stormwater drainage facilities in urbanized areas of Roseville, including the project area, consist of surface gutters, subsurface drainage pipes, canals, and retention basins. Section 3.3.9, *Hydrology and Water Quality*, provides a full discussion of project site drainage characteristics.

Landfill

The City's Solid Waste Utility collects solid waste generated within Roseville and hauls it to the materials recovery facility at Western Placer Waste Management Authority's Western Regional Sanitary Landfill. The Western Placer Waste Management Authority is a joint powers authority consisting of Placer County and the Cities of Roseville, Rocklin and Lincoln. The landfill is a Class II/III non-hazardous municipal solid waste facility located between Roseville and Lincoln in unincorporated Placer County. The materials recovery facility processes municipal solid waste, green and wood waste, and separated recyclable material Materials that are not recovered are disposed into the landfill (Western Placer Waste Management Authority 2015).

The landfill has a daily permitted capacity of 1,900 tons per day and a total permitted capacity of 36,350,000 cubic yards (California Department of Resources Recycling and Recovery 2017). As of July 1, 2013, the landfill had a remaining capacity of 25,677,600

cubic yards (City of Roseville 2016a). The landfill has an estimated closure date of 2058 (California Department of Resources Recycling and Recovery 2017).

3.17.2 Environmental Impacts

Methods for Analysis

This analysis addresses the proposed project's potential adverse effects on the natural and built physical environment. Existing conditions serve as the baseline for measuring the project's potential impacts on utilities and service systems.

Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would be considered to have a significant effect if it would result in any of the conditions listed below.

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed.
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
- Comply with federal, state, and local statutes and regulations related to solid waste.

Impacts and Mitigation Measures

Both phases of the proposed project and Alternative 1 (one lane closure during construction) would result in similar impacts on utilities and service systems. Alternative 2 (No Project) would not result in any impacts on utilities and service systems and is not discussed further in this section.

Impact UT-1	Exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board
Applicable Policies and Regulations	Federal Clean Water Act Porter-Cologne Act National Pollutant Discharge Elimination System Program City of Roseville Design and Construction Standards City of Roseville General Plan 2035, Public Facilities Element
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

The proposed project generally involves widening a 0.85-mile section of Washington Boulevard from two to four lanes, adding a signal at the Washington Boulevard/Kaseberg Drive intersection, adding Class I and II bike facilities and replacing the Andora Underpass. The proposed project would not produce wastewater nor include land uses such as residences that would require wastewater treatment services. The project is not subject to wastewater treatment requirements.

As discussed in Section 3.9, *Hydrology and Water Quality*, project features include a bioretention basin to meet stormwater quality and management requirements. In addition, the City would prepare a post-construction stormwater quality plan to demonstrate how the project's drainage components would satisfy NPDES requirements. Thus, the project's impact regarding wastewater treatment requirements would be less than significant. No mitigation is required.

Alternative 1

Alternative 1 would result in the same types of effects as described above for the proposed project. This impact would be less than significant and no mitigation is required.

Impact UT-2	Construction of new water or wastewater treatment facilities or expansion of existing facilities, with the potential to cause significant environmental effects
Applicable Policies and Regulations	Federal Clean Water Act Porter-Cologne Act City of Roseville 2015 Urban Water Management Plan
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The proposed project is a transportation project that does not include new water or wastewater treatment facilities or the expansion of existing facilities. There would be no impact and no mitigation is required.

Alternative 1

Similar to the proposed project, Alternative 1 does not include new water or wastewater treatment facilities or the expansion of existing facilities. There would be no impact and no mitigation is required.

Impact UT-3	Construction of new stormwater drainage facilities, or expansion of existing facilities, with the potential to cause significant environmental effects
Applicable Policies and Regulations	Federal Clean Water Act Porter-Cologne Act City of Roseville General Plan 2035, Public Facilities Element
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

As discussed in Chapter 2, *Project Description* and 3.9, *Hydrology and Water Quality*, the project would include modifications to stormwater drainage facilities. These facilities, which

are described in detail in the *Washington/Andora Widening Project Hydrology and Hydraulics Study* (Wood Rogers 2017) and are intended to address the drainage needs of the proposed project and to prevent stormwater flows from causing environmental effects. Thus, the proposed project's impacts related to construction of new stormwater drainage facilities would be less than significant. No mitigation is required.

Alternative 1

Similar to the proposed project, Alternative 1 would have less-than-significant environmental impacts related to the modification of stormwater drainage facilities. No mitigation is required.

Impact UT-4	**Creation of a need for new or expanded entitlements or resources for sufficient water supply**
Applicable Policies and Regulations	City of Roseville 2015 Urban Water Management Plan
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The proposed project is a road widening project that is intended to improve vehicular and pedestrian circulation in the immediate area. No residences, commercial structures, or similar water-consuming land uses would be constructed, nor would the project directly contribute to a population increase that would require additional water supplies. There would be no impact and no mitigation is required

Alternative 1

Alternative 1 would not result in the creation of a need for new or expanded entitlements or resources for sufficient water supply. There would be no impact and no mitigation is required.

Impact UT-5	Project-related exceedance of existing wastewater treatment capacity
Applicable Policies and Regulations	City of Roseville General Plan 2035, Public Facilities Element
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The proposed project generally involves widening a 0.85-mile section of Washington Boulevard from two to four lanes, adding a signal at the Washington Boulevard/Kaseberg Drive intersection, adding Class I and II bike facilities, and replacing the Andora Underpass. The proposed project would not produce wastewater or include land uses such as residences that would require wastewater treatment services. The project would not directly contribute to population growth that would require wastewater treatment capacity. There would be no impact and no mitigation is required

Alternative 1

Alternative 1 would not produce wastewater nor include land uses such as residences that would require wastewater treatment services. The project would not directly contribute to population growth that would require wastewater treatment capacity. There would be no impact and no mitigation is required.

Impact UT-6	Project-related exceedance of the relevant landfill's permitted capacity
Applicable Policies and Regulations	Resources Conservation and Recovery Act California Integrated Waste Management Act City of Roseville General Plan 2035, Public Facilities Element
Significance with Policies and Regulations	Proposed Project: Less than Significant Alternative 1: Less than Significant
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: Less than Significant Alternative 1: Less than Significant

Proposed Project

The excess excavated material associated with project construction would be hauled to an approved disposal site. As noted above in Section 3.17.1 under *Environmental Setting*, the Western Regional Sanitary Landfill has approximately 39 years of capacity remaining. The landfill could accommodate any project-related non-hazardous solid waste.

Operation of the new underpass and widened roadway would not generate additional solid waste. Therefore, the project's impact on permitted landfill capacity would be less than significant. No mitigation is required.

Alternative 1

Alternative 1 would result in the same level of impact as described for the proposed project. The impact would be less than significant and no mitigation is required.

Impact UT-7	**Inconsistency with federal, state, and local statutes and regulations related to solid waste**
Applicable Policies and Regulations	Federal Resources Conservation and Recovery Act California Integrated Waste Management Act City of Roseville General Plan 2035, Public Facilities Element
Significance with Policies and Regulations	Proposed Project: No Impact Alternative 1: No Impact
Mitigation Measures	Proposed Project and Alternative 1: None required
Significance after Mitigation	Proposed Project: No Impact Alternative 1: No Impact

Proposed Project

The proposed project would generate waste only during construction activities. The City and its contractors would comply with all federal, state, and local laws and regulations related to the disposal of solid waste. There would be no impact and no mitigation is required.

Alternative 1

Alternative 1 would not be inconsistent with federal, state, and local statutes and regulations related to solid waste. Similar to the proposed project, there would be no impact and no mitigation is required.

3.17.3 References Cited

California Department of Resources Recycling and Recovery. 2017. *Facility/Site Summary Details: Western Regional Landfill (31-AA-0210)*. Data updated continuously. Available: http://www.calrecycle.ca.gov/SWFacilities/Directory/31-AA-0210/Detail/. Accessed: December 6, 2017.

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Chapter 4
Other CEQA Considerations

4.1 Introduction

This chapter identifies cumulative impacts, significant and unavoidable impacts, significant irreversible environmental changes, and growth-inducing impacts associated with the proposed project.

4.2 Cumulative Impacts

The State CEQA Guidelines require that an EIR address the cumulative impacts of a proposed project when the project's incremental contribution to that impact is cumulatively considerable (14 California Code of Regulations [CCR] Section 15130[a]). *Cumulatively considerable* means that the incremental effects of an individual project are considerable when viewed in connection with the impacts of past, current, and probable future projects (14 CCR Section 15065[c]). CEQA defines cumulative impacts as "two or more individual effects which, when considered together, are considerable," and suggests that cumulative impacts may "result from individually minor but collectively significant projects taking place over a period of time" (14 CCR Section 15355). CEQA documents are required to include a discussion of potential cumulative effects when those effects would be significant, and the State CEQA Guidelines suggest two possible methods for assessing potential cumulative effects: 1) the "list" approach and 2) the "projection" approach (14 CCR Section 15130). The cumulative impacts section of an EIR need not discuss impacts that do not result in part from the project evaluated in the EIR (14 CCR Section 15130[a]1).

The focus of analysis is to identify the proposed project's contribution to cumulative impacts that are significant and to assess whether the proposed project's contribution would be considerable. Where the proposed project would have no impact on a resource or can be clearly shown to have a less-than-considerable contribution to potential cumulative impacts, the discussion of cumulative impacts is brief. Where cumulative impacts can be shown to be less than significant in the area where the proposed project would contribute, the discussion is also brief. Where the proposed project has the potential to contribute considerably to a significant cumulative impact, the analysis is more detailed but remains focused on the proposed project's potential contribution rather than articulating the cumulative impact comprehensively.

4.2.1 Approach to Analysis

State CEQA Guidelines Section 15130 states that the discussion of cumulative impacts need not provide as much detail as the discussion of impacts attributable to the project alone. The level of detail should be guided by what is practical and reasonable.

According to the State CEQA Guidelines, an adequate discussion of significant cumulative impacts should contain the following elements.

- An analysis of related future projects or planned development that would affect resources in the project area similar to those affected by the proposed project.
- A summary of the expected environmental effects to be produced by those projects.
- A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative impacts.

To identify the related projects, State CEQA Guidelines Section 15130(b) recommends either the list or projection approach. The project approach utilizes a list of past, present, and probable future projects producing related or cumulative impacts, while the projection approach uses a summary of projections contained in an adopted general plan or related planning document or in an adopted or certified environmental document which described or evaluated regional or area-wide conditions contributing to the cumulative impact (State CEQA Guidelines Section 15130[b][1]). This analysis employs the projection approach, and defines the cumulative condition as the future development envisioned in the general plans for Roseville and Placer County, the Placer County Air Pollution Control District thresholds, the Sacramento Area Council of Governments (SACOG) *2016 Metropolitan Transportation Plan/Sustainable Communities Strategy* (MTP/SCS), and Roseville's *Transportation System 2035 Capital Improvement Program* (CIP).

As provided in State CEQA Guidelines Section 15130(a)(1), this analysis does not consider any environmental resources for which there are no significant cumulative impacts. The analyses in Chapter 3 of this draft EIR indicate that the proposed project would have no impact on agricultural and forestry resources, mineral resources, or public services. Because the proposed project would have no impact on these resources, it cannot contribute to any potential cumulative impacts and these resource areas are not discussed further in the cumulative impact analysis.

4.2.2 Cumulative Condition

This cumulative analysis considers projected growth and past, present, and reasonably foreseeable, relevant projects in combination with the impacts of the proposed project. The analysis focuses primarily on the combined effects of growth in the project vicinity, transportation projects in the project vicinity, and development actions or projects with overlapping geographic or temporal effects that, when combined with the project, could contribute to cumulative impacts. Taken together, the combined environmental influence of these past, present and future changes is referred to as the cumulative condition.

Roseville's *General Plan 2035*, adopted in 2016, comprises the City's comprehensive, long-term vision for physical development and resource conservation. The general plan and its growth projections are considered in combination with the project for assessing cumulative impacts. Although the general plan promotes relatively dense urban development patterns, development associated with projected population growth would continue to result in the conversion of agricultural land and environmental resources to other uses. As noted in the

General Plan 2035, Roseville's population has increased substantially, from 26,127 in 1982 to 133,680 in 2015, and the city has also experienced considerable commercial, office and industrial growth. Roseville's population is expected to continue to increase; the general plan projects a 2035 population of 197,653. Similarly, the *Placer County General Plan* provides a view of future development in the areas surrounding Roseville. This broader view is valuable for cumulative impacts that reach beyond the city limits, such as for cumulative impacts on biological resources.

The SACOG MTP/SCS serves as a regional transportation plan for the six-county Sacramento Metropolitan Planning Area, which includes Sacramento, Yolo, Yuba, Sutter, El Dorado and Placer counties and the 22 cities within those counties (excluding the Tahoe Basin). The MTP/SCS provides regional land use and growth forecasts, and identifies the transportation improvements intended to serve projected land use patterns and population growth for a 20-year period. The MTP/SCS must include all city, county, and public agency transportation projects with federal transportation funding, as well as all transportation projects that are regionally significant for potential air quality impacts.

In addition, the analysis considers transportation projects that could affect the same resources as the project and potentially result in a cumulative impact. Roseville uses a CIP travel demand model to analyze future roadway conditions in the city. The model assumes buildout of Roseville, including various approved specific plans such as the Sierra Vista, Creekview, and Amoruso Ranch Specific Plans.[1] Modeled land uses outside of the city represent projected absorption of these outlying areas by 2035. Roseville's traffic model also includes its existing roadway system along with planned CIP roadway and intersection improvements. The CIP project list is reasonably foreseeable based on a strong assumption (and past history) that the projects are likely to be fully funded by the time they are needed based on the current fees being collected. Figure 4-1 shows the location of planned CIP roadway and intersection improvement projects that would contribute to the cumulative condition.

4.2.3 Cumulative Impact Analysis by Resource

Aesthetics

As described in Section 3.1, *Aesthetics*, flat topography, existing development, transportation infrastructure, and mature trees and shrubs, prevent distant views of and from the project corridor. Therefore, the geographical context area for the analysis of potential cumulative aesthetic impacts consists of the areas adjacent to, within, and in the vicinity of the project alignment. Because views are limited and there are no scenic vistas or officially designated scenic roadways within or near the project corridor, the project has no potential to contribute to cumulative impacts on those resources; therefore, these issues are not considered further in the context of the cumulative analysis. Furthermore, although the proposed project and the cumulative condition each have the potential to contribute to the degradation of visual character, because views of and from the project corridor are localized and limited to the immediate vicinity, the proposed project would not contribute to any

[1] The selection of the 2035 CIP versus 2035 cumulative travel demand models would not appreciably change the study findings; the cumulative daily forecasts on Washington Boulevard are within 1.5% of each other.

potential cumulative aesthetic impacts that result at distance from the project corridor. The proposed project would therefore have a less-than-considerable contribution to cumulative aesthetic impacts.

Air Quality

Air quality analysis is by its nature cumulative. The analysis of the proposed project's pollutant emissions on regional air quality is undertaken by comparison with the regional air quality plans and emissions thresholds of the Placer County Air Pollution Control District. See Section 3.3, *Air Quality,* for the discussion of cumulative air quality impacts.

Biological Resources

The proposed project's cumulative impact analysis on sensitive biological resources (special-status species, riparian communities, and waters of the United States/waters of the State) is based on level and acreages of potential impacts associated with the project and known future development projected for the region under the City of Roseville and Placer County General Plans and the MTP/SCS. Future projects that are likely to affect sensitive biological resources within the greater Placer County region include private development and transportation projects (e.g., State Route 65 widening and Placer Parkway Phase I projects). A summary of the proposed project's potential cumulative impacts on special-status species, riparian communities, waters of the United States/waters of the State, and native oak trees is provided below.

Special-Status Species

The proposed project would have potential temporary impacts on valley elderberry long beetle, western spadefoot toad, northwestern pond turtle, migratory birds and raptors, and special-status bat species. Potential impacts on habitat for these species would be either avoided through the implementation of avoidance mitigation measures or would be temporary and would not contribute to the cumulative loss of habitat.

The proposed project would result the loss of potential habitat for two federally listed species: vernal pool fairy shrimp and vernal pool tadpole shrimp. The incremental loss of habitat for these special-status species within the region would be very small, 0.08 acre of direct loss. Implementation of a mitigation measure to compensate for this small amount of habitat loss would reduce the impact to a less-than-significant level. Therefore, impacts on vernal pool fairy shrimp and vernal pool tadpole shrimp from the proposed project are not expected to be cumulatively considerable.

Riparian Communities

Cumulative impacts on riparian communities would result from construction of other general development projects in the city of Roseville and Placer County. Construction of the proposed project would add to the cumulative loss of riparian communities. However, with implementation of the measures prescribed for avoiding or minimizing impacts and compensating for the remaining impacts, the proposed project's incremental contribution to cumulative impacts on riparian communities would not be cumulatively considerable.

Waters of the United States/Waters of the State

Cumulative impacts on waters of the United States would result from construction of other general development projects in the City of Roseville and Placer County. Construction of the proposed project would add to the cumulative loss of waters of the United States. However, with implementation of the measures prescribed for avoiding or minimizing impacts and compensating for the remaining impacts, the proposed project's incremental contribution to cumulative impacts on waters of the United States would not be cumulatively considerable.

Oak Tree

The replacement of oaks trees would compensate for project impacts. Consequently, the project is not anticipated to result in a considerable contribution to cumulative impacts on native oak trees.

Cultural and Tribal Resources

The geographic area considered for cumulative impacts on cultural resources is based on past cultural boundaries and can vary depending on period. Generally, for prehistoric resources, the area examined for cumulative impacts can be defined as the ethnographic area of the Native American groups most likely associated with potential resources. For this project, the ethnographic area consists of the drainages of the lower Cosumnes, Yuba, Bear, and American Rivers, between the Sacramento River and the crest of the Sierra Nevada Mountains. No historic resources that meet the criteria for listing in the CRHR, either individually or as a contributing element to a historic district, were identified in the project area. Consequently, there would be no cumulative impact on historic resources to which the proposed project might contribute.

Construction of other transportation or development projects in the vicinity could potentially result in significant impacts on archaeological resources that meet the criteria for historical resources and human remains, should they be present. However, lead agencies for those projects would seek to identify and evaluate cultural resources and implement mitigation measures which, together with compliance with existing state and local regulations, would reduce potential impacts on archaeological resources and human remains.

As discussed in *Section 3.5, Cultural and Tribal Resources*, although no archaeological resources or tribal cultural resources were identified in the project area, previously unknown archaeological resources that are considered historical resources could be adversely affected. Project impacts, however, would be avoided or minimized through implementation of mitigation requiring preservation in place, if feasible, and that work stop and the find(s) assessed. The measure also requires that data recovery and other research be conducted if feasible. This mitigation would reduce these project-level impacts to a less-than-significant level. Therefore, the proposed project's contribution to potential cumulative impacts on archaeological and tribal resources would be less than considerable.

Geology and Soils

Geology and soil-related impacts are typically site-specific and depend on the local geologic and soil condition. The geographic context for the analysis of cumulative construction

geologic, soil, and paleontological resource impacts includes areas within and adjacent to the project corridor. As indicated in Section 3.6, *Geology and Soils*, no faults are mapped within or near the project site, and the site is not in a Fault Rupture Hazard Zone, as defined by the State of California. Therefore, the risk of fault rupture occurring at the project site is very low and the project area is unlikely to experience a strong seismic activity and geologic instability (e.g., soil liquefaction or collapse) that could damage structures or expose people to greater risks of loss of life and injury. Further, potential for both seismically-induced and non-seismic slope instability, such as landslides and mudslides, is very low at the project site; the soils are not subject to liquefaction; the potential for seismic settlement is low; and the erosion hazard for the soils on the project site is slight.

Impacts would be limited to the potential for increased erosion and potential damage to paleontological resources. Construction of cumulative projects could result in cumulative erosion impacts unless controlled. However, all cumulative projects would be required to comply with applicable federal, state, and local regulations, including the Construction General Permit and National Pollutant Discharge Elimination System (NPDES) requirements, which require substantive controls on project erosion such that significant cumulative impacts due to erosion are not expected. Therefore, the proposed project's contribution to potential cumulative erosion impacts would be less than considerable.

Cumulative construction projects may encounter paleontological resources. However, as discussed in Section 3.6, there are no known unique paleontological resources or sites or unique geologic features at the project site, and the project corridor and adjacent areas are highly disturbed urban areas that are unlikely to contain intact unique geologic or paleontological features. Consequently, the potential for the proposed project to contribute to potential cumulative impacts on paleontological resources or unique geologic features would be less than considerable.

Greenhouse Gas Emissions

Analysis of greenhouse gas (GHG) emissions is by its nature cumulative. No individual project is of sufficient size to be the sole reason for climate change. Instead, climate change is the result of millions of activities that emit GHGs. The analysis of the proposed project's GHG emissions is within the context of statewide efforts to minimize the impacts of climate change. See Section 3.7, *Greenhouse Gases,* for the discussion of cumulative impacts.

Hazards and Hazardous Materials

No known hazardous materials sites would be affected by the proposed project. Therefore, there is no cumulative impact from hazardous materials to which the proposed project might contribute. Nor, would the project contribute to any area-wide or localized cumulative impact from hazards or hazardous materials. As discussed in Section 3.8, *Hazards and Hazardous* Materials, the proposed project is required to comply with all regulations controlling the release of hazardous materials during construction. Implementation of Mitigation Measures HAZ-1.1 and HAZ-1.2 would avoid the potential for the proposed project to release lead contaminants during construction. The proposed project would not release hazardous materials during operations and therefore related potential cumulative impacts would be less than considerable.

The proposed project would not alter the number of trains passing through the project site or types of hazardous material that may be transported by rail. Consequently, the proposed project would not contribute to any cumulative effect on hazardous material transport or risk of upset conditions related to UPRR rail operations.

Hydrology and Water Quality

As discussed in Section 3.9, *Hydrology and Water Quality*, the proposed project would employ all required Best Management Practices set out in the Storm Water Pollution Prevention Plan. This would meet the requirements of the Regional Water Quality Control Board for avoidance of impacts from runoff or erosion during construction. As a result, the proposed project would not contribute to any surface water pollution.

During operation, the proposed project would implement a system to meet NPDES post-construction stormwater runoff requirements, as described in Mitigation Measure WQ-2.1 in Section 3.9. As a result, the proposed project would not contribute to any surface water pollution during operations.

Features of the proposed project, such as the retention pond and pumps, would not contribute to flooding from runoff or the adverse alteration of existing drainage patterns. As a result, the project would not contribute to any cumulative effect on Sierra View Tributary or South Branch Pleasant Grove Creek.

Land Use and Planning

The proposed project does not include any changes in existing land uses. Future development projected to be implemented under the general plans of the City and Placer County would not be affected by the project. Although the proposed project would make travel along Washington Avenue more convenient, improved travel conditions would not result in any change in land use or incompatibility with existing land uses. The proposed project improvements are also recognized as allowed future uses consistent with the *City of Roseville Open Space Preserve Overarching Management Plan*, which was approved by federal resource agencies (U.S. Army Corps of Engineers and U.S. Fish and Wildlife Service). Therefore, the project is also consistent with this applicable plan which was approved by an agency with jurisdiction over the project and adopted for the purpose of avoiding or mitigating an environmental effect. The project would not contribute to any cumulative effect on land use or planning documents that apply to the area.

Noise and Vibration

The EIR certified for the City's *General Plan 2035* found that future capital improvements and increases in traffic noise along city streets would result in cumulatively considerable ambient noise impacts. The proposed project would result in temporary, significant and unavoidable increases in noise and vibration levels during construction, as described in Section 3.12, *Noise*. It would also marginally increase traffic noise during operation. The proposed project would make a cumulatively considerable contribution to both temporary and long-term cumulative noise impacts. Implementation of Mitigation Measures NOI-1.1 and NOI-2.1 would reduce, but not avoid, this contribution.

Population and Housing

The cumulative impacts of population and housing are described in the City and Placer County general plans. The proposed project would not include any new housing and would not remove any existing housing. It would therefore make no contribution to any cumulative effect on population and housing.

Recreation

The proposed project would improve bicycle and pedestrian facilities in the project area but would not affect recreation or the use of existing recreational facilities. It would therefore make no contribution to any cumulative effect on recreation.

Transportation/Traffic

As described in Section 4.2.2, *Cumulative Condition*, Roseville uses a 2035 CIP travel demand model to analyze future roadway conditions in the city. The CIP includes the widening of Washington Boulevard to four lanes between Pleasant Grove Boulevard and Sawtell Road. Accordingly, recent environmental review documents have assumed this improvement is in place under cumulative conditions. The CIP also assumes the addition of a fourth westbound travel lane at the Washington Boulevard/Pleasant Grove Boulevard intersection, which is assumed to be in place for this analysis.

Cumulative traffic forecasts were developed using the difference model procedure displayed below.

Cumulative Forecast = Existing Volume + (Cumulative Traffic Model – Base Traffic Model)

Traffic forecasts were developed using this method for the following two cumulative scenarios.

- Cumulative without project conditions assumes Washington Boulevard remains two lanes between Pleasant Grove Boulevard and Sawtell Road.
- Cumulative plus project conditions assumes Washington Boulevard is widened to four lanes between Pleasant Grove Boulevard and Sawtell Road.

Figure 4-2 shows the average daily traffic (ADT) on Washington Boulevard and adjacent roadways for cumulative without project conditions, and Figure 4-3 displays the ADT on Washington Boulevard and adjacent roadways for cumulative plus project conditions. Using the traffic forecasts described above, Table 4-1 compares the projected ADT along Washington Boulevard and adjacent roadways under cumulative without project and cumulative plus project conditions.

Table 4-1. Cumulative Average Daily Traffic

Location	Cumulative (2035) Without Project ADT	Cumulative (2035) Plus Project ADT	Difference
Washington Boulevard between Pleasant Grove Boulevard and Industrial Avenue	27,500	29,300	+1,800
Washington Blvd between Kaseberg Drive and Emerald Oak Road/Diamond Oaks Road	30,400	35,800	+5,400
Washington Blvd between Kaseberg Drive and Emerald Oak Road/Diamond Oaks Road	24,900	32,000	+7,100
Washington Blvd between Kaseberg Drive and Sawtell Road/Derek Place	25,000	32,100	+7,100
Washington Blvd between Junction Boulevard and Corporation Yard Road	36,300	36,400	+100
Pleasant Grove Boulevard between Winslow Drive and Washington Boulevard	58,900	60,000	+1,100
Pleasant Grove Boulevard between Washington Boulevard and Galilee Road/Elmwood Rive	58,900	57,600	-1,300
Diamond Oaks Road between Glenwood Circle/Firestone Drive and Washington Boulevard	9,100	9,400	+300
Junction Boulevard between Washington Boulevard and Corporation Yard Road	25,700	27,900	+2,200
Foothills Boulevard between Pleasant Grove Boulevard and South Bluff Drive/Beckett Drive	50,000	49,400	-600

Source: Fehr & Peers 2018 (Appendix B)
Note: Values rounded to the nearest one hundred vehicles.

As indicated in Table 4-1, the ADT on Washington Boulevard south of Diamond Oaks Road would increase from 20,300 under existing conditions to 24,900 under cumulative without project conditions, which is a 23% increase. The proposed widening of Washington Boulevard would result in 32,000 ADT on Washington Boulevard south of Diamond Oaks Road under cumulative plus project conditions. While this is a sizeable volume of traffic for a four-lane arterial, it represents a 21% decrease in traffic on a per-lane basis when compared to existing conditions (i.e., 20,300 ADT on two lanes). There would be less traffic diversion from Foothills Boulevard to Washington Boulevard under cumulative plus project conditions versus existing plus project conditions. A review of model output shows diversion on a slightly more regional scale, including from more remote parallel roadways such as Woodcreek Oaks Boulevard and Roseville Parkway.

Traffic operations at the study intersections were analyzed for cumulative without project and cumulative plus project AM and PM peak hour conditions using the SimTraffic model. Figure 4-4 shows the cumulative without project AM and PM peak hour turning movement forecasts and lane configurations at the study area intersections, and Figure 4-5 shows the

cumulative plus project AM and PM peak hour turning movement forecasts and lane configurations at the study area intersections. Table 4-2 summarizes the results of this modeling. Refer to Appendix B for technical calculations.

Table 4-2. Cumulative (2035) Intersection Operations

	Cumulative No Project				Cumulative plus Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1 Washington Boulevard/ Pleasant Grove Boulevard	41	D	110	F	52	D	165	F
2 Washington Boulevard/ Diamond Oaks Road/ Emerald Oak Road	68	E	36	D	22	C	22	C
3 Washington Boulevard/ Kaseberg Drive (private)[a]	8 (13)	A (B)	9 (37)	A (E)	9 (18)	A (B)	22 (15)	B (B)
4 Washington Boulevard/ Sawtell Road/Derek Place	9	A	10	A	12	B	16	B
5 Washington Boulevard/ Junction Boulevard	15	B	41	D	20	B	42	D

Source: Fehr & Peers 2018 (Appendix B)
LOS = level of service
sec/veh = seconds per vehicle
Notes:
[a] For side-street stop controlled intersections, the overall delay and worst movement delay is reported.

As shown in Table 4-2, under cumulative plus project conditions, the widening of Washington Boulevard would exacerbate LOS D conditions during the AM peak hour and LOS F conditions during the PM peak hour (i.e., add delay) at the Washington Boulevard/Pleasant Grove Boulevard intersection. The degradation of Washington Boulevard/Pleasant Grove Boulevard intersection operations to LOS D during the AM peak hour and LOS F during the PM peak hour would occur under cumulative without project conditions, whether or not the proposed project is implemented. Accordingly, the project would not cause these conditions itself, but the project would exacerbate them.

In addition, delays at the Washington Boulevard/Junction Boulevard intersection would increase during the AM peak hour due primarily to the increase in the critical eastbound left-turn movement. However, despite the increased delays, operations at this intersection would remain at LOS B during the AM peak hour and at LOS D during the PM peak hour under cumulative plus project conditions. Delays would also increase modestly at the Washington Boulevard/Sawtell Road intersection; however, intersection operations under cumulative plus project conditions would remain at LOS C or better. The degradation of Washington Boulevard/Junction Boulevard intersection operations to LOS D during the PM peak hour would occur whether or not the proposed project is implemented. Accordingly, the project would not cause these conditions itself.

In contrast, the modeling indicates that the widening of Washington Boulevard would improve AM peak hour operations of the Washington Boulevard/Diamond Oaks Road intersection from LOS E to LOS C and would improve PM peak hour operations from LOS D to LOS C. Further, the widening of Washington Boulevard and addition of a signal at Kaseberg Drive would improve conditions at the Washington Boulevard/Kaseberg Drive private driveway intersection to acceptable operations (LOS A or B).

The proposed project would exacerbate cumulative without project LOS F conditions at the Washington Boulevard/Pleasant Grove Boulevard intersection during the PM peak hour by adding 53 seconds of delay. All other study intersections would continue operating acceptably under cumulative plus project conditions. The project would not cause the overall percentage of signalized intersections throughout the City of Roseville operating at LOS C or better during the AM and PM peak hours to fall below 70%.

The proposed project's exacerbation of cumulative without project LOS F operations at the Washington Boulevard/Pleasant Grove Boulevard intersection would constitute a considerable contribution to cumulative LOS impacts and is considered a significant cumulative impact.

The addition of a third southbound through lane was considered as a potential mitigation measure as it is currently included in the City's CIP. The third southbound approach lane could be provided by re-designating the existing right-turn lane as a through/right-turn lane. However, provision of a third southbound receiving lane would require widening the southwest quadrant of the intersection, which would require additional right-of-way and cost. It would also eliminate the existing bus turnout. Additionally, while it would offer some additional capacity benefit, the City has indicated that comparable installations have resulted in imbalanced lane utilization and marginal intersection capacity benefit. For these reasons, the adverse effects of adding a third southbound through lane would exceed the operational benefits it would provide and no mitigation is available to reduce this cumulative impact. The proposed project's contribution to significant cumulative without project conditions at the Washington Boulevard/Pleasant Grove Boulevard intersection would be a significant and unavoidable cumulative impact.

Utilities and Service Systems

The proposed project consists of a road widening and reconstruction of an existing railroad crossing. It would not increase use of utilities or service systems, and therefore would not contribute to any impact on such systems.

4.3 Growth-Inducing Impacts

CEQA requires that an EIR discuss the potential for a project to remove an obstacle to growth and present the possible secondary effects that could result from growth indirectly induced by the project. Public Resources Code Section 21100 requires that an EIR analyze the growth-inducing impacts of a project (Public Resources Code Section 21100 [b][5]). According to the State CEQA Guidelines Section 15126.2(d), an EIR must discuss how a project could directly or indirectly lead to economic, population, or housing growth. A project can be considered growth-inducing if it removes obstacles to growth, increases the demands on community service facilities, or encourages other activities that can cause significant environmental effects.

For the purposes of this analysis, the implementation of the project would result in a significant impact if it would induce substantial economic growth (e.g., land conversions) or population growth in the study area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through the extension of roads or other infrastructure).

Section 21100(b)(5) of CEQA requires an EIR to discuss how a project, if implemented, may induce growth and the impacts of that induced growth (see also State CEQA Guidelines Section 15126). CEQA requires the EIR to discuss specifically “the ways in which the Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment” (State CEQA Guidelines Section 15126.2[d]). The State CEQA Guidelines do not provide specific criteria for evaluating growth inducement and state that growth in any area is not “necessarily beneficial, detrimental, or of little significance to the environment” (State CEQA Guidelines Section 15126.2[d]). CEQA does not require separate mitigation for growth inducement as it is assumed that these impacts are already captured in the analysis of environmental impacts (see Chapter 3, *Impact Analysis*). Furthermore, Section 15126.2(d) of the State CEQA Guidelines requires that an EIR “discuss the ways” a project could be growth inducing and to “discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment.”

According to the State CEQA Guidelines, a project would have potential to induce growth if it would result in either of the following.

a. Remove obstacles to population growth (e.g., through the expansion of public services into an area that does not currently receive these services), or through the provision of new access to an area, or a change in a restrictive zoning or general plan land use designation.

b. Result in economic expansion and population growth through employment opportunities and/or construction of new housing.

In general, a project could be considered growth-inducing if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way. However, the State CEQA Guidelines do not require a prediction or speculation of where, when, and in what form such growth would occur (State CEQA Guidelines, Section 15145).

Roseville, along with the entire South Placer and Sacramento region, has and continues to experience significant growth. Although implementing the proposed project would widen an 0.85-mile segment of Washington Boulevard from two to four lanes, widen the existing Andora Underpass, and improve bicycle and pedestrian facilities in the project area, it is not expected to directly or indirectly induce economic or population growth within the study area because the project seeks only to improve the connection between two existing, four-lane segments of Washington Boulevard to meet existing and future travel demand based on existing entitled land use. The proposed project is not designed to accommodate unentitled residential or commercial expansion. Furthermore, the project alignment is within an already-developed urban area. Thus, the project is not expected to increase roadway carrying capacity such that it would sustain or encourage growth beyond what is accounted for in current city and county general plans.

4.4 Significant and Unavoidable Impacts

Section 21067 of CEQA and Sections 15126(b) and 15126.2(b) 15126.2 (b) of the State CEQA Guidelines require that an EIR describe any significant impacts, including those that can be mitigated but not reduced to a less-than-significant level. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should also be described.

A significant and unavoidable impact is one that would cause a substantial adverse effect on the environment and for which no mitigation is available to reduce the impact to a less-than-significant level. Most of the impacts of the proposed project would be less than significant or would be mitigated to a less-than-significant level. The impacts below are those that would remain significant and unavoidable after mitigation.

Aesthetics

- Impact AES-5: Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area

Greenhouse Gas

- Impact GHG-1: Generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases

Noise

- Impact NOI-1: Exposure of persons to or generation of noise levels in excess of applicable standards
- Impact NOI-2: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels
- Impact NOI-4: Creation of a substantial temporary or periodic increase in existing ambient noise levels in the project vicinity

Transportation/Traffic

- Impact TRA-1: Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, during construction

The project's contribution to significant and unavoidable cumulative impacts is discussed in Section 4.2.3, *Cumulative Impact Analysis by Resource.*

4.5 Significant Irreversible Environmental Changes

Section 15126.2 (c) of the State CEQA Guidelines requires that an EIR address any significant irreversible changes that would result from a proposed project, and provides the following direction for the discussion of irreversible changes.

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to ensure that current consumption is justified.

The State CEQA Guidelines describe three distinct categories of significant irreversible changes, including changes in land use that would commit future generations to specific uses; irreversible changes from environmental actions; and consumption of nonrenewable resources.

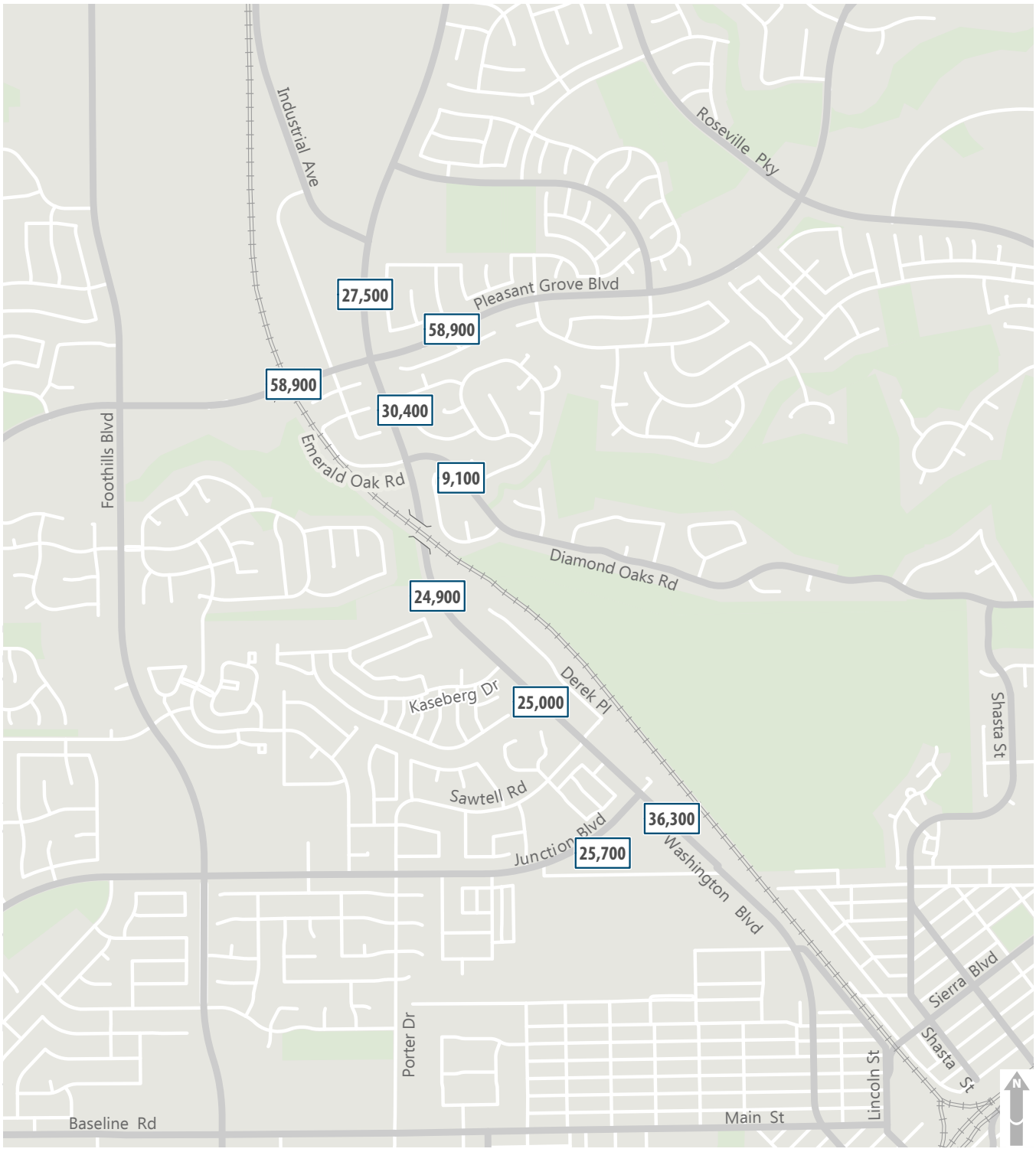
The project proposes to modify a roadway segment, including an underpass beneath the Andora bridge. Implementation of the proposed project would include construction of a roadway and associated underpass structure, as well as new bicycle and pedestrian facilities, which would result in the long-term commitment of the project site to these land uses. Additional irreversible environmental changes would include the reduction of natural vegetation; increased generation of pollutants associated with project construction; and the short-term commitment of nonrenewable and/or slowly renewable natural and energy resources, such as mineral resources and water resources, during construction. The widening of Washington Boulevard and the addition of new bicycle and pedestrian paths, as well as construction of a new underpass and the relocation of utilities infrastructure, would

require use of a variety of nonrenewable (metal, gravel, concrete) resources and would be fueled using primarily non-renewable fossil fuel sources. These irreversible impacts, which are unavoidable consequences of urban development, are described in detail in the appropriate sections of this draft EIR.

Source: City of Roseville 2016.

ICF Graphics ... 00274.16 (1-20-2018)

Figure 4-1
2035 Capital Improvement Program

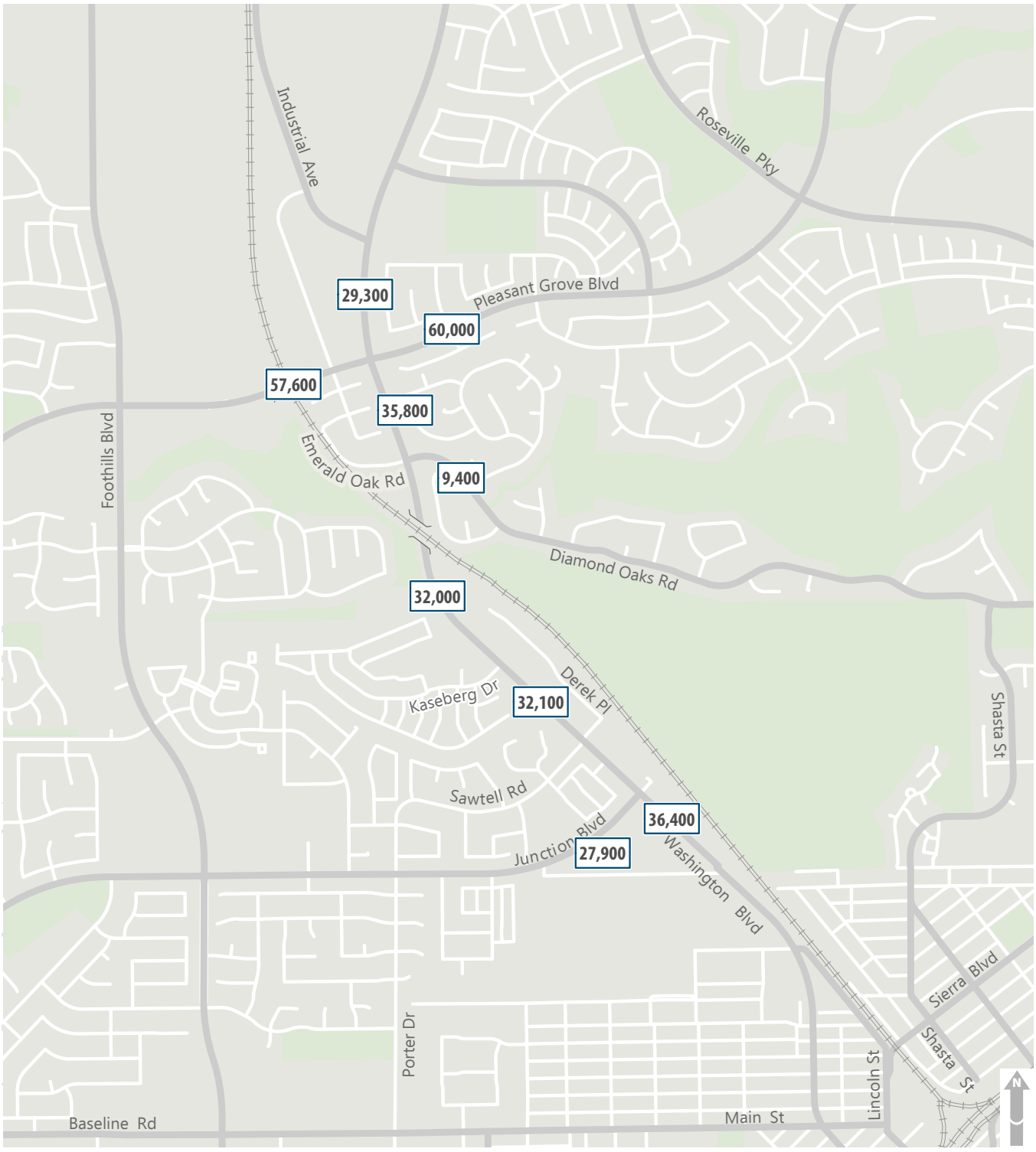


13,400 Average Daily Traffic (ADT)

Source: Fehr & Peers 2018.

ICF Graphics ... 00274.16 (1-20-2018)

Figure 4-2
Average Daily Traffic – Cumulative (2035) Without Project

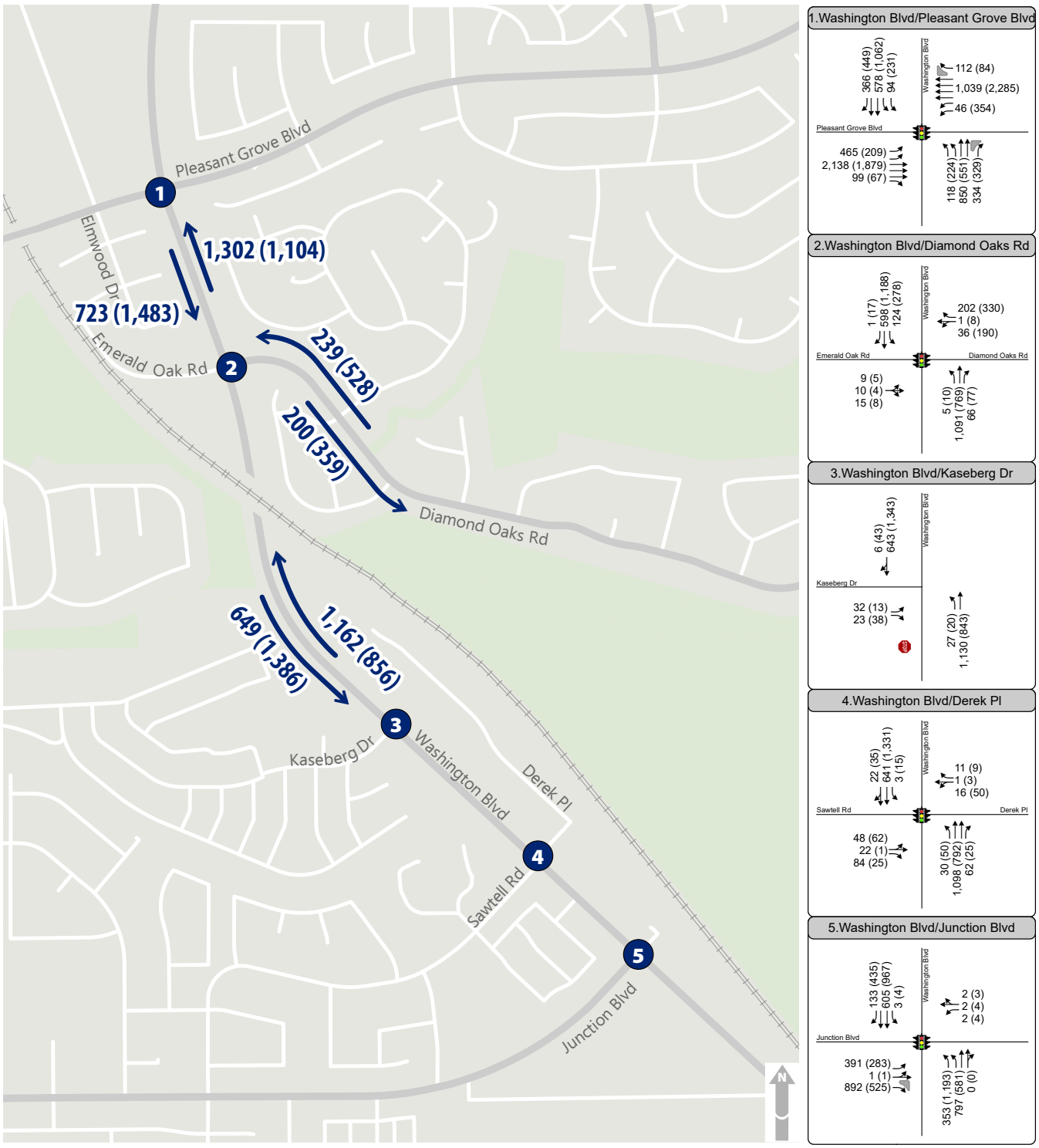


13,400 Average Daily Traffic (ADT)

Source: Fehr & Peers 2018.

ICF Graphics ... 00274.16 (1-20-2018)

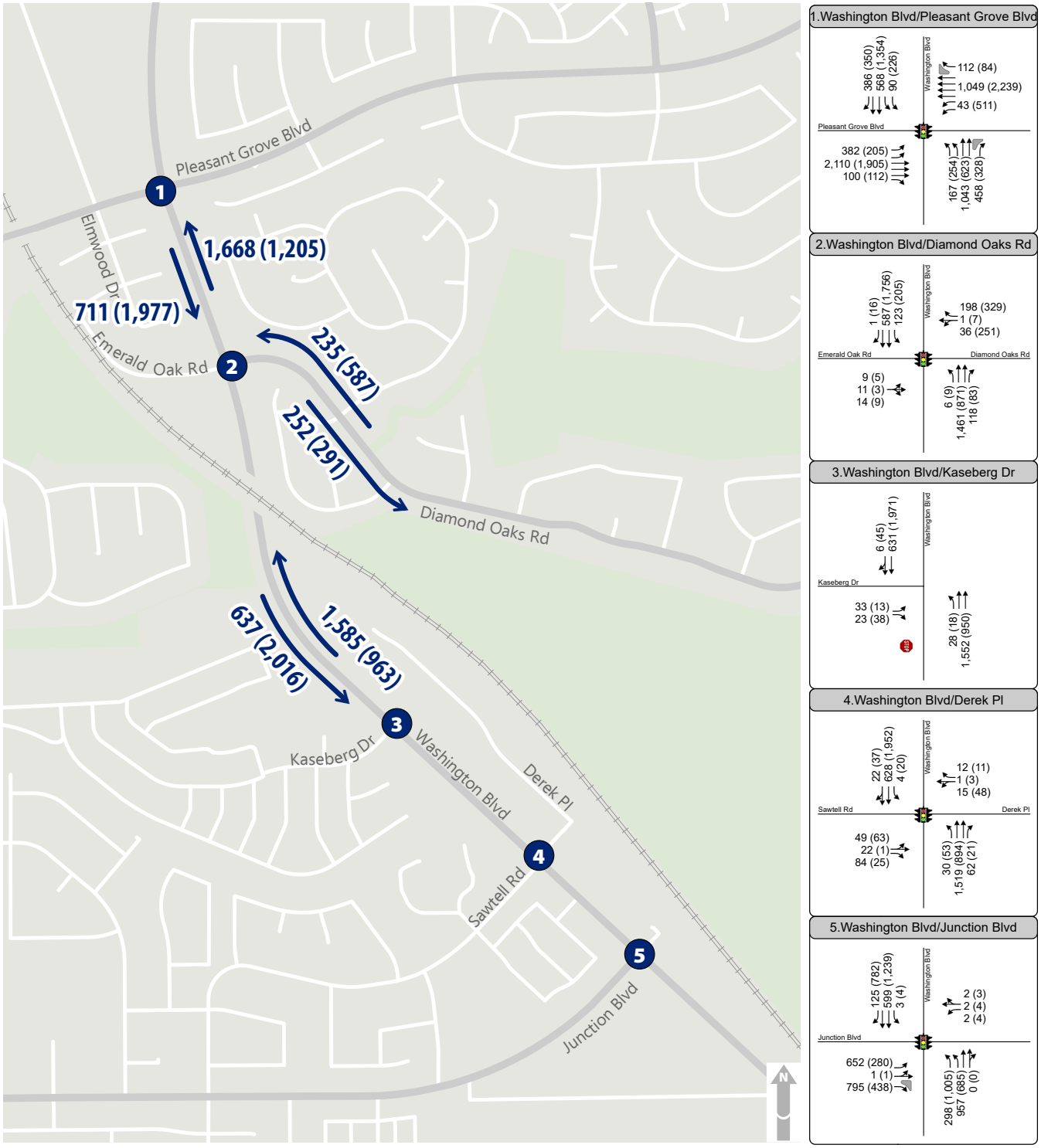
Figure 4-3
Average Daily Traffic – Cumulative (2035) Plus Project



Source: Fehr & Peers 2018.

ICF Graphics ... 00274.16 (1-20-2018)

Figure 4-4
Peak Hour Traffic Volumes and Lane Configurations – Cumulative (2035) Without Project



Source: Fehr & Peers 2018.

ICF Graphics ... 00274.16 (1-20-2018)

Figure 4-5
Peak Hour Traffic Volumes and Lane Configurations – Cumulative (2035) Plus Project

Draft Environmental Impact Report

For the Washington Boulevard/
Andora Bridge Improvement Project

Appendices

June 2019

City of Roseville
Public Works
311 Vernon Street
Roseville, CA 95678

CITY OF ROSEVILLE
CALIFORNIA
Public Works

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Fehr & Peers' Technical Memorandum dated April 10, 2019

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Appendix A

Notice of Preparation and Public Comments

Notice of Preparation

NOTICE OF PREPARATION

Washington Boulevard/Andora Widening Project

Date:	September 12, 2016
To:	State Clearinghouse Responsible Agencies, Trustee Agencies, and Interested Parties
Subject:	Notice of Preparation of an Environmental Impact Report for the Proposed Washington Boulevard/Andora Widening Project and a Notice of Public Scoping Meeting
Project Title/File Number:	Washington Boulevard/Andora Widening Project
NOP Comment Period:	Written comments are due to the City's Public Works, Engineering Division no later than October 15, 2016 by 5:00 p.m. See Lead Agency contact person and mailing address below.
Public Scoping Meeting:	In accordance with Public Resources Code Section 21083.9, notice is hereby given that the City of Roseville will conduct a Public Scoping Meeting and Community Open House on September 21, 2016 from 6:00 to 7:30pm at Vencil Brown Elementary School, Multi-Purpose Room. The school is located at 250 Trestle Road, Roseville.
Project Location:	The City of Roseville is proposing to replace the existing 100-year-old Union Pacific Railroad Andora bridge underpass on Washington Boulevard in order to facilitate the widening of the roadway from 2 to 4 lanes between Pleasant Grove Boulevard and Sawtell Road, a distance of approximately 0.85 mile. The Andora bridge underpass is located north of Downtown Roseville at Union Pacific Railroad Milepost 108.20.
Lead Agency/Contact Person:	City of Roseville Public Works, Engineering Division Nina Buelna, Associate Engineer 311 Vernon Street Roseville, CA 95678 Phone: (916) 746-1300 Fax: (916) 746-1339 TDD: (916) 744-5220 Email: nbuelna@roseville.ca.us Website: www.roseville.ca.us/pw

INTRODUCTION

This Notice of Preparation (NOP) has been issued to notify interested parties that an Environmental Impact Report (EIR) will be prepared, and to solicit feedback on the scope and content of the analysis in the EIR. The City of Roseville (City) will be the lead agency and will prepare an EIR for the Washington Boulevard/Andora Widening Project (referred to herein as the "proposed project"), which includes the project approvals listed in Section 4 of this NOP. The proposed project is also subject to compliance with the National Environmental Policy Act (NEPA). Caltrans, through a delegation agreement with the Federal Highway Administration, will be the NEPA lead agency. The proposed project description and vicinity and location maps are provided in this NOP.

NOP Comment Period: Due to the time limits mandated by state law, your response to this NOP must be sent at the earliest possible date and submitted to the City, but not later than 30 calendar days after receipt. Please submit comments to the City of Roseville no later than 5:00 p.m. **on October 15, 2016**. Please provide written comments to:

Nina Buelna, Associate Engineer
City of Roseville
Public Works, Engineering Division
311 Vernon Street
Roseville, CA 95678
Phone: (916) 746-1300
Fax: (916) 746-1339
TDD: (916) 744-5220
Email: nbuelna@roseville.ca.us
Website: www.roseville.ca.us/pw

Public Scoping Meeting: A public scoping meeting regarding the proposed project will be held on September 21, 2016 to receive comments from interested parties regarding the issues that should be addressed in the EIR. The time and location of the public scoping meeting is provided on the first page of this NOP.

REGULATORY BACKGROUND

This NOP provides notification that an EIR will be prepared for the proposed project. This NOP has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Division 13 Section (§) 21000 et seq., and the State CEQA Guidelines, Title 14 California Code of Regulations §15000 et seq. According to CEQA Guidelines §15064, an EIR must be prepared if there is substantial evidence in light of the whole record that the proposed project may have a significant effect on the environment.

This NOP describes the proposed project and requested project approvals, lists the potential and probable environmental effects of the proposed project, and the proposed scope of analysis for the EIR.

PROJECT DESCRIPTION

The Washington Boulevard/Andora Widening Project (proposed project) is a proposed replacement of the existing 100-year-old Andora bridge underpass on Washington Boulevard and widening of Washington Boulevard from two to four lanes between Pleasant Grove Boulevard and Sawtell Road in the City of Roseville (City) (see Figure 1, Regional Location). Figure 3 shows the major project components.

PROJECT LOCATION AND SETTING

The proposed project is located in the City of Roseville in Placer County on Washington Boulevard along an approximately 0.85 mile segment between Sawtell Road and Pleasant Grove Boulevard. At the southern end of the project area, a Union Pacific Railroad (UPRR) line runs along east side of Washington Boulevard, crosses over the road on the Andora railroad bridge just south of the South Fork of Pleasant Grove Creek, and then continues along the west side of the road towards Pleasant Grove Boulevard (see Figure 2, Project Location).

The southern section of the project area contains commercial uses to the east and residential uses to west and the northern section of the project contains residential uses only. West of the Andora bridge underpass, the project area supports City open space lands. Residential development occurs on both sides of the road between the Andora bridge underpass and Pleasant Grove Boulevard. An existing Class 1 bike trail along the east side of Washington Boulevard connects Diamond Oaks Road to Derek Place.

Project Overview

The proposed project will consist of widening Washington Boulevard to allow two through lanes in each direction with a raised median separating northbound and southbound traffic (see Figure 3). Eight-foot-wide Class 2 bike lanes also will be included along both sides of the roadway. The existing Class 1 bike trail on the east side of Washington Boulevard, from Diamond Oaks Road to Derek Place, will be replaced with a 10-foot-wide path parallel to Washington Boulevard to connect to Sawtell Drive. The existing pedestrian underpass located approximately 100 feet east of Washington Boulevard will be abandoned. A new 10-foot-wide multiuse path on the west side of Washington Boulevard between Emerald Oaks Road and Kaseberg Drive is also proposed; however, the construction of this path may be deferred until additional construction funding is available. No new traffic signals are proposed as part of the project, however the existing traffic signal at Diamond Oaks Road will be modified to conform to the new four-lane roadway.

The proposed Andora bridge underpass will be a two-span bridge with columns located in the roadway median island. The existing roadway crosses beneath the UPRR tracks at a 45-degree angle. Because UPRR limits bridge skews to a maximum of 30 degrees, the proposed bridge median columns will be slightly skewed, by approximately 15 degrees. The existing Andora bridge underpass can accommodate two railroad tracks, although only one track currently exists at this location. Therefore, the project will be designed to accommodate two UPRR tracks; the proposed bridge structure may be constructed in stages to provide the second track at a future date.

The existing railroad underpass has substandard vertical clearance (see Exhibit 1. Existing Underpass). To provide standard vertical clearance, the profile grade of Washington Boulevard will be lowered approximately 3 feet. The lowering of the roadway will necessitate relocation of City-owned sewer and water lines, underground telecommunication lines, and potential adjustments to underground gas lines. The lowering of the roadway will also require removal and replacement of two drainage culvert crossings. Drainage improvements include the addition of a drainage pump station to drain the underpass because the low point of the roadway will be below the 100-year flood elevation. Other drainage improvements will include regrading ditches and possible expansion of upstream flood water retention areas. All drainage improvements would be confined to existing City right of way adjacent to the project site. To comply with current stormwater quality requirements, bio-treatment areas will also be located within the project site.

Exhibit 1. Existing Andora Bridge Underpass at Washington Boulevard

During construction, railroad traffic must be maintained uninterrupted except for very short time periods allowed by UPRR. During removal of the existing underpass, the railroad will be detoured to a temporary track, known as a shoofly. The shoofly will be located within UPRR- and City-owned rights of way. The shoofly length could extend up to 0.75 mile north and 0.5 mile south of the existing underpass location and could shift up to 65 feet westerly. Temporary fill will be placed within the portion of the Sierra View Tributary that runs along the south side of the tracks to accommodate the temporary shoofly alignment.

In addition to the temporary fill within the Sierra View Tributary, the project will also include work within the flood plains of the South Branch of Pleasant Grove Creek, as well as an unnamed tributary to

the South Branch of Pleasant Grove Creek. This work may include grading and other modifications to the channel to offset potential fill within the floodplain associated with the road widening and drainage culvert extensions.

Construction will temporarily affect public traffic. Washington Boulevard vehicular traffic would be allowed to pass through the project site under the control of one-way flagging operations, or Washington Boulevard would be closed entirely to vehicular traffic for up to 6 months. Vehicles would be rerouted on City streets; pedestrians and bicyclists would not be rerouted and would continue to use the existing UPRR pedestrian underpass. To accommodate the increased vehicular traffic on the detour route, the Foothills/Junction Boulevard intersection would be restriped temporarily to add a second left-turn lane from southbound Foothills Boulevard to eastbound Junction Boulevard. Existing traffic signals would be temporarily modified to provide adequate level of service during the duration of construction.

PROJECT DESIGN ELEMENTS

The proposed project includes the following elements:

- Widening approximately 0.85 mile of Washington Boulevard from two to four lanes with a raised median separating northbound and southbound traffic.
- Widening the existing road below the Andora bridge underpass to accommodate the additional two lanes. The proposed Andora bridge underpass would be a two-span bridge with columns located in the roadway median island.
- Adding eight-foot-wide Class 2 bike lanes along both sides of Washington Boulevard.
- Replacing the existing Class 1 bike path on the east side of Washington Boulevard (from Diamond Oaks Road to Derek Place) with a 10- to 12-foot-wide path that would run parallel to Washington Boulevard to connect to Sawtell Road.
- Adding a new 8- to 12-foot-wide multiuse path on the west side of Washington Boulevard between Emerald Oaks Road and Kaseberg Drive. Portions of the proposed multiuse path may be deferred until additional construction funding is available.
- Providing traffic signal modifications. The existing traffic signal at Diamond Oaks Road would be modified to conform to the new 4-lane roadway.
- Conducting floodplain and drainage improvements.
- Relocating existing utilities (including sewer, water, and gas).

PROJECT BACKGROUND

Washington Boulevard, a generally north-south roadway, begins in downtown Roseville at its junction with Oak Street and ends at State Route (SR) 65. It provides an important local connection between Downtown Roseville and North Central Roseville, Northwest Roseville, and North Industrial through its connections with other major local thoroughfares, including Foothills Boulevard, Pleasant Grove Boulevard, East Roseville Parkway, Industrial Boulevard, and Blue Oaks Boulevard. Washington

Boulevard provides a vital economic link from residential areas to shopping and employment centers in Downtown Roseville.

The widening of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard is identified in the City's Transportation System Capital Improvements Program to improve traffic circulation and pedestrian traffic through the area. Currently approximately 18,000 vehicles per day travel through this location, and the road improvements will enhance accessibility for motorists, pedestrians and cyclists along Washington Boulevard and nearby intersections. To enable widening of the roadway at the narrow underpass location, the UPRR Andora bridge over Washington Boulevard must also be widened and replaced. Currently 36 trains per day travel over this bridge and therefore the bridge must remain open and accessible by rail traffic during construction.

In summer 2016, the City of Roseville and the project team met with both residents and local businesses about the proposed project. More than 45 community members attended the two meetings with the project team to discuss the project, ask questions, and provide feedback on the project and proposed construction approach.

PURPOSE AND NEED

The purpose of the proposed project is to improve existing and future traffic; enhance access and safety for motorists, pedestrians, and cyclists; and meet railroad clearance requirements. The proposed project would also provide better connectivity between the existing two-lane, 0.85-mile segment of Washington Boulevard and the existing four-lane segments of Washington Boulevard.

The project is needed because recurring morning and evening peak-period demand exceeds the current design capacity of Washington Boulevard, creating traffic operations and safety issues for motorists, pedestrians, and cyclists. These issues result in high delays and wasted fuel, all of which will be exacerbated by anticipated increases in traffic from future population and employment growth.

PROJECT SCHEDULE

Begin Project Design & Environmental Clearance	April 2016
Concept Design and Public Outreach	September 2016
Environmental Clearance	Fall 2017
Final Design	Winter 2017
Union Pacific Approval	Spring 2018
Begin Construction	Summer 2018
Construction Completion if Washington Boulevard Closed for 5 Months	Summer 2019
Construction Completion if Washington Boulevard Open to One-Way Traffic	Summer 2020

PROJECT APPROVALS

Several agencies would be involved in the consideration of proposed project elements. Potential State and local approvals and permits would be considered for the proposed project related to wetlands, endangered species, floodplain encroachment, water quality, and streambed alteration.

Responsible agencies would include:

- California Department of Transportation
- U.S. Army Corps of Engineers
- Central Valley Regional Water Quality Control Board
- Central Valley Flood Protection Board
- United States Fish and Wildlife Service
- California Department of Fish and Wildlife

PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR

Pursuant to section 15063 (a), of the CEQA Guidelines, an Initial Study has not been prepared for the proposed project. Rather, it is anticipated that the EIR will analyze the project-related impacts to resources in the project area within the following resource areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Transportation and Circulation

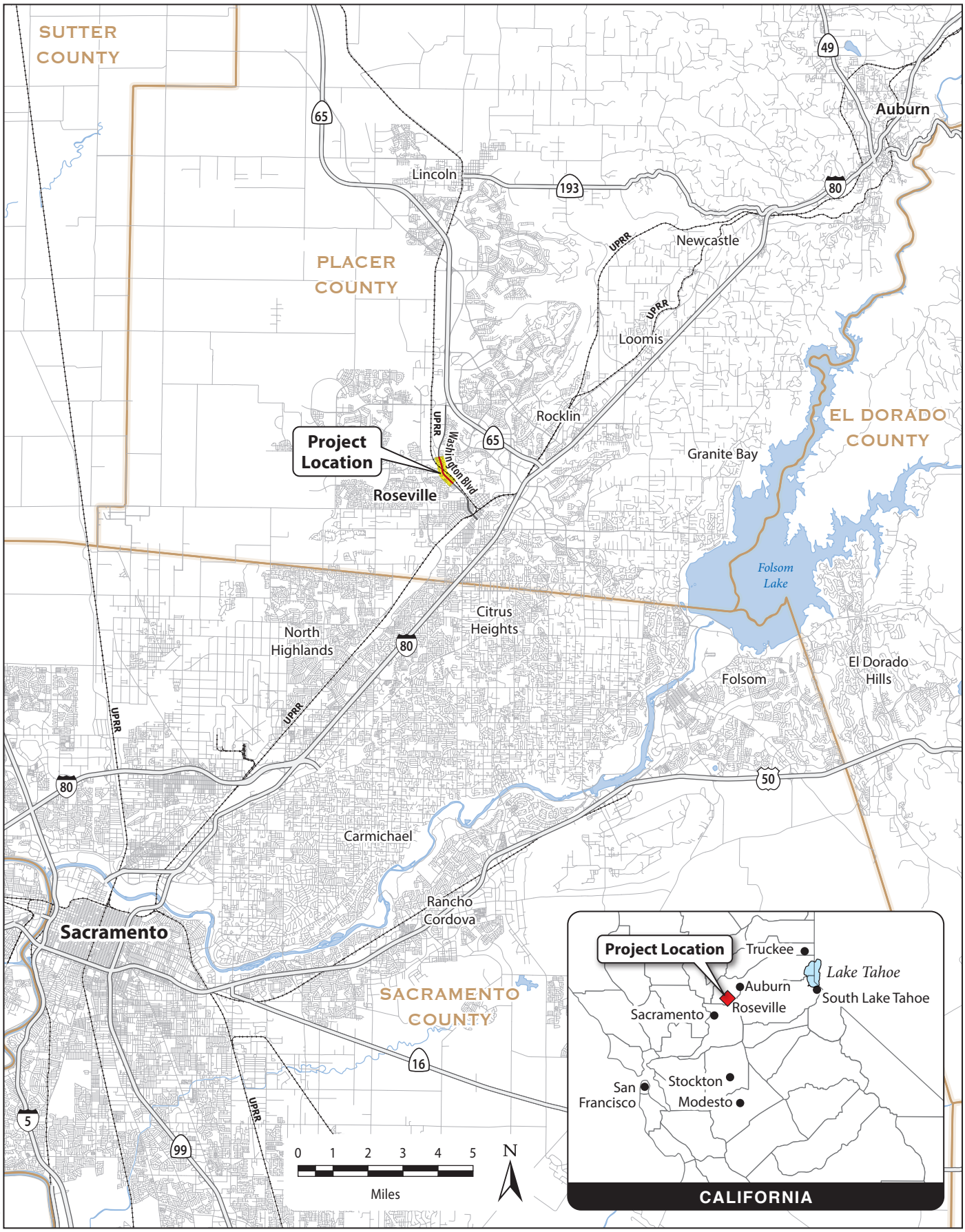
- Utilities

PROJECT ALTERNATIVES ANALYSIS

As required by CEQA, the EIR will evaluate alternatives to the proposed project. As stated in CEQA Guidelines §15126.6(c), the primary intent of the alternatives evaluation in an EIR is to evaluate a range of alternatives to the project that "could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects." CEQA also requires that the project alternatives analysis include consideration of the "no project" alternative. The "no project" alternative may be defined as "no development" or it may be defined as "some other development."

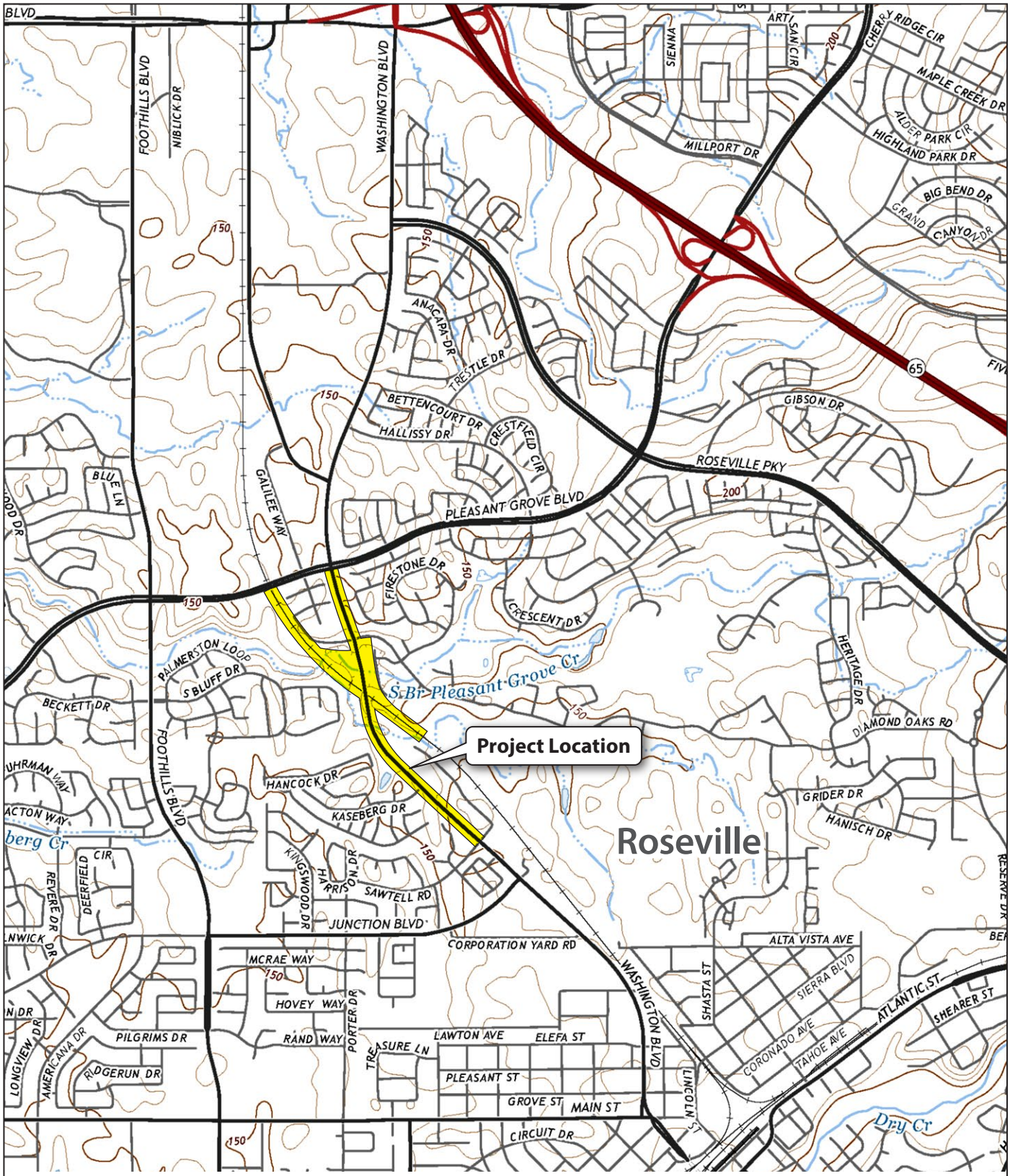
CUMULATIVE IMPACTS ANALYSIS

As required by CEQA, the EIR will evaluate the cumulative impacts of the proposed project. As stated in CEQA Guidelines §15065(a)(3), projects should be evaluated to determine whether the project's impacts are "cumulatively considerable," which means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."



Graphics ... 0027416 (6-23-2016)

Figure 1
Regional Location



0 1,000 2,000 3,000 4,000 5,000 6,000 Feet

0 0.25 0.5 0.75 1.0 Mile

N

Scale = 1:24,000

Base Map: US Topo 7.5' series Roseville, California quadrangle (2015)

Graphics ... 00274.16 (9-8-2016)

Figure 2
Project Location

LEGEND:

- CITY RIGHT-OF-WAY
- UPRR RIGHT-OF-WAY
- NEIGHBORHOOD BOUNDARY
- EXISTING TRACK
- PROPOSED SHOOFLY TRACK
- EXISTING BIKE TRAILS
- PROPOSED BIKE TRAILS
- EXIST WATERWAYS

KASEBERG-KINGSWOOD

INDUSTRIAL AREA EAST

HIGHLAND RESERVE

DIAMOND OAKS

EXIST UPRR TRACK

PROPOSED SHOOFLY TRACK

PROPOSED UNDERPASS STRUCTURE

REMOVE EXIST TRAIL CROSSING

CITY R/W

PROPOSED CLASS I BIKE TRAIL

EXISTING BIKE TRAIL

PROPOSED DRAINAGE BASIN

PROPOSED CLASS I BIKE TRAIL

POTENTIAL DRAINAGE BASIN

SOUTH BRANCH PLEASANT GROVE CREEK

SIERRA VIEW TRIBUTARY

EMERALD OAKS ROAD

PLEASANT GROVE BLVD

DIAMOND OAKS ROAD

WASHINGTON BLVD

DEREK PLACE

SAWTELL ROAD

UPRR

UPRR

FIGURE 3: PROJECT OVERVIEW

SCALE: 1"=150' MAY 2016

CITY OF ROSEVILLE

WASHINGTON/ ANDORA WIDENING PROJECT

Community Open House and Public Scoping Meeting Summary Report

Washington Blvd./Andora Widening Project
Community Open House & Public Scoping Meeting Summary
Wednesday, September 21, 2016 | 6:00 – 7:30 p.m.
Vencil Brown Elementary School, Roseville

Introduction

On Wednesday, September 21, 2016, the City of Roseville hosted a Community Open House and Public Scoping Meeting for the Washington Blvd. / Andora Widening Project. More than 60 residents attended the Community Open House and Public Scoping Meeting at the Vencil Brown Elementary School Multi-Purpose Room, located at 250 Trestle Road in Roseville from 6:00 – 7:30 p.m.

Project Overview

As part of the City of Roseville's Capital Improvement Program, the City will be widening Washington Boulevard from Sawtell Road to Pleasant Grove Boulevard from two to four lanes. The project also includes the replacement and widening of the Union Pacific railroad Andora Bridge that crosses over Washington Boulevard.

Goals of the project include:

- Reduce existing and future traffic congestion
- Enhancing access for pedestrians and cyclists

Open House & Scoping Meeting Purpose

The Community Open House and Public Scoping Meeting provided an opportunity for the community to learn more about the project and provide feedback. Goals of the meeting included:

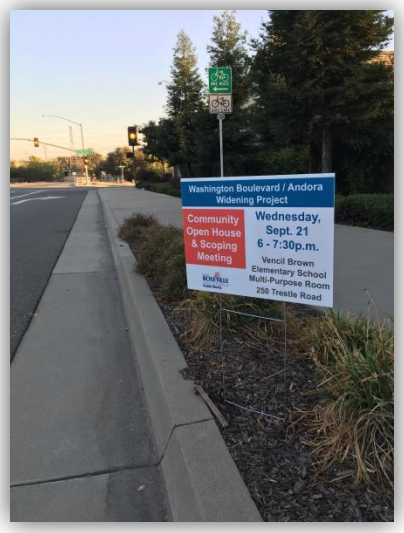
- Provide an overview of the project and its purpose/need
- Share the project schedule and opportunities for community input on community context, project functionality, and aesthetics.
- Provide an overview of preliminary design concepts and cross sections
- Gather feedback on construction approach and proposed detours
- Gather feedback for the environmental review process and potential environmental concerns

Open House & Scoping Meeting Format

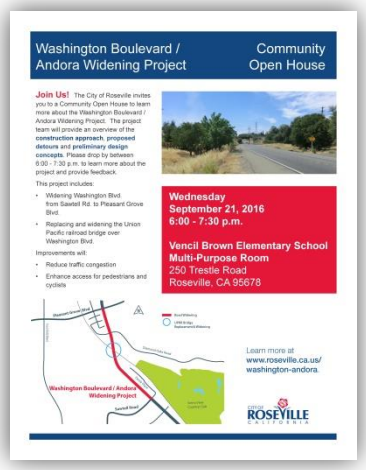
The Community Open House and Public Scoping Meeting included three information stations with displays and maps for community members to visit. Project team members were available to discuss ideas and answer questions. Community members could provide feedback on printed comment cards at each station as well. The information stations included:

- Project Overview, Proposed Cross Sections, and Preliminary Design Concepts – This station provided an overview of the project as a whole including a large aerial map demonstrating the project area and limits. This station also included the proposed road cross section and preliminary design concepts for the railroad bridge overcrossing. These displays were available on both sides of the multi-purpose room.
- Project Schedule, Proposed Construction Approach and Detour Routes – This station provided an overview of the project schedule, the two potential approaches to construction along Washington Boulevard and the proposed detour routes.
- Environmental Review Process – This station provided an overview of the environmental review process and the Notice of Preparation (NOP) for the project. Community members were asked to provide feedback on the scope of the project for the environmental review.

Open House & Scoping Meeting Notification



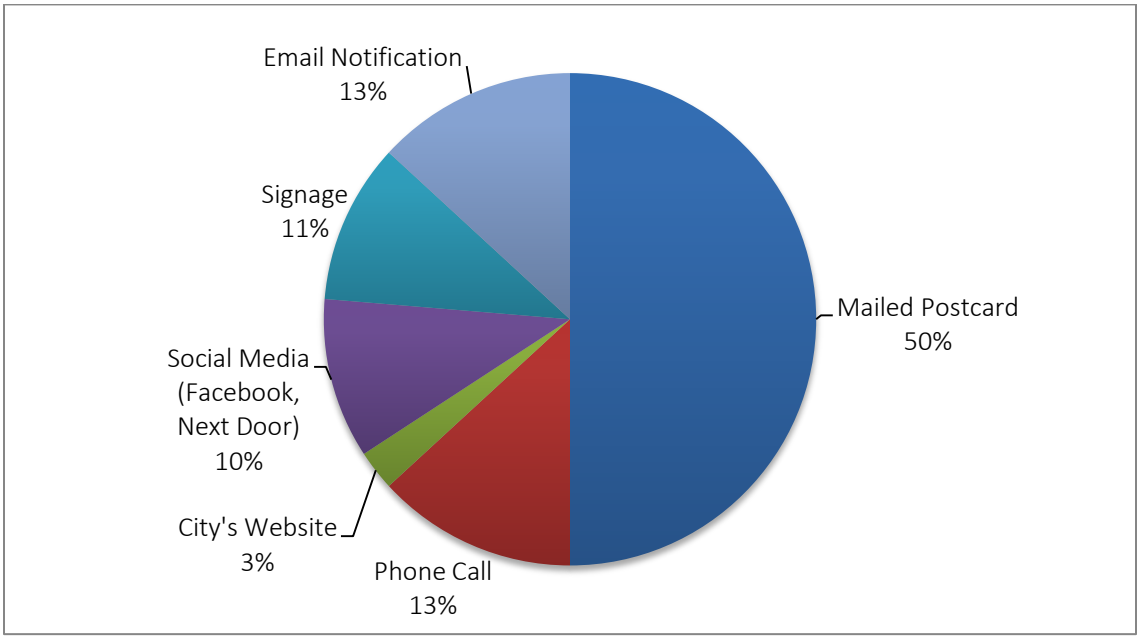
To notify local residents and community members, an email notification was sent to more than 240 community members and stakeholders. Postcard invitations were mailed to more than 1,350 residents within 0.25 miles of the project area. In addition, door hangers were distributed to residents in the Emerald Oaks area to inform about the project and due to potential construction detour impacts. Signage was posted along Washington Boulevard near key intersections and entrances to neighborhoods. Flyers were distributed to local apartment complexes as well.



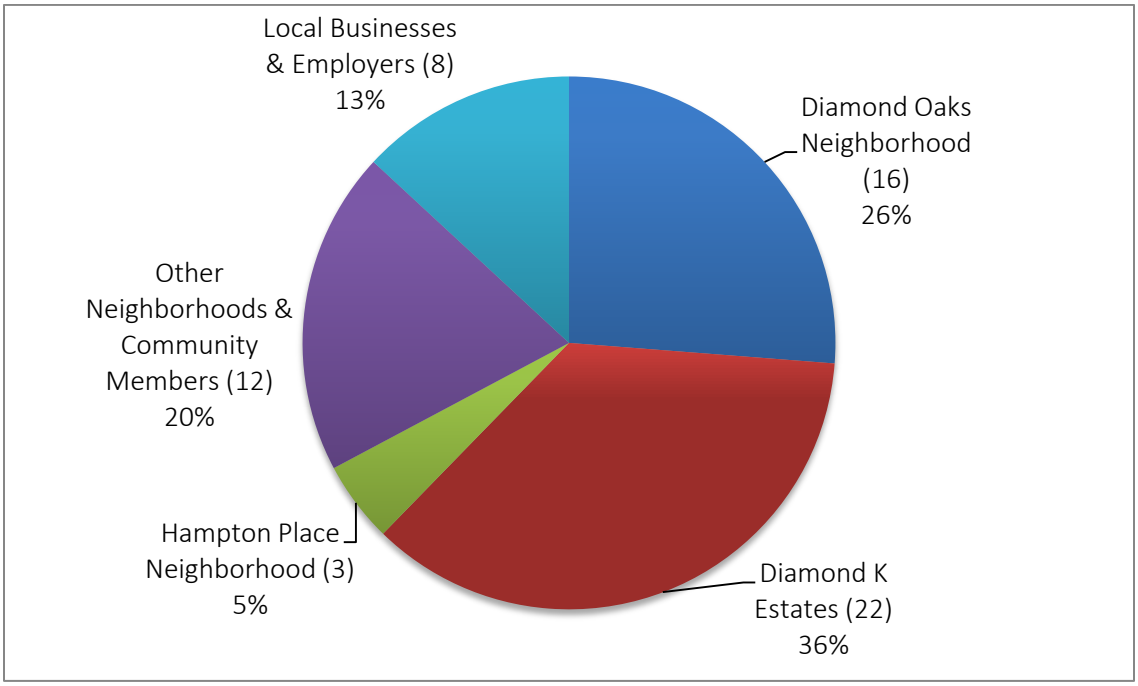
Information regarding the Community Open House and Public Scoping Meeting was also posted on the City of Roseville's website, calendar, and current events section. The open house invitation was shared on NextDoor with all 14,729 Roseville users, as well as posted on Twitter, Facebook and Instagram. The meeting invitation was emailed to the 7,485 subscribers of the City's bi-weekly newsletter and 265 subscribers of the Washington/Andora Widening Project Updates e-mail list. The following groups, community-based organizations, and neighborhoods shared information about the meeting on their social media:

- Roseville Coalition of Neighborhood Associations (RCONA)
- Roseville Area Chamber of Commerce
- Roseville Heights Neighborhood Association
- RCSF Brown
- Vencil Brown Elementary School PTC
- Cherry Glen Theiles Manor Neighborhood Association
- RCSD Spanger
- S2 Group
- Woodcreek Oaks Neighborhood Association

Open House attendees were asked to share how they heard about the meeting.



More than 60 residents attended the Community Open House and Public Scoping Meeting.



Other neighborhoods included residents from Country Club Estates, Diamond Creek, Fiddyment Farm, and Sun City Roseville.

Community Feedback

Open House attendees were asked to provide feedback on comment cards. The following feedback was submitted to the project team on a comment card or emailed:

Project Overview

- Basically this is an improvement for the local area as well. Infrastructure.
- I am excited for the widening of the bridge, a much needed change.
- Project is long overdue.

Cross Section and Aesthetic Elements

- Please have median all the way with trees and roses. Excited!

- Four lanes of traffic on Washington will be like a freeway especially since there is very little if any police traffic enforcement on Washington and Pleasant Grove. On both streets cars drive well over the posted limit as well as tail gate.
- Thank you for the 4 lanes and project! Very excited! Get started!

Bicycle and Pedestrian Connections

- Existing bike stub on west side that ends, please connect to existing bike trails behind Pleasant Grove/ Foothills - behind Emerald Oaks. One long connected bike path instead of going over Pleasant Grove to Foothills. Review Bike Master Plan to include this connection.
- This project has a lot of strong points, adding bike paths as well as multi-use paths to improve bike and pedestrian mobility and creating a safe environment.
- Is the multi-use path on the south west of the UPRR track being abandoned and replaced with the path connecting to Sawtell Road? Or are they both being maintained?
- This seems to be a productive project for the City of Roseville. I am interested to see how this progresses. It should be a good step for bike friendliness.

Construction Approach and Detours

- I vote for the fastest widening solution (closed for 4 months).
- I'd like to request that during this project or when it starts, can the City keep the boulevard closed to shorten the duration of the project? I believe residents in the

Diamond Oaks Community will find easy access to major routes to commute.
- A detour to access or exit Diamond K is not possible as there is only one way in and out --that being off Washington.

Community Outreach

- I'd like to extend my appreciation to Ms. Gladys for her warm reception given to me on the day of the Community Open House at Vencil Brown Elementary School. She provided me with some very useful information about the project.

Additional Project Elements for Consideration

- At the present time, please extend the left turn lane off southbound Washington onto Diamond Oaks Road. This could be done now!
- Diamond K needs a stoplight. You can't really say 'no' just because it's private property since you are accommodating for turn lane, acceleration lane, and merge lane. Just put in the light and solve the real problem.
- It is very clear the city doesn't give a damn about people who live in Diamond K. Diamond Oaks that is a neighborhood you care about. You made sure they had two ways to leave their community, but Diamond K people....you are just on your own. Too bad too sad. "Oh we will make the suicide lane longer" Whop di do do.
- Please put speed tables (not bumps) on Diamond Oaks to help slow traffic since you won't put additional stop signs.
- Traffic moves very fast now and will move faster with "4" lanes of traffic. A merge lane will not be very helpful.

We need a stop sign or light at Kaseberg.

- If the overpass with the train tracks is improved, will more trains run on the tracks and contribute more noise and pollution?
- Will there be more CO2 and air pollution for persons living near intersection of Washington & Pleasant Grove and Washington and Diamond Oaks?
- If there is an oil spill and fire from a train, will residents of Diamond Oaks be able to get out of their neighborhood with increase traffic leaving downtown towards Pleasant Grove?
- We think noise barriers (walls) should be constructed for homes along Washington & Diamond Oaks-other neighborhoods have them even for houses high off the roads.
- The wooden backyard fences, along the East side of Washington Blvd South of Pleasant Grove Blvd, need to be replaced with concrete wall fences as part of the Washington Blvd widening project. There will be a likely increase in noise to Diamond Oaks area residents once Washington Blvd is widened and the concrete walls will help reflect or dampen the noise. Concrete walls appear to be a city requirement at all new housing developments, such as the one under construction at the northeast corner of Foothills and Main, and installing the same southeast of Pleasant Grove and Washington would only be consistent and just.

Funding

- Will there be CFD's for that area? This should not be a total tax for citywide. How will this be paid for? Seems like UP is not paying for anything, or not much.

Appendix

- Comment Card
- Fact Sheet
- Postcard Mailer
- Flyer
- Door Hanger

Washington Boulevard / Andora Widening Project

Community Feedback

Please share your thoughts, comments, or questions about the project.

Name _____

Email _____

Phone _____

Neighborhood _____

You can submit your comments to staff today or directly to Ashley Baumgartner at abaum@aimconsultingco.com or fax (916) 442-1186.

CITY OF ROSEVILLE CALIFORNIA Public Works

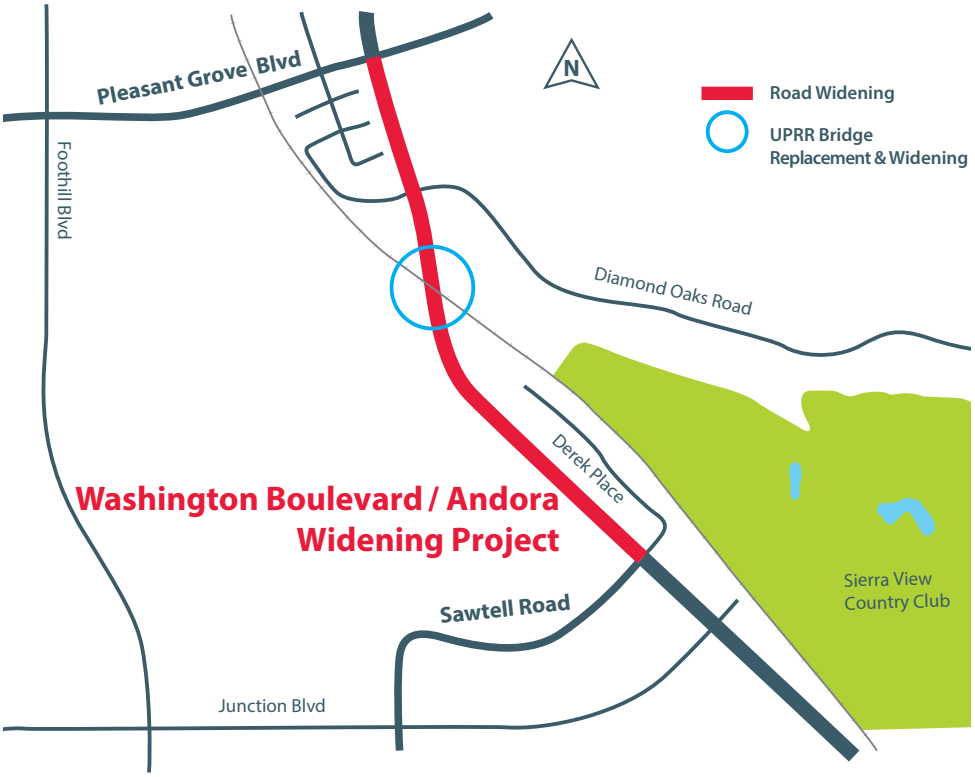
Place
postage
stamp
here

AIM Consulting, Inc.
2523 J Street, Suite 202
Sacramento, CA 95816

Washington / Andora Widening Project
Fact Sheet

About the Project

As part of the City of Roseville's Traffic Masterplan, the City will be widening Washington Boulevard from Sawtell Road to Pleasant Grove Boulevard from two to four lanes. The project also includes the replacement and widening of the Union Pacific railroad bridge that crosses over Washington Boulevard.



Goals of the Project

- Reduce traffic congestion
- Enhance access for pedestrians and cyclists
- Meet railroad clearance requirements

Schedule

Begin Project Design & Environmental Clearance	April 2016
Concept Design and Public Outreach	August 2016
Environmental Clearance	Fall 2017
Final Design	Winter 2017
Union Pacific Approval	Spring 2018
Construction Ready *(Funding for construction has not yet been identified. The soonest construction could begin is 2019, should funding become available.)*	Summer 2019
Construction Completion if Washington Boulevard Closed for 5 Months	Summer 2020
Construction Completion if Washington Boulevard Open to One-Way Traffic	Summer 2021

Funding

The proposed project will be funded with federal, state, and local development traffic impact fees.

Questions?

For more information, please contact Nina Buelna, Project Manager at NBuelna@roseville.ca.us or visit the project webpage at www.roseville.ca.us/washington-andora

CITY OF ROSEVILLE CALIFORNIA

Washington Boulevard / Andora Widening Project

Community Open House

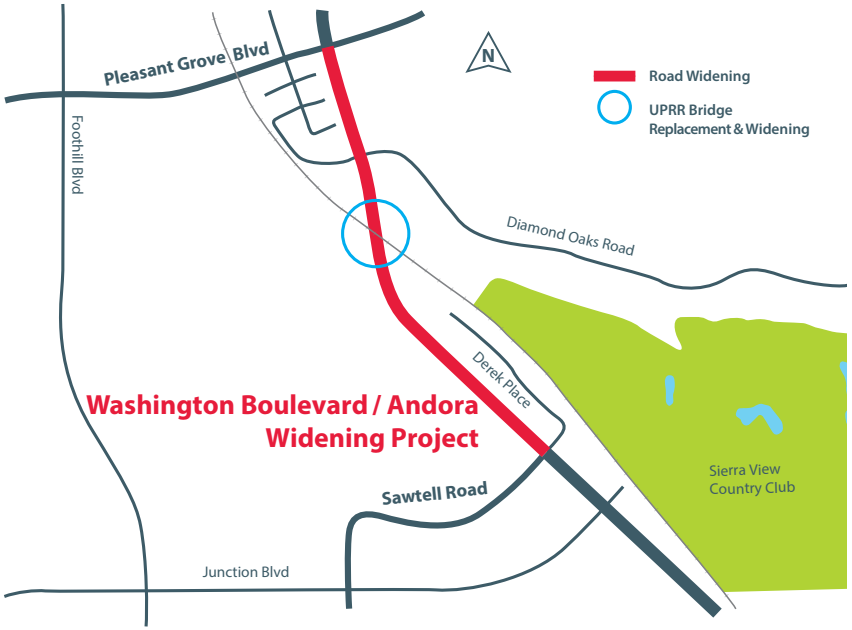
Join Us! The City of Roseville invites you to a Community Open House to learn more about the Washington Boulevard / Andora Widening Project. The project team will provide an overview of the **construction approach**, **proposed detours** and **preliminary design concepts**. Please drop by between 6:00 - 7:30 p.m. to learn more about the project and provide feedback.

This project includes:

- Widening Washington Blvd. from Sawtell Rd. to Pleasant Grove Blvd.
- Replacing and widening the Union Pacific railroad bridge over Washington Blvd.

Improvements will:

- Reduce traffic congestion
- Enhance access for pedestrians and cyclists



Wednesday, September 21, 2016
6:00 - 7:30 p.m.

Vencil Brown Elementary School Multi-Purpose Room
250 Trestle Road
Roseville, CA 95678

CITY OF ROSEVILLE CALIFORNIA

Public Works
Engineering
311 Vernon Street
Roseville, California 95678-2649

Washington Boulevard / Andora Widening Project

Community Open House
Wednesday, Sept. 21
6:00 - 7:30 p.m.

Vencil Brown Elementary
School Multi-Purpose Room
250 Trestle Road
Roseville, CA 95678

For more information, please contact Ashley Baumgartner at abaum@aimconsultingco.com or 916-442-1168.

Learn more at **www.roseville.ca.us/washington-andora**.

Washington Boulevard / Andora Widening Project

Community Open House

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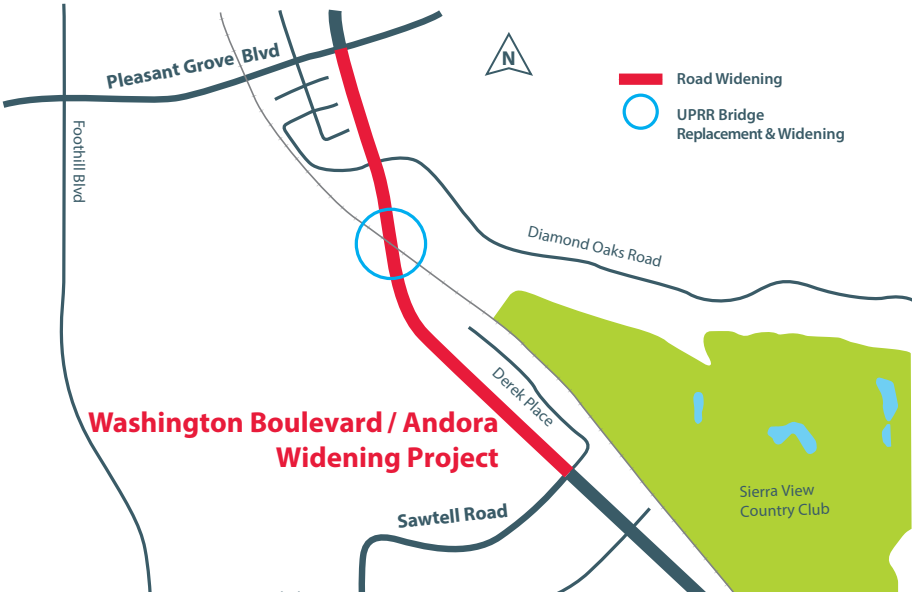

Learn more at
www.roseville.ca.us/washington-andora.

CITY OF ROSEVILLE CALIFORNIA

Washington Boulevard / Andora Widening Project

Community Open House

The City of Roseville invites you to a Community Open House to learn more about the Washington Boulevard / Andora Widening Project and provide comments on the scope of the environmental review.

JOIN US!

Wednesday, September 21, 2016
6:00 - 7:30 p.m.

Vencil Brown Elementary School
Multi-Purpose Room

250 Trestle Road
Roseville, CA 95678

Learn more at:
www.roseville.ca.us/washington-andora

CITY OF ROSEVILLE CALIFORNIA
Public Works

Notice of Preparation Comment Letters

Luzedevina "Nina" Buelna, P.E.
Project Engineer, City of Roseville
Public Works Engineering
311 Vernon Street
Roseville, CA 95678

September 18, 2016

Nina,

I've been following the Washington/Andora project carefully and I appreciate the care that the City is taking in engaging the community to make sure everyone is aware of the need and the process for this important project.

I have a concern that I want to at least address since I'm not sure if it has even been brought to your attention. I know several residents who live in the Diamond K Estates modular/manufactured home division off of Washington. Kaseberg is the only entrance into their community. For YEARS I have been hearing them talk about the left turn problems they have when trying to leave their neighborhood. These seem to be mostly retired residents and making a left turn is very challenging under the current circumstances. 1a

At the moment, there is a center suicide lane, which is very challenging for the residents. Instead, many choose to turn right and then make a U-turn further down.

My concern is that once we widen the road to four lanes, this intersection will become a nightmare for the residents since a lot more vehicles will be on the road and navigating across two lanes will be much more dangerous. Also, if they turn right, they'll have to quickly navigate to the left lane in order to make a U-turn. Again, we're setting them up for a much more dangerous experience. 1b

Can the city add a stoplight at this intersection? It seems like it's the safest way to keep our residents safe. I do not understand what triggers the need for a stoplight but I hope your team uses the down time for the bridge widening project to help keep these neighbors safe. 1c

Thank you for considering this enhancement to the community.

Sincerely,

Scott Alvord
141 Bogart Ct.
Roseville, CA 95747

CALIFORNIA
Water Boards

Central Valley Regional Water Quality Control Board

EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIQUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

RECEIVED
OCT 04 2016
ENGINEERING

30 September 2016

Nina Buelna
City of Roseville
311 Vernon Street
Roseville, CA 95678

CERTIFIED MAIL
91 7199 9991 7035 8362 8516

COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, WASHINGTON BOULEVARD / ANDORA WIDENING PROJECT, SCH# 2016092028, PLACER COUNTY

Pursuant to the State Clearinghouse's 14 September 2016 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environment Impact Report* for the Washington Boulevard / Andora Widening Project, located in Placer County.

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

I. Regulatory Setting

Basin Plan

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

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website: http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

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

In part it states:

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

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

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

II. Permitting Requirements

Construction Storm Water General Permit

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

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

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

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

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

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

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

drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

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

Clean Water Act Section 401 Permit – Water Quality Certification

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

Waste Discharge Requirements – Discharges to Waters of the State

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

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit

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

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

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

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

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

Regulatory Compliance for Commercially Irrigated Agriculture

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

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100**. Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of the waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

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

Stephanie Tadlock

Stephanie Tadlock
Environmental Scientist

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

MIWOK MAIDU United Auburn Indian Community of the Auburn Rancheria

Gene Whitehouse, Chairman | John L. Williams, Vice Chairman | Danny Rey, Secretary | Jason Camp, Treasurer | Calvin Moman, Council Member

RECEIVED
OCT 07 2016
ENG

September 28, 2016

Nina Buelna
City of Roseville
311 Vernon St.
Roseville, CA 95678

Subject: NoP of an EIR for the Proposed Washington Boulevard/Andora Widening Project

Dear Nina Buelna,

Thank you for requesting information regarding the above referenced project. The United Auburn Indian Community (UAIC) of the Auburn Rancheria is comprised of Miwok and Southern Maidu (Nisenan) people whose tribal lands are within Placer County and whose service area includes El Dorado, Nevada, Placer, Sacramento, Sutter, and Yuba counties. The UAIC is concerned about development within its aboriginal territory that has potential to impact the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. We appreciate the opportunity to comment on this and other projects in your jurisdiction. The UAIC would like to consult on this project.

In order to ascertain whether the project could affect cultural resources that may be of importance to the UAIC, we would like to receive copies of any archaeological reports that are completed for the project. We also request copies of future environmental documents for the proposed project so that we have the opportunity to comment on potential impacts and proposed mitigation measures related to cultural resources. The UAIC would also like the opportunity to have our tribal monitors accompany you during the field survey. The information gathered will provide us with a better understanding of the project and cultural resources on site and is invaluable for consultation purposes.

The UAIC's preservation committee has identified cultural resources in and around your project area, and would like to recommend that a tribal monitor be present during any ground disturbing activities. Thank you again for taking these matters into consideration, and for involving the UAIC early in the planning process. We look forward to reviewing the documents requested above and consulting on your project. Please contact Marcos Guerrero, Cultural Resources Manager, at (530) 883-2364 or by email at mguerrero@auburnrancheria.com if you have any questions.

Sincerely,

Gene Whitehouse,
Chairman

CC: Marcos Guerrero, CRM

Placer County
AIR POLLUTION CONTROL DISTRICT

110 Maple Street, Auburn, CA 95603 • (530) 745-2330 • Fax (530) 745-2373 • www.placer.ca.gov/apcd

Erik C. White, Air Pollution Control Officer

October 14, 2016

City of Roseville
Public Works, Engineering Division
ATTN: Nina Buelna, Associate Engineer
311 Vernon Street
Roseville, CA 95678

SENT VIA : nbuelna@roseville.ca.us

SUBJECT: Washington Boulevard / Andora Widening Project Notice of Preparation of an Environmental Impact Report

Dear Ms. Buelna,

Thank you for submitting the **Washington Boulevard / Andora Widening Project** (Project) and associated **Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)** to the Placer County Air Pollution Control District (District) for review. The applicant is requesting approval to replace the existing Union Pacific Railroad bridge underpass on Washington Boulevard in order to facilitate the widening of the roadway from 2 to 4 lanes. The District provides the following comments for consideration.

Environmental Review

The District developed a California Environmental Quality Act (CEQA) Air Quality Handbook (Handbook) to assist public agencies with the preparation of air quality analyses for land use projects within Placer County. This Handbook provides recommended analytical approaches and feasible mitigation measures when preparing air quality analyses for land use projects. The Handbook is available via the District's website at http://www.placer.ca.gov/departments/air/landusecega. Additional detail relating to the following recommended items can be found within the Handbook.

1. The Project is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the District. The SVAB is designated as nonattainment for federal and state ozone (O_3) standards, nonattainment for the state particulate matter standard (PM_{10}). Within the Air Quality section of the Initial Study, the District recommends the discussion include the area designations for the federal and state standards for the SVAB.

2. The District's Board has adopted new thresholds for both criteria pollutants and greenhouse gasses as of October 13th, 2016. The District recommends the adopted thresholds be applied in the EIR when analyzing Air Quality impacts associated with the proposed project. (*Please note that the new thresholds have not yet been updated within the Handbook*). The new thresholds are as follows:

Criteria Pollutants

1) Construction Threshold of 82 pounds per day for Reactive Organic Gases (ROG), Oxides of Nitrogen (NOx), and particulate matter smaller than 10 microns (PM10).
2) Operational Threshold of 55 pounds per day for ROG, NOx and 82 pounds per day for PM10.
3) Cumulative Threshold of 55 pounds per day for ROG, NOx and 82 pounds per day for PM10.

Greenhouse Gasses

1) Bright-line Threshold of 10,000 metric tons of CO2e per year for the construction and operational phase of land use projects and stationary source projects
2) Efficiency Threshold for the operational phase of land use projects exceeding the de minimis level.
3) De Minimis Level of 1,100 metric tons of CO2e per year for the operational phase of land use projects.

For more information please refer to our website:
http://www.placer.ca.gov/departments/air/landusecega/cegathresholds

3. The District recommends the Sacramento Air Quality Management District (SMAQMD) **Roadway Construction Emissions Model** be utilized when analyzing construction emissions associated with road construction projects. The model can be found on the SMAQMD website at: http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools

4. In the event that the air quality analysis demonstrates the potential for the Project could cause significant adverse air quality impacts, all feasible mitigation measures shall be identified for project construction and operation to minimize or eliminate significant adverse air quality impacts. Additional mitigation measures can be found in the District's CEQA Handbook within the related appendices.

5. Prior to approval of Grading or Improvement Plans, the applicant shall submit a Construction Emission / Dust Control Plan (DCP) to the Placer County Air Pollution Control District. The applicant shall not break ground prior to receiving District approval of the DCP, and delivering that approval to the local jurisdiction issuing the permit. The DCP is available online and can be submitted via the District's website[1].

6. The prime contractor shall submit to the District a comprehensive inventory (Model Equipment List (XLS))[2] of all the heavy-duty off-road equipment (50 horsepower of greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project

1 http://www.placer.ca.gov/departments/air/dustctrlreqs
2 http://airquality.org/ceqa/modelequipmentlist3-3-16.xls

representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.

7. Prior to approval of Grading or Improvement Plans, the applicant shall submit to the District a Construction Mitigation Calculation (Construction Mitigation Calculator (XLS 4.4 Mb)[3] demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average of 20% of NOx and 45% of DPM reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

Construction Related Conditions of Approval

8. The following standard notes shall be listed on the Improvement/Grading Plan, or as an attached form:

   a. During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
   b. During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.
   c. Idling of construction related equipment and construction related vehicles should not occur within 1,000 feet of any sensitive receptor.

9. The District's Rules and Regulations shall be listed as standard notes, or as an attached form to all subsequent Grading/Improvement Plans. A list of the District's Rules and Regulations can be found in Appendix B of the District's CEQA Handbook[4].

Thank you for allowing the District this opportunity to review the project proposal. Please do not hesitate to contact me at 530.745.2325 or ychang@placer.ca.gov if you have any questions.

Sincerely,

Yushuo Chang
Planning & Monitoring Section Manager

ec: Tom Thompson, Planning Consultant

3 http://airquality.org/ceqa/ConstructionEmissionsMitigationCalculator_v6_2012Jan.xls
4 http://www.placer.ca.gov/departments/air/landuseceqa

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Memorandum

RECEIVED
SEP 22 2016
ENGINEERING

Date: September 20, 2016

To: All Reviewing Agencies

From: Scott Morgan, Director

Re: SCH # **2016092035**

Washington Boulevard/Andora Widening Project

The State Clearinghouse distributed the above-referenced **Notice of Preparation** on **September 15, 2016** to your agency for review and comment. It has come to our attention that the document was issued a new State Clearinghouse Number in error. For all future correspondence regarding this project, please use the original State Clearinghouse Number **2016092028**. We apologize for any inconvenience this may have caused. All other project information remains the same.

cc: Nina Buelna
City of Roseville
311 Vernon Street
Roseville, CA 95678

NOP Distribution List

VD

County: Placer

SCH# 2016092035

Resources Agency

Resources Agency
Nadell Gayou

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  Leslie Newton-Reed
  Habitat Conservation Program
- ☐ **Fish & Wildlife Region 6**
  Tiffany Ellis
  Habitat Conservation Program
- ☐ **Fish & Wildlife Region 6 I/M**
  Heidi Calvert
  Inyo/Mono, Habitat Conservation Program
- ☐ **Dept. of Fish & Wildlife M**
  William Paznokas
  Marine Region

Other Departments

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  Dept. of Food and Agriculture
- ☐ **Depart. of General Services**
  Public School Construction
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  Cathy Buck/George Carollo
  Environmental Services Section
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- ☐ **Housing & Comm. Dev.**
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- ☐ **State Lands Commission**
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  Cindy Forbes – Asst Deputy
  Division of Drinking Water
- ☐ **State Water Resources Control Board**
  Div. Drinking Water #_____
- ☐ **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
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  - ☐ **RWQCB 5F**
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  Lahontan Region (6)
  - ☐ **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- ☐ **RWQCB 7**
  Colorado River Basin Region (7)
- ☐ **RWQCB 8**
  Santa Ana Region (8)
- ☐ **RWQCB 9**
  San Diego Region (9)

- ☐ **Other** _____
- ☐ _____
  Conservancy

Last Updated 7/19/2016

Appendix B

Final Transportation Study and Technical Memorandum for the Washington / Andora Widening Project

Fehr & Peers' *Final Transportation Study for the Washington/Andora Widening Project* (September 18, 2018)

Final Transportation Study for the

Washington / Andora Widening Project

Prepared for:

MARK THOMAS & COMPANY

CITY OF ROSEVILLE CALIFORNIA

September 18, 2018

RS16-3431

FEHR & PEERS

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1. INTRODUCTION

This study analyzes the transportation impacts of the proposed Washington / Andora Widening Project ("Proposed Project"), which would widen approximately 0.75-miles of Washington Boulevard from two to four travel lanes from north of Sawtell Road/Derek Place to approximately 500 feet south of Pleasant Grove Boulevard. The study analyzes transportation conditions under Existing Conditions and Cumulative (2035) conditions.

PROJECT DESCRIPTION

The project would widen Washington Boulevard in Roseville, CA from two to four travel lanes between Sawtell Road/Derek Place and Pleasant Grove Boulevard, resulting in a continuous four-lane divided roadway. This would involve restriping and widening the roadway primarily to the east. The widening also includes improvements to the existing Union Pacific Railroad (UPRR) Andora Underpass bridge and stream culverts to accommodate the wider cross-section. If grant funding is obtained, the project could also construct a traffic signal for bicycle and pedestrian connectivity at the Washington Boulevard/Kaseberg Drive intersection.

The widening would also include the following improvements to other travel modes in the corridor:

- The project would result in continuous Class II bike lanes (i.e., on-street with appropriate signing and striping) on both sides of Washington Boulevard between Sawtell Road/Derek Place and Pleasant Grove Boulevard.

- A new sidewalk and a new segment of Class I (i.e., off-street) Multi-Use Path would be constructed on the west side of the roadway between Kaseberg Drive, the Power line corridor and Diamond Oaks Road/Emerald Oak Road, thereby resulting in a continuous pedestrian facility between Sawtell Road/Derek Place and Pleasant Grove Boulevard.

- The project would expand an existing Class I (i.e., off-street) Multi-Use Path located on the east side of the roadway. After construction, it would extend parallel to Washington Boulevard from Derek Place/Sawtell Road to Pleasant Grove Boulevard, providing an alternative to the existing Class I path that connects to Derek Place.

The project would not alter the existing bus turnout located in the southbound direction of Washington Boulevard south of Pleasant Grove Boulevard.

STUDY AREA

The study area extends along the Washington Boulevard corridor from Pleasant Grove Boulevard to Junction Boulevard. The following study intersections located along the corridor were selected for study (refer to **Figure 1**):

1. Washington Boulevard/Pleasant Grove Boulevard
2. Washington Boulevard/Diamond Oaks Road
3. Washington Boulevard/Kaseberg Drive (private)
4. Washington Boulevard/Sawtell Road
5. Washington Boulevard/Junction Boulevard

Although the proposed widening would not extend through study intersections 1, 4, and 5, they were included in the study area because of the potential that the project would result in a shift in traffic away from other roadways, thereby adding traffic to these facilities.

For the analysis of temporary impacts associated with construction-related closures of Washington Boulevard, the study area has been expanded to include key intersections along Foothills Boulevard, Pleasant Grove Boulevard, and Roseville Parkway.

Figure 1 shows six elementary or middle schools located in the vicinity of the proposed widening. This figure also shows the locations of golf courses and fire stations in the vicinity. Although not shown on Figure 1, Roseville High School, which is located beyond the limits of the map at the terminus of Sierra Boulevard at Tiger Way, is frequented accessed via Washington Boulevard.

ANALYSIS SCENARIOS

The following scenarios are analyzed in this report to evaluate the effects of the proposed project:

- Existing Conditions - represents the existing setting upon which project-specific impacts are evaluated.
- Existing Plus Project Conditions - represents existing conditions with the Washington / Andora Widening Project.

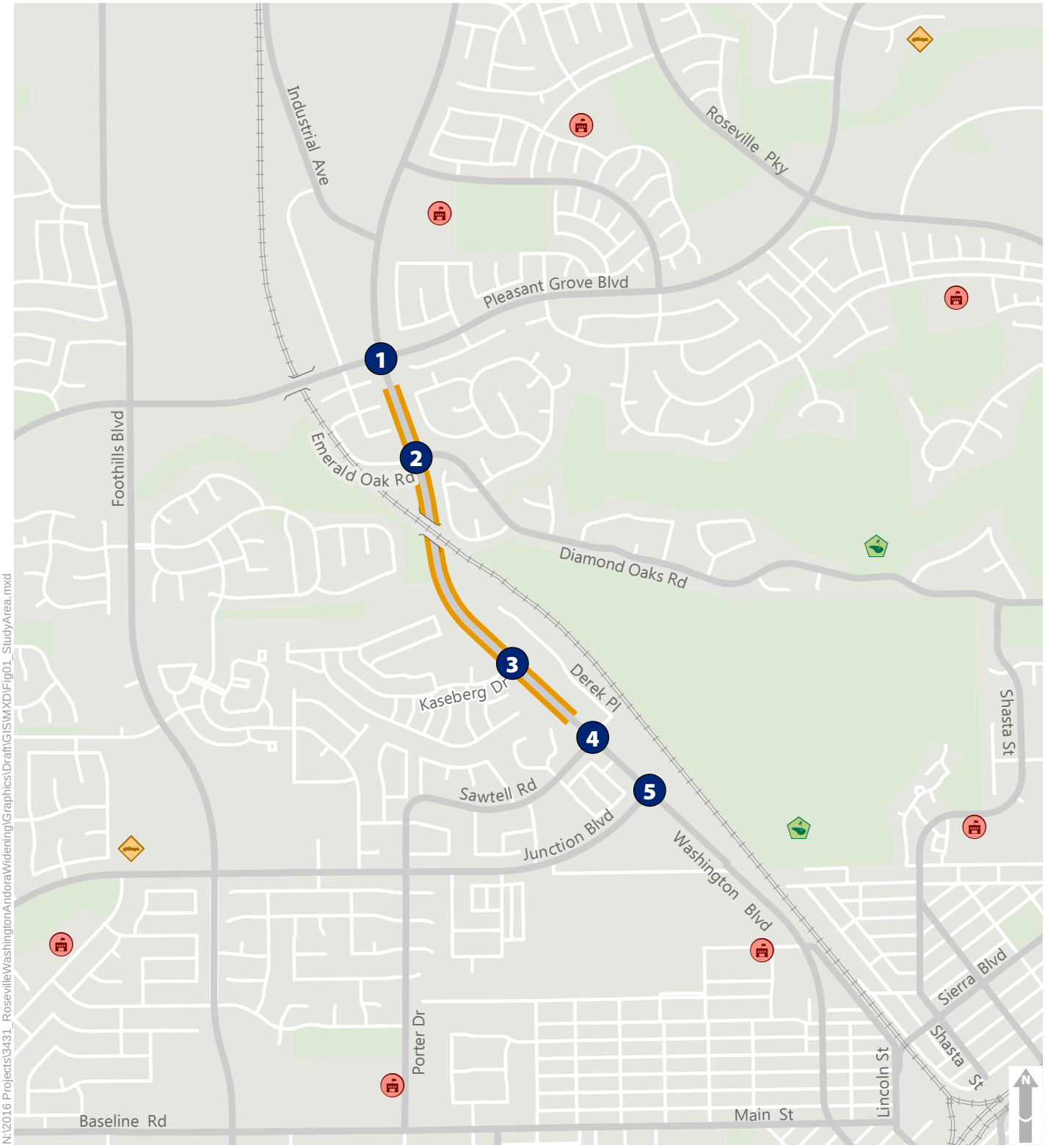


Figure 1

Study Area

- Cumulative (2035) No Project Conditions – assumes development of reasonably foreseeable land uses throughout the region and assumes planned City of Roseville roadway system improvements but without the Washington / Andora Widening Project.
- Cumulative (2035) Plus Project Conditions – assumes Cumulative (2035) No Project conditions but with the Washington / Andora Widening Project.

This report also evaluates temporary construction-related closures of Washington Boulevard, including operational results for the two preferred options.

ANALYSIS METHODS

LEVEL OF SERVICE (LOS)

Level of Service (LOS) is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions. **Table 1** contains information for intersection LOS criteria.

SimTraffic is micro-simulation software used to analyze the study intersections for all scenarios. Per standard practice, ten SimTraffic runs were conducted and averaged for the reported results consistent with the methodology described in the *2010 Highway Capacity Manual* (HCM). SimTraffic is appropriate for this analysis because it accounts for queue spillbacks, considers the effect of coordinated signal timing along Pleasant Grove Boulevard, and appropriately assigns delay to bottleneck intersections.

For signalized intersections, the average delay and LOS is reported for the weighted average of all movements at the intersection. For side-street stop-controlled intersections, the average delay and LOS is reported both for the entire intersection as well as the minor-street movement with the greatest delay.

TABLE 1: SIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description (for Signalized Intersections)	Average Delay (seconds per vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	>10.0 to 20.0	> 10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 30.0	> 15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0	> 25. 0 to 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0	>35.0 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0	> 50.0

Source: 2010 Highway Capacity Manual.

AVERAGE DAILY TRAFFIC (ADT)

Average Daily Traffic (ADT) is a valuable metric used to evaluate the traffic volume on a roadway compared to its capacity. ADT is the sum of all trips in each direction of a roadway segment over a 24-hour period. Comparison of "No Project" and "Plus Project" ADT can provide understanding of the overall impacts of a project on the roadway system. ADT is typically an estimate of mid-week traffic (Tuesday, Wednesday, or Thursday) while schools are in session.

Note that while the City of Roseville reports ADT on its roadways, the City does not use an ADT-based LOS metric. The City evaluates LOS at signalized intersections only because intersections dictate overall operations of the City's roadway system.

SIGNIFICANCE CRITERIA

The City of Roseville's Level of Service policy calls for maintaining a LOS C standard at a minimum of 70 percent of all signalized intersections in the City during the AM and PM peak hours. The City Council, following a public hearing, may determine, on a case-by-case basis that "extraordinary" improvements are not feasible or desirable and may relax the LOS C standard for a particular intersection.

The City's LOS policy is not applicable for unsignalized intersections. Average delay and LOS results are provided at those facilities for information purposes.

The project would have a significant impact if it would:

ROADWAY SYSTEM

1. Cause a signalized intersection in Roseville to be degraded as follows under Existing or Cumulative (2035) conditions during the AM or PM peak hours:
    - For intersections operating at LOS C or better: worsen operations to LOS D or worse.
    - For intersections that operate at less than LOS C: cause operations to further worsen by one or more service levels.
    - For intersections that operate at LOS F: cause intersection delay to worsen by 12.5 seconds or greater.
2. Cause the overall percentage of signalized intersections throughout the City of Roseville operating at LOS C or better during the AM and PM peak hours to fall below 70 percent.

Since the City Council approved the Amoruso Ranch Specific Plan in mid-2016 (along with a 2035 horizon year and changes in intersection analysis methods), the City's General Plan now reflects a revised list of intersections that would operate at LOS D or worse during the AM and PM peak hours. This list of intersections includes the Washington Boulevard/Pleasant Grove Boulevard intersection, which is predicted to operate at LOS D during the PM peak hour under Cumulative (2035) conditions. All other signalized study intersections were predicted to operate at LOS C or better.

BICYCLE SYSTEM

- Not meet the policies and guidelines of Roseville's Bicycle Master Plan.

PEDESTRIAN SYSTEM

- Interfere with the operation of an existing pedestrian facility or preclude the construction of a planned pedestrian facility.

TRANSIT SYSTEM

- Have a negative impact on transit operations, travel times, and/or circulation.

CONSTRUCTION-RELATED TRAFFIC IMPACTS

- Degrade an intersection to an unacceptable level of operations.
- Cause inconveniences to motorists due to prolonged street closures.
- Result in increased frequency of potential conflicts between vehicles, pedestrians, and bicyclists.

EMERGENCY VEHICLE ACCESS IMPACTS

- Result in inadequate emergency vehicle access.

2. EXISTING CONDITIONS

This chapter analyzes existing conditions within the study area including the roadway, bicycle, pedestrian, and transit systems.

ROADWAY SYSTEM

Within the study area, Washington Boulevard is primarily a two-lane arterial roadway with a posted speed limit of 45 mph. As noted previously, it has an 85th percentile vehicle speed of 51 mph based on a survey conducted by the City of Roseville in January 2014.

Washington Boulevard transitions from four to two travel lanes a short distance south of Pleasant Grove Boulevard. Similarly, it transitions from four to two travel lanes a short distance north of Sawtell Road/Derek Place. As the image below depicts, Washington Boulevard is a two-lane undivided roadway with limited shoulders at the UPRR Andora underpass. **Figure 2** shows the existing number of travel lanes along segments of Washington Boulevard and on other nearby roadways.

View of northbound Washington Boulevard at UPRR Andora Underpass

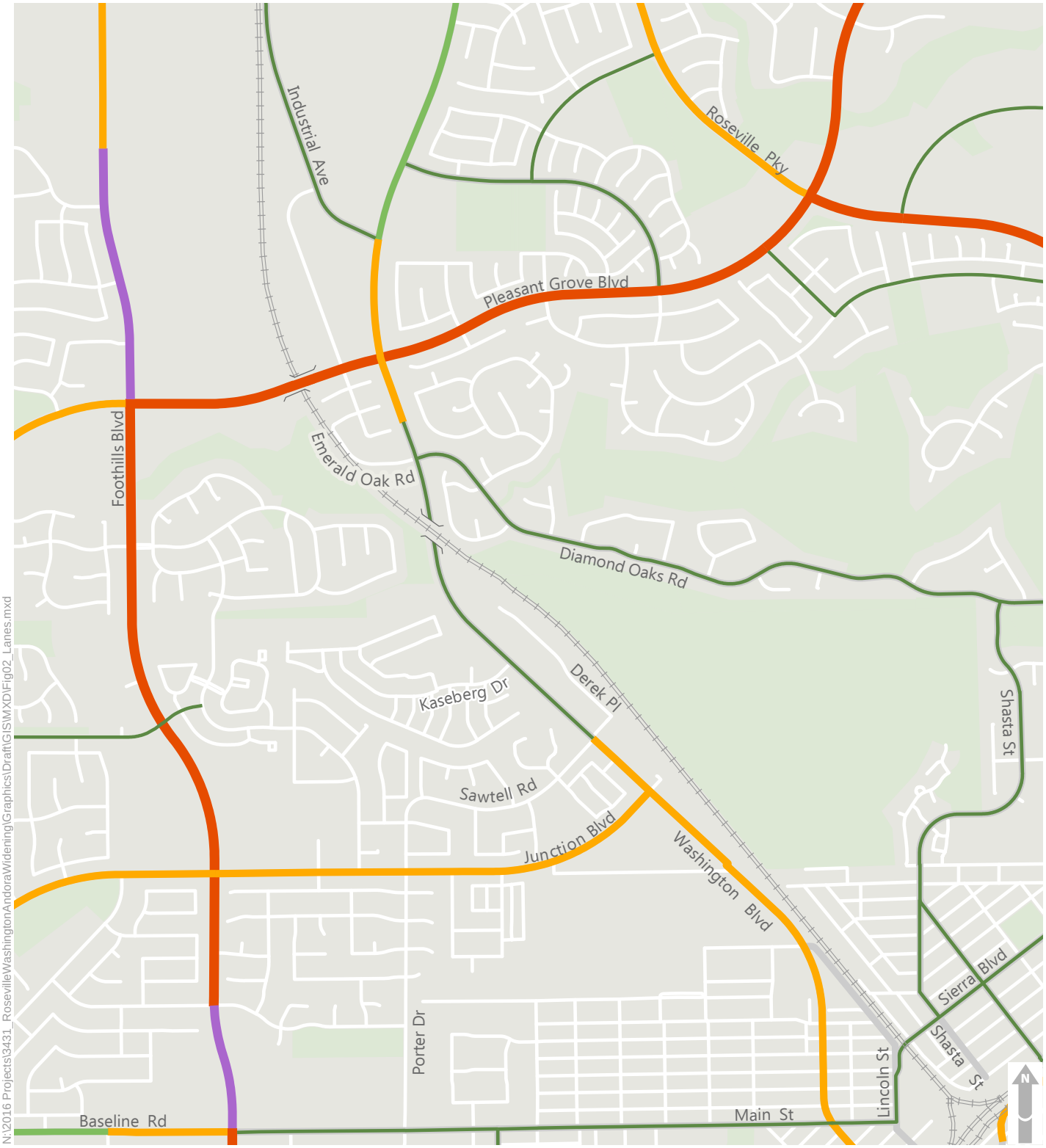


Figure 2

Number of Lanes

Figure 3 displays existing weekday AM and PM peak hour turning volumes and lane configurations at the study intersections. At most study intersections, the AM peak hour occurred from 7:30 – 8:30 AM, and the PM peak hour occurred from 4:45 to 5:45 PM.

The City of Roseville provided traffic count data at the four signalized study intersections for three different weekdays in April 2015 from their ITS traffic count database. Fehr & Peers conducted traffic counts at the unsignalized Washington Boulevard/Kaseberg Drive intersection in May 2016. The segment volumes (i.e., north and south of Kaseberg Drive) collected in May 2016 were compared to the averaged April 2015 counts. The comparison showed somewhat greater volumes during the May 2016 counts versus the April 2015 counts. This growth may be due to a variety of factors ranging from new land uses in the area, increased congestion on parallel facilities, and seasonal variations in traffic demand. The through movements at intersections #1, #2, #4, and #5 were increased from the observed April 2015 values as appropriate to reflect this traffic growth, thereby enabling these volumes to represent May 2016 conditions.

The ADT on Diamond Oaks Road and Washington Boulevard was collected and compared for conditions when nearby schools are both in session and out of session. **Table 2** shows the results for Diamond Oaks Road, while **Table 3** shows the results for Washington Boulevard. As shown, the ADT on Washington Boulevard increases by five percent, and the ADT on Diamond Oaks Road increases by 20 percent when school is in session.

TABLE 2: DIAMOND OAKS ROAD - EXISTING AVERAGE DAILY TRAFFIC

Segment	Count Date	Average Daily Traffic (ADT)
School Out of Session		
Diamond Oaks Road east of Washington Boulevard	Tuesday, August 2, 2016	4,400
	Wednesday, August 3, 2016	4,400
	Thursday, August 4, 2016	4,700
	Average	4,500
School In Session		
Diamond Oaks Road east of Washington Boulevard	Wednesday, August 17, 2016	5,100
	Thursday, August 18, 2016	5,600
	Average	5,400 (20% increase)

Notes:
1. Data collected on Tuesday, August 16th was not used because of malfunction of Washington Boulevard/Pleasant Grove Boulevard traffic signal, which caused atypical traffic patterns.
2. Source: City of Roseville ITS Traffic count database.
3. Values rounded to the nearest 100 vehicles.

Source: Fehr & Peers, 2016.

TABLE 3: WASHINGTON BOULEVARD - EXISTING AVERAGE DAILY TRAFFIC

Segment	Count Date	Average Daily Traffic (ADT)
School Out of Session		
Washington Boulevard south of Diamond Oaks Road	Tuesday, August 2, 2016	19,000
	Wednesday, August 3, 2016	19,200
	Thursday, August 4, 2016	19,800
	Average	19,300
School In Session		
Washington Boulevard south of Diamond Oaks Road	Wednesday, August 17, 2016	19,900
	Thursday, August 18, 2016	20,700
	Average	20,300 (5% increase)

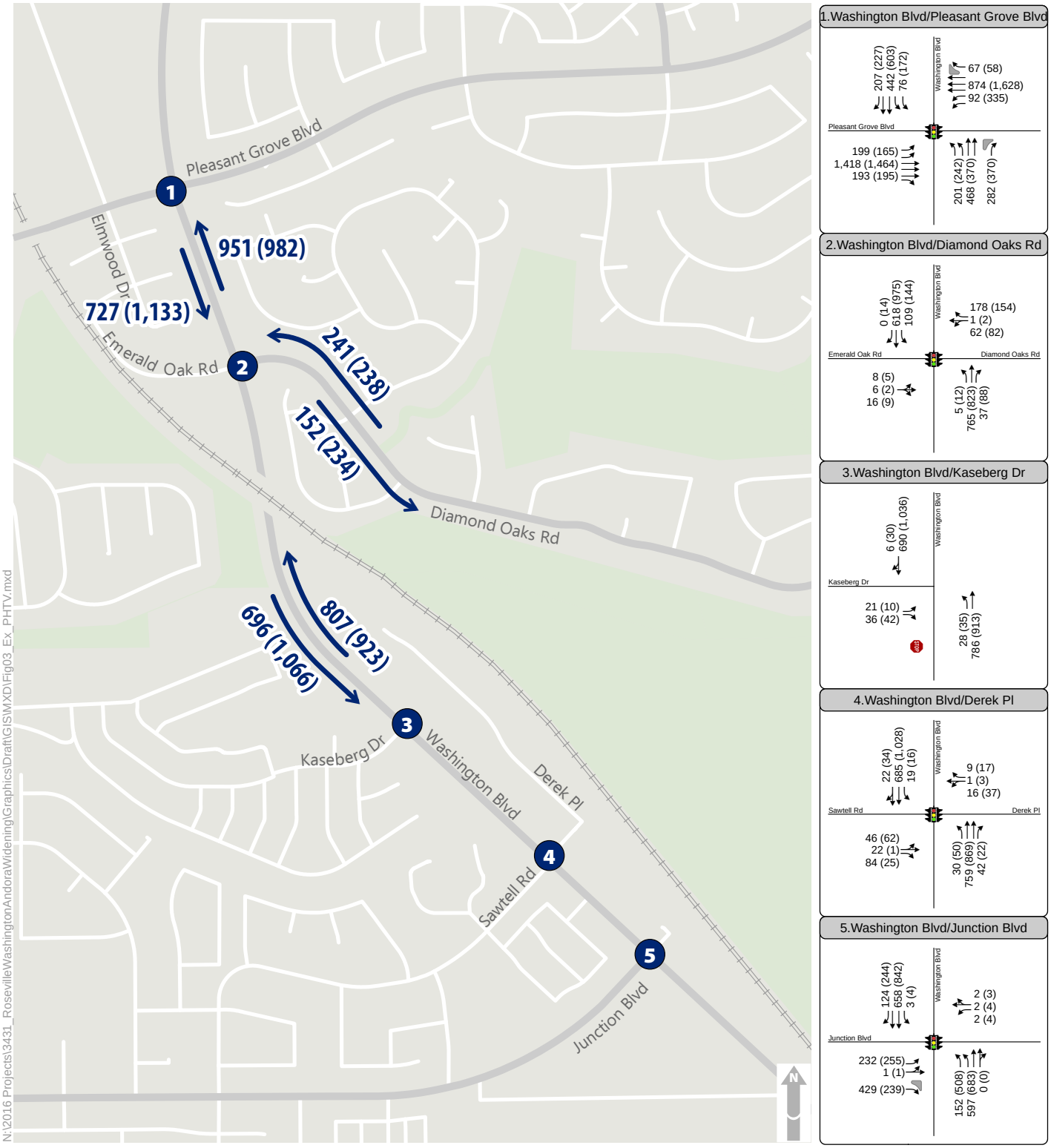
Notes:
1. Data collected on Tuesday, August 16th was not used because of malfunction of Washington Boulevard/Pleasant Grove Boulevard traffic signal, which caused atypical traffic patterns.
2. Source: City of Roseville ITS Traffic count database.
3. Values rounded to the nearest 100 vehicles.

Source: Fehr & Peers, 2016.

Figure 4 shows the existing ADT at multiple locations along Washington Boulevard, Pleasant Grove Boulevard, Diamond Oaks Road, and Junction Boulevard. The ADT estimates were obtained as follows:

- The ADT on Pleasant Grove Boulevard and Junction Boulevard were based on data provided by the City of Roseville in April 2015.
- The ADT estimate shown on Figure 4 on Washington Boulevard south of Diamond Oaks Road is based on the average value shown in Table 3 (while schools are in session). The ADT estimates on the other segments were derived by factoring the daily traffic volume based on how the AM and PM peak hour volume differ for each given segment.

The ADT on Washington Boulevard (20,300 to 22,100 within the widening limits) represents a substantial amount of traffic for a two-lane undivided roadway to accommodate.



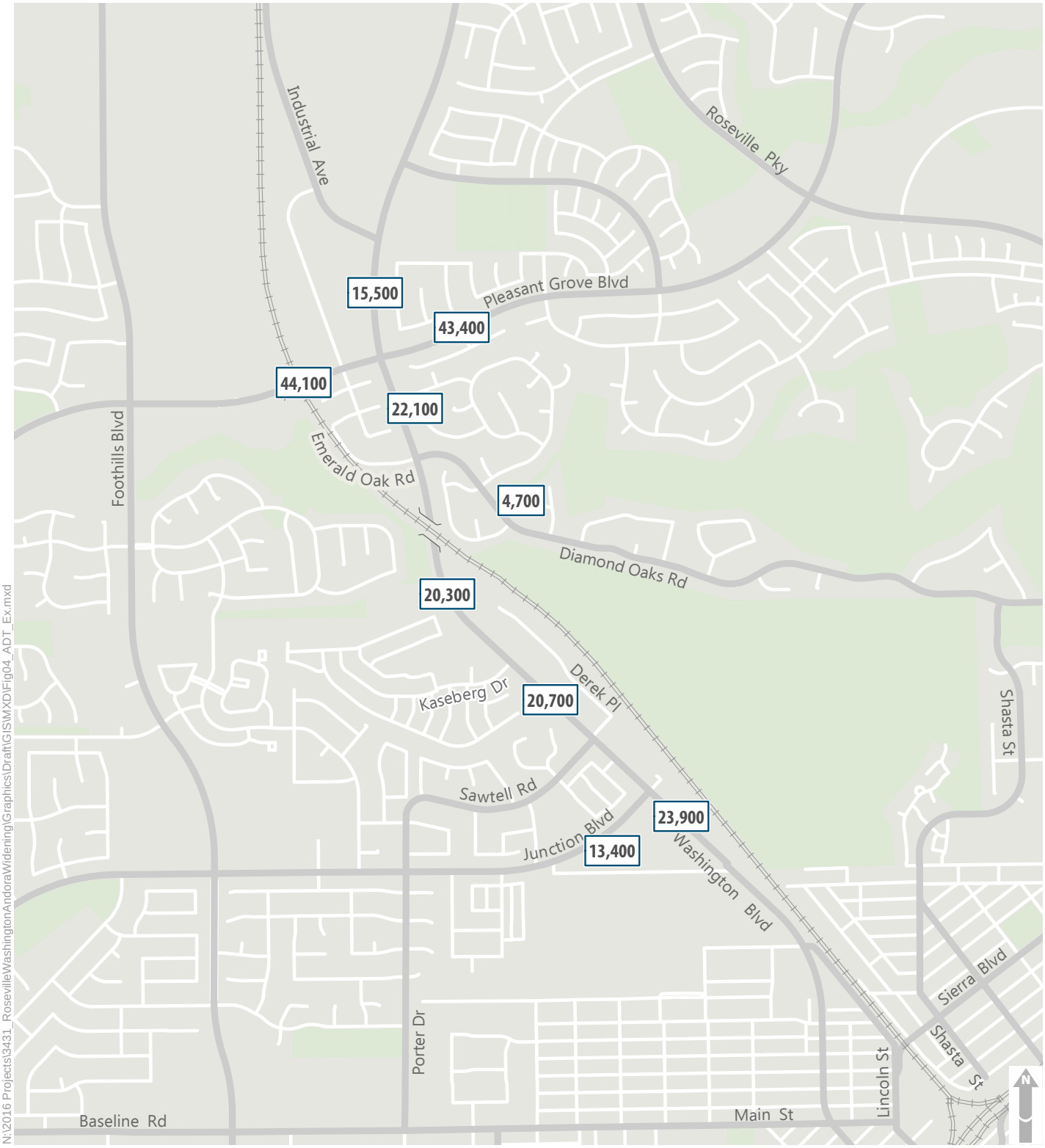
1 Study Intersection — Turn Lane — Traffic Signal — Channelized Right-Turn Lane

AM (PM) Roadway Volumes — AM (PM) Peak Hour Traffic Volume — Stop Sign

Note: The AM peak hour occurred from 7:30 – 8:30 AM, and the PM peak hour occurred from 4:45 to 5:45 PM.

Figure 3

Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions



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13,400 Average Daily Traffic (ADT)

Note:
Based on traffic counts collected in May 2016 while schools were in session.

Figure 4

Average Daily Traffic - Existing Conditions

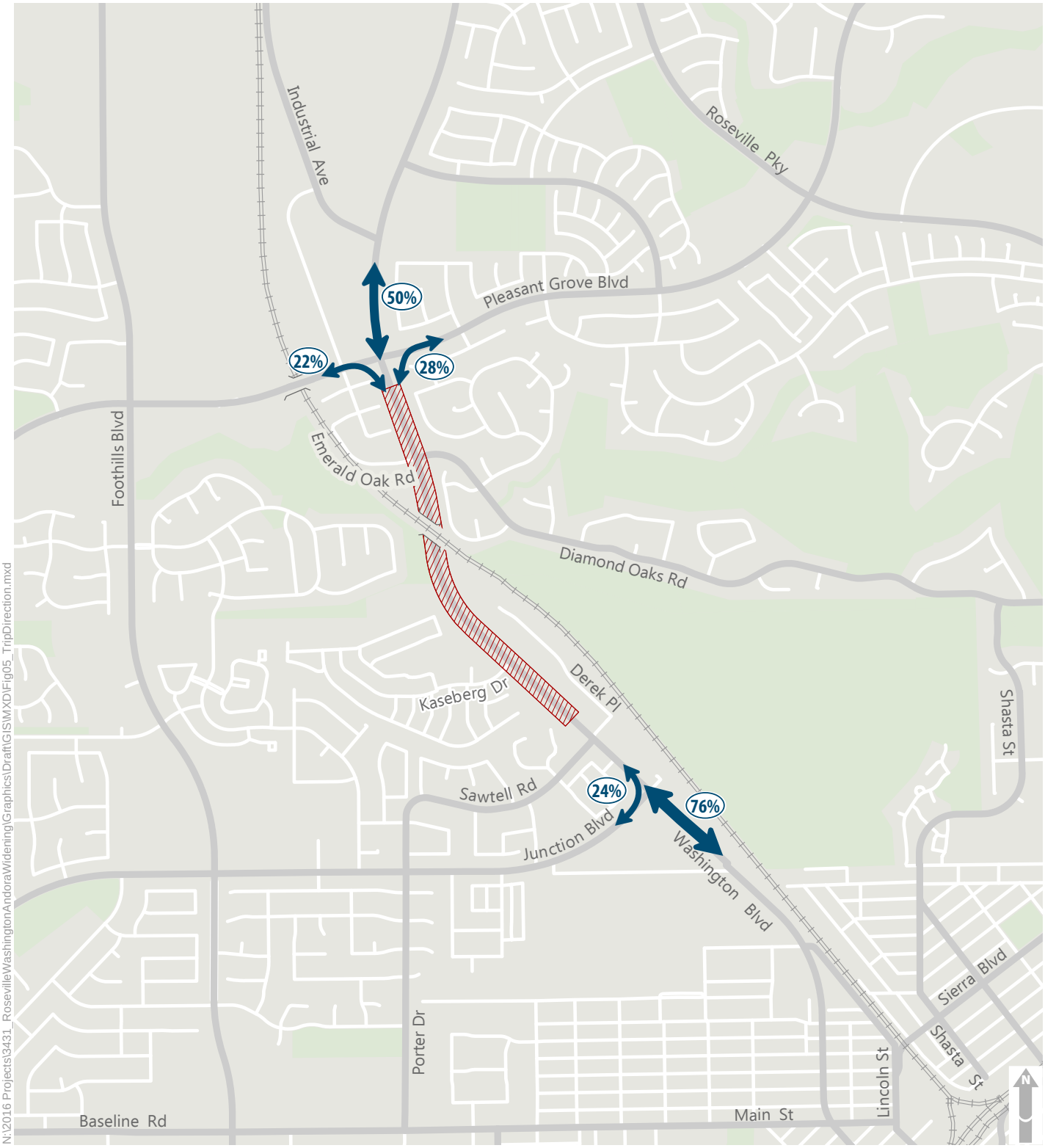
Figure 5 shows the general directionality of trips entering and exiting each end of the Washington Boulevard corridor, which reflect conditions with school in session. These estimates were derived by the AM and PM peak hour turning movements and should be considered to provide a general trend of travel behavior. As shown, about three-quarters of the trips on the south end of the corridor are continued through trips on Washington Boulevard south of Junction Boulevard. In contrast, about half of the trips on the north end of the corridor either turn left or right from Pleasant Grove Boulevard.

Figure 6 displays a comparison of existing travel times on potential parallel/alternative routes to Washington Boulevard. This data was compiled primarily to assist in the evaluation of how various construction closure scenarios may affect a redistribution of existing traffic. Data is shown for the PM peak hour since this period has the greatest overall traffic volumes and amount of potentially diverted traffic. The travel time runs were conducted while schools were not in session because the majority of construction-related closures would occur during the summer when schools are not in session. This data is reported in this chapter because it pertains to existing conditions. However, its meaning and applicability to construction closures are discussed in detail in Chapter 5.

INTERSECTION OPERATIONS

The study corridor was analyzed using the SimTraffic microsimulation model. Refer to Chapter 1 for rationale for selection of this model. Actual signal timings at each signalized study intersection were entered into the model, as were lane configurations and peak hour traffic volumes. Although the private eastbound Kaseberg Drive approach to Washington Boulevard does not have two striped lanes, field observations indicated that the approximate 27-feet of pavement is sufficient to allow simultaneous left- and right-turn movements. Hence, they were modeled as exclusive left- and right-turn lanes.

It is important that the SimTraffic model be calibrated to match existing conditions. Thus, the model included the signal timing/coordination plans that exist along the Pleasant Grove Boulevard corridor (including the addition of nearby signalized intersections to model the effect of vehicle platooning). Additionally, it is important that the model properly replicate the somewhat random arrival of northbound Washington Boulevard traffic approaching Diamond Oaks Road. Field observations reveal that these arrivals can result in lengthy queues that extend back toward (but not typically into) the UPRR Andora Underpass structure. The SimTraffic model estimated the northbound through movement at Washington Boulevard/Diamond Oaks Road would have a PM peak hour 95th percentile vehicle



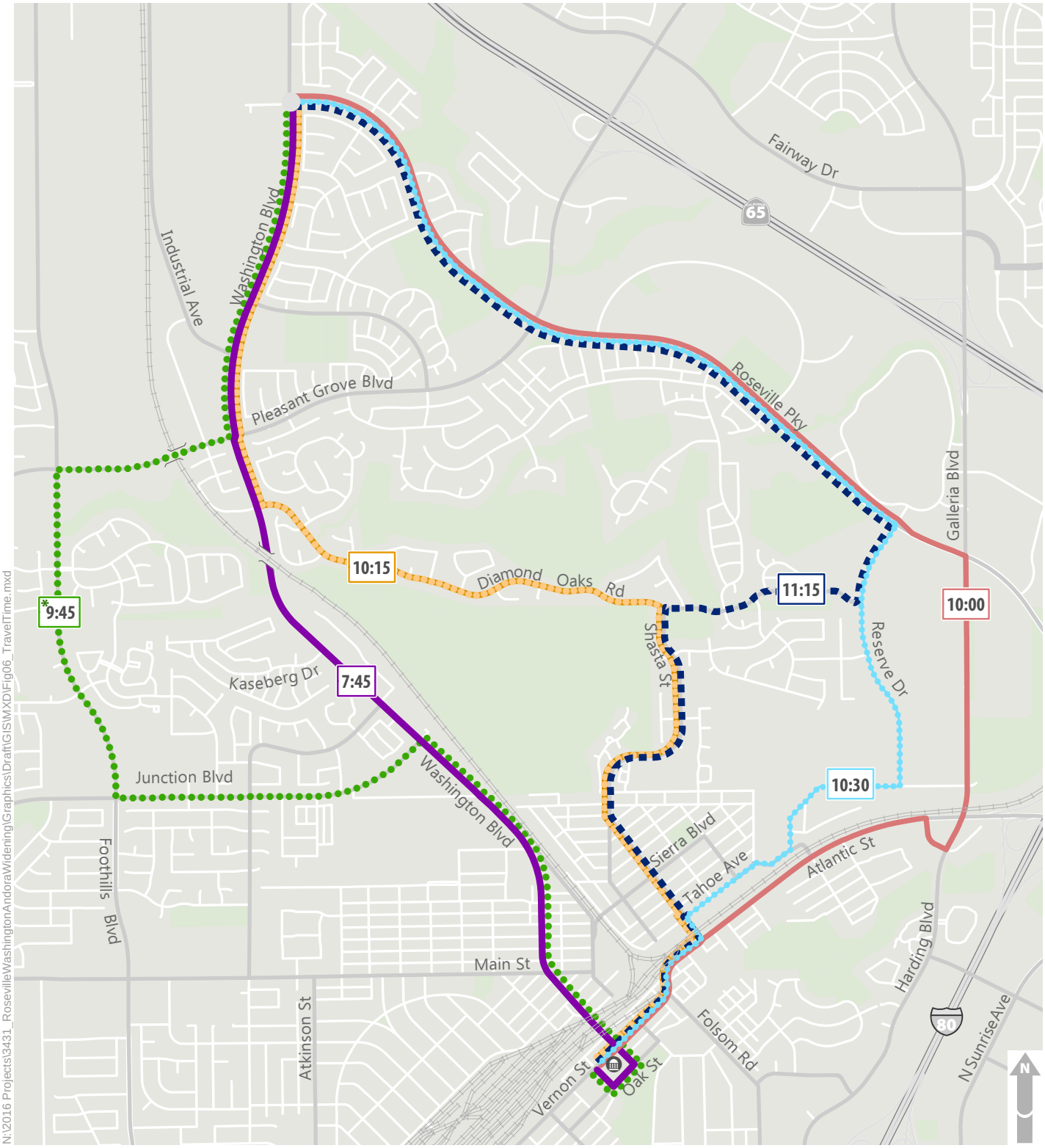
50% Percent of Trips

Study Corridor

Note:
Directionality estimated using AM and PM peak hour turning movements.

Figure 5

Existing Directionality of Trips Entering/Exiting Study Corridor



City Hall

XX:YY minutes:seconds

Notes:

1. Travel time survey conducted during PM peak hour while schools were not in session.
2. City Hall chosen as southerly destination, though travel time results would be comparable for other southerly origins/destinations.

*Travel time savings on this route increases as the southerly destination moves north (e.g., Old Roseville)

Figure 6

Travel Time Comparison - Existing Conditions

BICYCLE / PEDESTRIAN SYSTEM

The following bicycle facilities are present along the Washington Boulevard corridor:

- Northbound: No designated bicycle facilities are present along Washington Boulevard. However, a two-way Class I multi-use path exists on the east side of Washington Boulevard extending from the Derek Place cul-de-sac northerly to Pleasant Grove Boulevard. This Class I facility includes a tunnel under the UPRR tracks.
- Southbound: A Class II on-street bike lane extends for a short segment south of Pleasant Grove Boulevard, terminating prior to Diamond Oaks Road. A sign is present in the southbound direction stating the following: "Bicycles Not Advised in Underpass". Southbound bicyclists can access the Class I path on the east side by either traveling with traffic and turning left at Diamond Oaks Road or remaining on the west side of the street and using the crosswalk to cross to the east side of the street.

No designated pedestrian facilities are present on the east side of Washington Boulevard north of Sawtell Road with the exception of the portion of the two-way Class I multi-use path located north of Diamond Oaks Road. A sidewalk is located on the west side of Washington Boulevard between Pleasant Grove Boulevard and Diamond Oaks Road. A sidewalk also exists from south of Kaseberg Drive to Sawtell Road. Crosswalks are present on all approaches at the Washington Boulevard/Pleasant Grove Boulevard and Washington Boulevard/Sawtell Road signalized intersections. Crosswalks are present on the east, west, and north legs of the Washington Boulevard/Diamond Oaks Road signalized intersection. Crosswalks are not present at the Washington Boulevard/Kaseberg Drive intersection.

In summary, bicycle and pedestrian facilities are present on portions of the study segment of Washington Boulevard. However, they are not continuous and therefore not well-suited for extended bicycle and pedestrian travel.

TRANSIT SYSTEM

No transit routes currently run on Washington Boulevard within the study area. However, Roseville Transit operates local lines along segments of Washington Boulevard adjacent to the study area (e.g. north of Pleasant Grove Boulevard and south of Junction Boulevard). A bus turnout is constructed on the west side of Washington Boulevard south of Pleasant Grove Boulevard.

3. EXISTING PLUS PROJECT CONDITIONS

This chapter analyzes the impacts of the proposed project under existing conditions. Refer to Appendix B for the 30 percent drawings of the proposed widening prepared by Mark Thomas & Company (dated September 9, 2016).

TRAFFIC FORECASTS

The City of Roseville base year travel demand model (TDM) was used to forecast expected changes in daily traffic and peak hour turning movement volumes under an "Existing Plus Washington / Andora Widening" condition (i.e., "Existing Plus Project"). The model underwent a review of roadway lanes, free-flow speeds, traffic analysis zone (TAZ) loadings, and other factors to ensure that it was adequately calibrated within the study area so that its traffic projections matched existing volumes (to within tolerable levels of deviation).

The proposed widening of Washington Boulevard was added to the base year model. The difference in the traffic volume estimates predicted by the model was then added to existing counts. This process is known as the difference method and is displayed below:

> *Existing Plus Project Forecast = Existing Volume + (Base Model Plus Project – Base Model)*

Figure 7 shows the AM and PM peak hour turning volumes at these intersections for the Existing Plus Project scenario. During each peak hour, the volumes traveling in either direction of Washington Boulevard south of Pleasant Grove Boulevard would increase by 220 to 400 vehicles depending on the peak hour and direction.

Figure 8 presents the Existing Plus Project ADT forecasts, and **Table 5** compares them to the Existing Conditions. As shown, the widening of Washington Boulevard would result in an increase of 7,700 vehicles per day on the widened portion of the roadway. A considerable amount of this traffic (6,000 daily vehicles) would be redistributed from Foothills Boulevard, a parallel six-lane roadway.

queue of 450 feet (i.e., 18 vehicles), which represents queuing that extends about two-thirds of the way back to the overcrossing. Reviews of other critical turn movements yielded similar validation findings. Thus, the model is adequately calibrated to existing conditions.

All signalized study intersections currently operate with protected left-turn phasing with the exception of the eastbound-westbound approaches to the Washington Boulevard/Diamond Oaks Road/Emerald Oak Road intersection, which operate with permitted phasing. The intersections along Washington Boulevard at Junction Boulevard and Sawtell Road are coordinated during peak periods. The Washington Boulevard/Diamond Oaks Road intersection is coordinated with the Pleasant Grove Boulevard intersection during the morning and evening commute periods as well.

Table 4 displays the average delay and LOS at the five study intersections (refer to Appendix A for technical calculations). These results represent conditions while schools are in session. As shown, all signalized study intersections operate at LOS C or better with the exception of the Washington Boulevard/Pleasant Grove Boulevard intersection, which operates at LOS D during the PM peak hour.

TABLE 4: PEAK HOUR INTERSECTION OPERATIONS – EXISTING CONDITIONS

	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	Washington Boulevard / Pleasant Grove Boulevard	Signal	33	C	46	D
2	Washington Boulevard / Diamond Oaks Road / Emerald Oak Road	Signal	21	C	29	C
3	Washington Boulevard / Kaseberg Drive (private) [1]	Side-Street Stop	14 (11)	A (B)	5 (23)	A (C)
4	Washington Boulevard / Sawtell Road / Derek Place	Signal	10	A	11	B
5	Washington Boulevard / Junction Boulevard	Signal	10	A	16	B

[1] For side-street stop controlled intersections, the overall delay and worst movement delay is reported.
Source: Fehr & Peers, 2016.

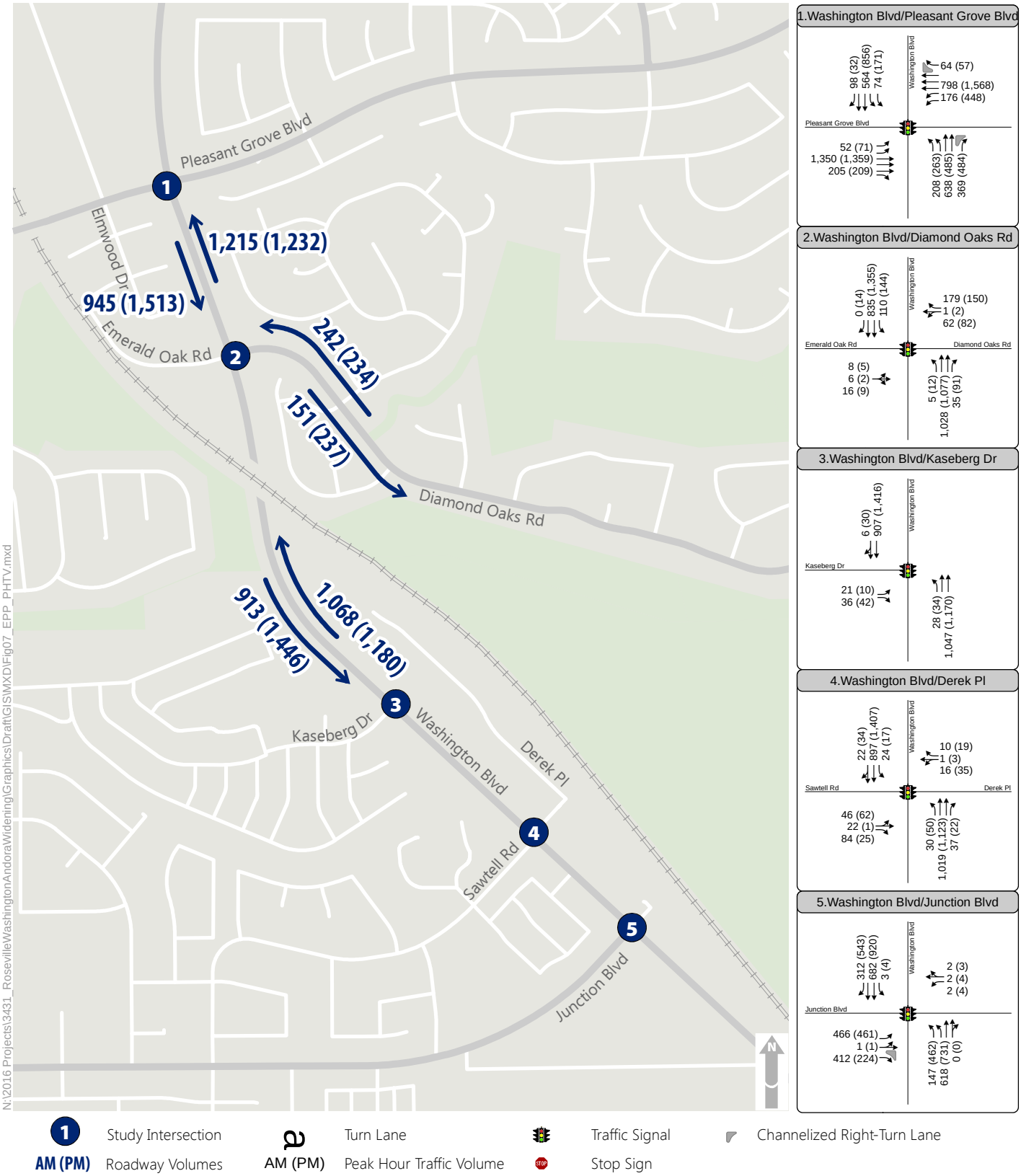


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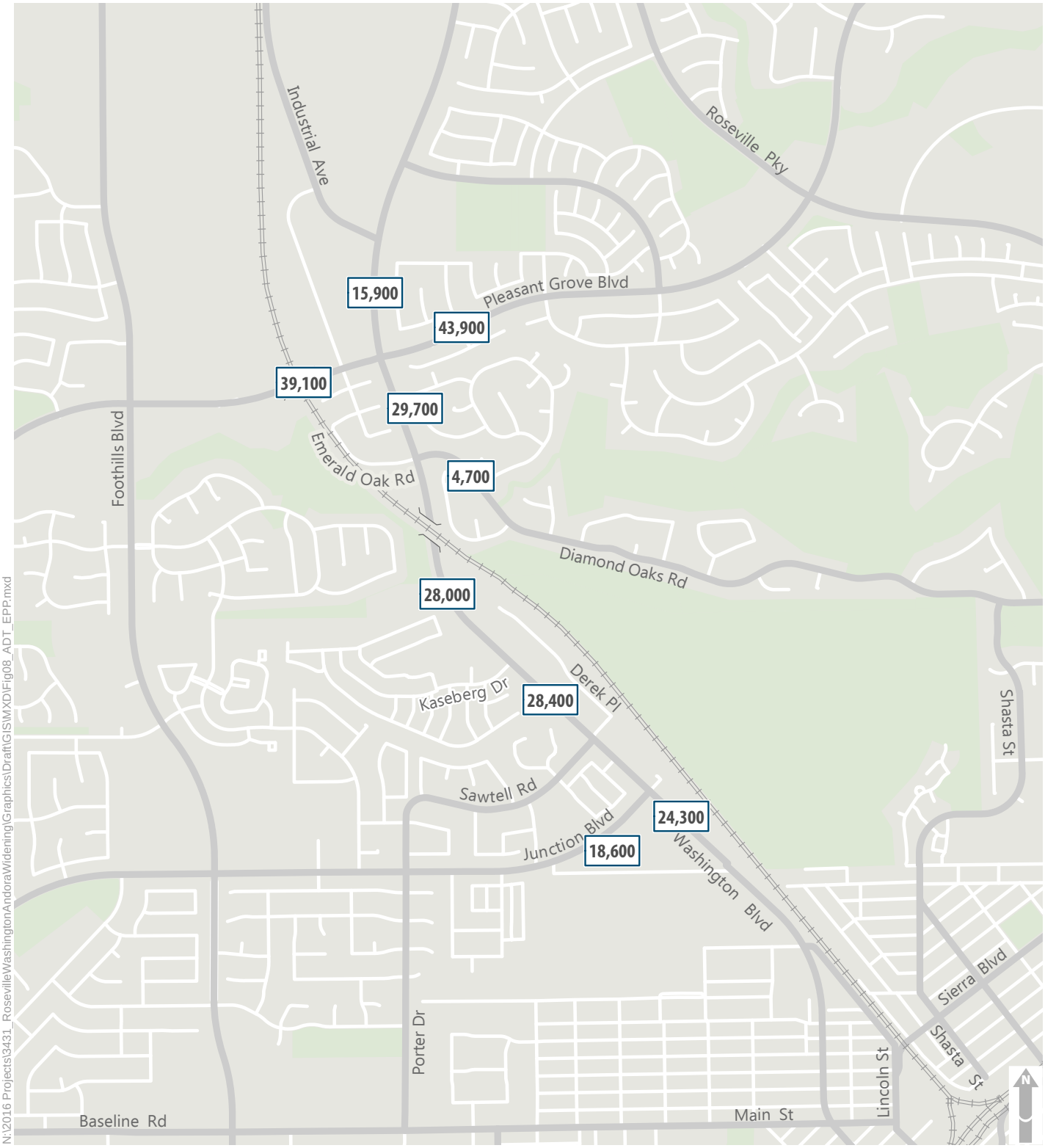
Figure 7

Peak Hour Traffic Volumes and Lane Configurations - Existing Plus Project Conditions



13,400 Average Daily Traffic (ADT)

Figure 8

Average Daily Traffic - Existing Plus Project Conditions

TABLE 5: EXISTING PLUS PROJECT AVERAGE DAILY TRAFFIC

Location	Existing ADT	Existing Plus Project ADT	Difference
Washington Boulevard between Pleasant Grove Boulevard and Industrial Avenue	15,500	15,900	+400
Washington Boulevard between Emerald Oak Road / Diamond Oaks Road and Pleasant Grove Boulevard	22,100	29,700	+7,600
Washington Blvd between Kaseberg Drive and Emerald Oak Road / Diamond Oaks Road	20,300	28,000	+7,700
Washington Blvd between Kaseberg Drive and Sawtell Road / Derek Place	20,700	28,400	+7,700
Washington Blvd between Junction Boulevard and Corporation Yard Road	23,900	24,300	+400
Pleasant Grove Boulevard between Winslow Drive and Washington Boulevard	43,400	43,900	+500
Pleasant Grove Boulevard between Washington Boulevard and Galilee Road/ Elmwood Rive	44,100	39,100	-5,000
Diamond Oaks Road between Glenwood Circle / Firestone Drive and Washington Boulevard	4,700	4,700	0
Junction Boulevard between Washington Boulevard and Corporation Yard Road	13,400	18,600	+5,200
Foothills Boulevard between Pleasant Grove Boulevard and S Bluff Drive / Beckett Drive	32,200	26,000	-6,000

Note: Values rounded to the nearest one hundred vehicles.

Source: Fehr & Peers, 2016

INTERSECTION OPERATIONS

The following describes the anticipated lane configurations, traffic control, and signal timing at each study intersection:

- Washington Boulevard/Diamond Oaks Road – Northbound and southbound approaches would each consist of one left-turn, two through lanes, and a dedicated right-turn lane. Eastbound and westbound approaches would remain unchanged and continue to operate with permitted phasing, per direction from City Traffic Operations staff.

- Washington Boulevard/Kaseberg Drive (private driveway) – should appropriate grant funding be obtained, this intersection would be signalized (versus operating with side-street stop) to provide improved bicycle and pedestrian connectivity. It would include two northbound and two southbound through lanes, a northbound left-turn lane, and exclusive eastbound left and right-turn lanes.

- Washington Boulevard/Pleasant Grove Boulevard, Washington Boulevard/Sawtell Road, and Washington Boulevard/Junction Boulevard – no changes in lane configurations, traffic controls or signal timing/phasing from existing conditions.

Table 6 displays the average delay and LOS under Existing Plus Project conditions. Technical calculations for this analysis are in Appendix B. The following summarizes the key findings from the analysis:

- The widening of Washington Boulevard would degrade PM peak hour operations at the Washington Boulevard/Pleasant Grove intersection from LOS D to E. This occurs as a result of the southbound through movement increasing from 603 to 856 vehicles (42 percent), and the westbound-left volume increasing from 335 to 448 vehicles (34 percent), without any assumed changes in signal timings to accommodate these movements.

- Delays would decrease at the Washington Boulevard/Diamond Oaks Road intersection by virtue of additional capacity provided by the widening.

- Delays would increase modestly at the Washington Boulevard/Sawtell Road and Washington Boulevard/Junction Boulevard intersections, though operations would remain at LOS C or better.

- The Washington Boulevard/Kaseberg Drive (private) intersection would operate at LOS A during the AM and PM peak hours if signalized. If the intersection remains in its current side-street stop-control operations would remain at LOS C or better.

TABLE 6: PEAK HOUR INTERSECTION OPERATIONS – EXISTING PLUS PROJECT CONDITIONS

		Existing				Existing Plus Project			
	Intersection	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	Washington Boulevard / Pleasant Grove Boulevard	33	C	46	D	34	C	71	E
2	Washington Boulevard / Diamond Oaks Road / Emerald Oak Road	21	C	29	C	14	B	16	B
3	Washington Boulevard / Kaseberg Drive (private)[1]	4 (11)	A (B)	5 (23)	A (C)	Signalized Operations 8 (14)	A (B)	10 (16)	A (B)
						Stop-Control Operations 4 (15)	A (C)	6 (22)	A (C)
4	Washington Boulevard / Sawtell Road / Derek Place	10	A	11	B	9	A	11	B
5	Washington Boulevard / Junction Boulevard	10	A	16	B	13	B	22	C

Notes:

[1] For side-street stop-controlled intersections, the overall delay and worst movement delay is reported. Intersection assumed to be signalized under plus project conditions. Operations under 'plus project' conditions shown for both potential signal (provided grant funding is available) and for continued side-street stop control operations.
Source: Fehr & Peers, 2018

BICYCLE / PEDESTRIAN SYSTEM

The proposed project would substantially improve the environment for bicycle and pedestrian travel, as follows:

- The project would result in continuous Class II bike lanes on both sides of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard.

- A new sidewalk and a new segment of Class 1 Multi-Use Trail would be constructed on the west side of Washington Boulevard between Kaseberg Drive, the Power line corridor and Diamond Oaks Road, thereby resulting in a continuous pedestrian facility between Sawtell Road and Pleasant Grove Boulevard. Should appropriate funding be provided, the new traffic signal at Kaseberg Drive would provide a crosswalk across Washington Boulevard that would provide access this trail.

- The project would expand an existing Class I (i.e., off-street) Multi-Use Path located on the east side of the roadway. After construction, it would extend parallel to Washington Boulevard from Sawtell Road to Pleasant Grove Boulevard, providing a direct connection to the existing Class I path that connects to Derek Place.

Refer to Chapter 6 for project-specific impacts and mitigation measures.

4. CUMULATIVE (2035) CONDITIONS

This chapter presents the analysis of project impacts under Cumulative (2035) conditions.

LAND USE AND ROADWAY NETWORK ASSUMPTIONS

The City of Roseville utilizes a 2035 Capital Improvements Program (CIP) travel demand model to analyze future roadway conditions in the City. The model assumes buildout of the City of Roseville including various approved specific plans such as the Sierra Vista, Creekview, and Amoruso Specific Plans.[1] Land uses outside of the City represent projected absorption by the Year 2035. The City's traffic model also includes its existing roadway system along with planned CIP roadway and intersection improvements. The City's CIP project list is reasonably foreseeable based on a strong likelihood (and past history) that they will very likely be fully funded by the time they are needed based on the current fees being collected.

The City's CIP includes the widening of Washington Boulevard to four lanes between Pleasant Grove Boulevard and Sawtell Road. Accordingly, recent environmental documents in the City have assumed this improvement in place under cumulative conditions. The City's CIP also assumes the addition of a fourth westbound travel lane at the Washington Boulevard/Pleasant Grove Boulevard intersection, which is assumed in place for this analysis.

[1] The selection of the 2035 CIP versus 2035 Cumulative travel demand models would not appreciably change the study findings, as the cumulative daily forecasts on Washington Boulevard are within 1.5 percent of each other.

TRAFFIC FORECASTS

Traffic forecasts were developed for the following two cumulative scenarios:

- Cumulative No Project – assumes Washington Boulevard remains two lanes between Pleasant Grove Boulevard and Sawtell Road.
- Cumulative Plus Project – assumes Washington Boulevard is widened to four lanes between Pleasant Grove Boulevard and Sawtell Road.

Cumulative traffic forecasts were developed using the 'difference method' procedure as described below:

> *Cumulative Forecast = Existing Volume + (Cumulative Traffic Model – Base Traffic Model)*

Figure 9 shows the Cumulative (2035) No Project AM and PM peak hour turning movement forecasts and lane configurations at the study intersections. **Figure 10** displays the average daily traffic on Washington Boulevard and adjacent roadways for Cumulative No Project conditions.

Figure 11 shows the Cumulative (2035) Plus Project AM and PM peak hour turning movement forecasts and lane configurations at the study intersections. **Figure 12** displays the average daily traffic on Washington Boulevard and adjacent roadways for Cumulative Plus Project conditions.

Table 7 compares the Cumulative (2035) ADT forecasts along Washington Boulevard and adjacent roadways under No Project and Plus Project conditions. Key findings from this table include the following:

- The ADT on Washington Boulevard south of Diamond Oaks Road would increase from 20,300 under existing conditions to 24,900 under Cumulative No Project Conditions, which is a 23 percent increase.
- The proposed widening of Washington Boulevard would result in 32,000 ADT on Washington Boulevard south of Diamond Oaks Road under cumulative conditions. While this is a sizeable volume of traffic for a four-lane arterial, it represents a 21 percent decrease in traffic on a 'per lane' basis when compared to existing conditions (i.e., 20,300 ADT on two lanes).

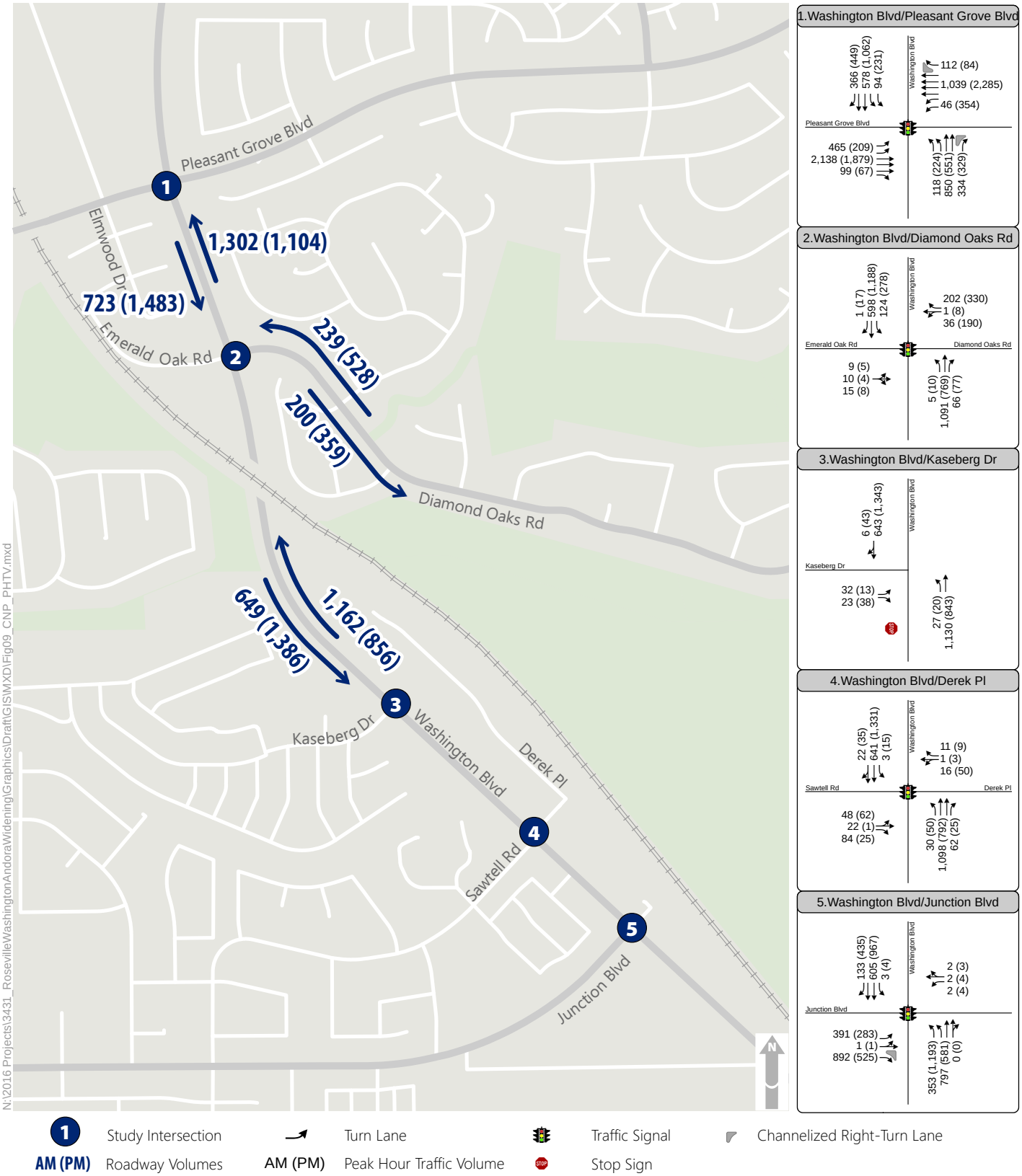
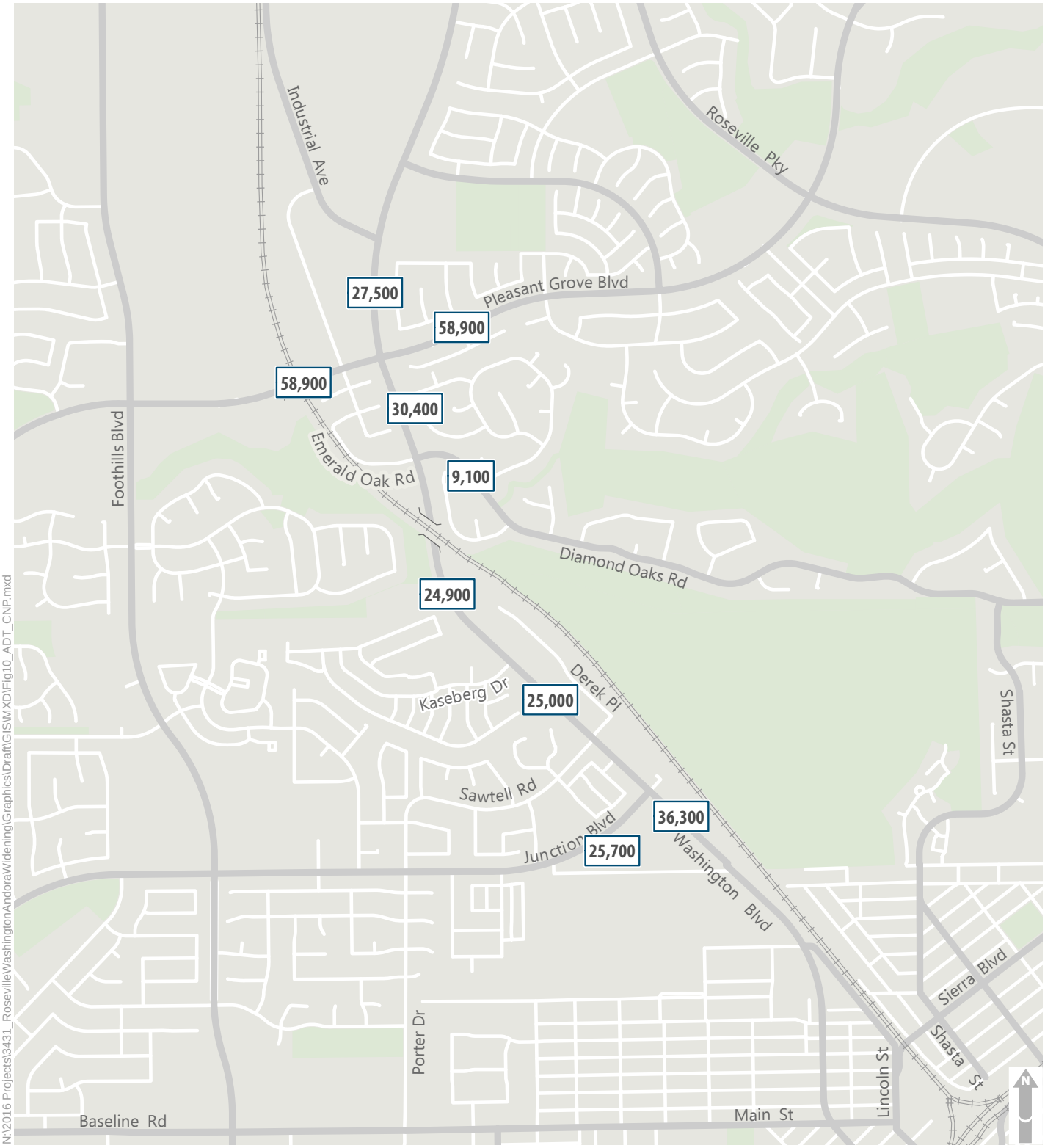


Figure 9

Peak Hour Traffic Volumes and Lane Configurations - Cumulative (2035) No Project Conditions



13,400 Average Daily Traffic (ADT)

Figure 10

Average Daily Traffic - Cumulative (2035) No Project Conditions

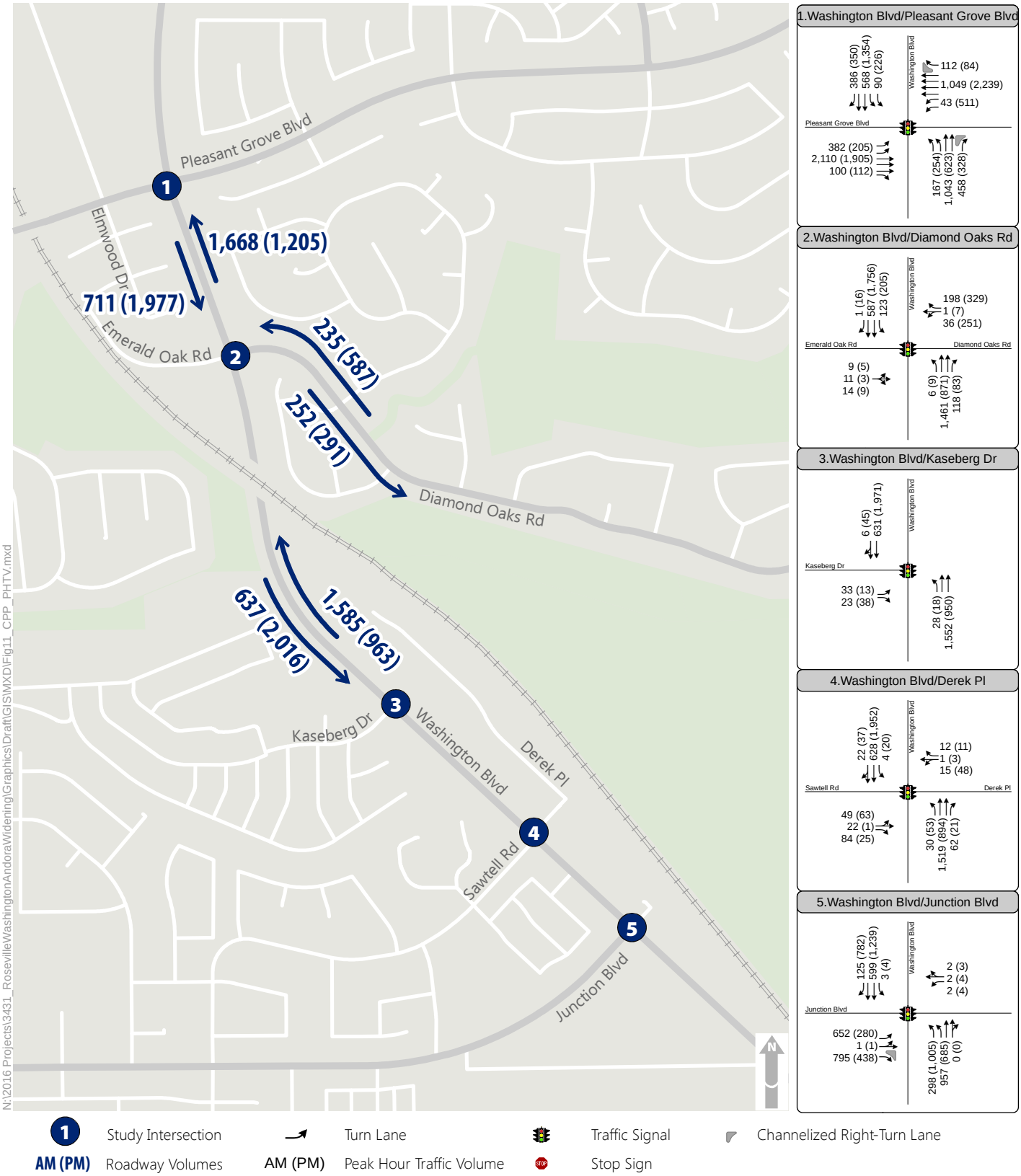
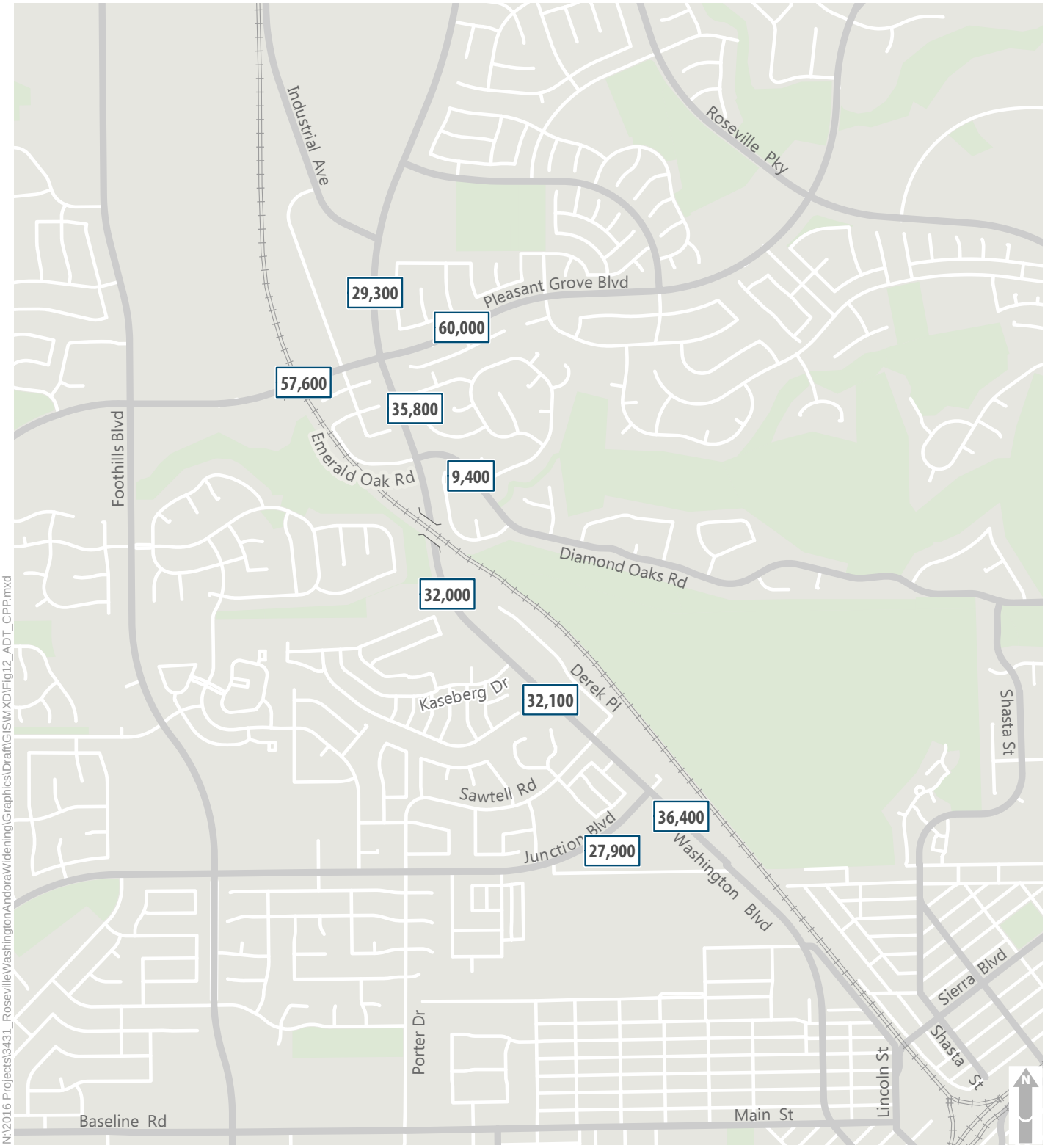


Figure 11

Peak Hour Traffic Volumes and Lane Configurations - Cumulative (2035) Plus Project Conditions



13,400 Average Daily Traffic (ADT)

Figure 12

Average Daily Traffic - Cumulative (2035) Plus Project Conditions

There is less traffic diversion from Foothills Boulevard to Washington Boulevard under Cumulative (2035) Plus Project Conditions versus Existing Plus Project conditions. Review of model output shows diversion on a slightly more regional scale including from more remote parallel roadways, such as Woodcreek Oaks Boulevard and Roseville Parkway.

TABLE 7: CUMULATIVE (2035) AVERAGE DAILY TRAFFIC

Location	Cumulative (2035) No Project ADT	Cumulative (2035) Plus Project ADT	Difference
Washington Boulevard between Pleasant Grove Boulevard and Industrial Avenue	27,500	29,300	+1,800
Washington Blvd between Kaseberg Drive and Emerald Oak Road / Diamond Oaks Road	30,400	35,800	+5,400
Washington Blvd between Kaseberg Drive and Emerald Oak Road / Diamond Oaks Road	24,900	32,000	+7,100
Washington Blvd between Kaseberg Drive and Sawtell Road / Derek Place	25,000	32,100	+7,100
Washington Blvd between Junction Boulevard and Corporation Yard Road	36,300	36,400	+100
Pleasant Grove Boulevard between Winslow Drive and Washington Boulevard	58,900	60,000	+1,100
Pleasant Grove Boulevard between Washington Boulevard and Galilee Road/ Elmwood Rive	58,900	57,600	-1,300
Diamond Oaks Road between Glenwood Circle / Firestone Drive and Washington Boulevard	9,100	9,400	+300
Junction Boulevard between Washington Boulevard and Corporation Yard Road	25,700	27,900	+2,200
Foothills Boulevard between Pleasant Grove Boulevard and S Bluff Drive / Beckett Drive	50,000	49,400	-600

Note: Values rounded to the nearest one hundred vehicles.

Source: Fehr & Peers, 2016.

INTERSECTION OPERATIONS

Traffic operations at the study intersections were analyzed for Cumulative No Project and Cumulative Plus Project AM and PM peak hour conditions using the SimTraffic model. **Table 8** displays these results. Refer to Appendix C for technical calculations.

TABLE 8: INTERSECTION OPERATIONS – CUMULATIVE (2035) CONDITIONS

	Intersection	Cumulative (2035) No Project				Cumulative (2035) Plus Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	Washington Boulevard / Pleasant Grove Boulevard	41	D	110	F	52	D	165	F
2	Washington Boulevard / Diamond Oaks Road / Emerald Oak Road	68	E	36	D	22	C	22	C
3	Washington Boulevard / Kaseberg Drive (private)[1]	8 (13)	A (B)	9 (37)	A (E)	Signalized Operations 9 (18)	A (B)	11 (15)	B (B)
						Stop-Control Operations 4 (11)	A (B)	7 (35)	A (E)
4	Washington Boulevard / Sawtell Road / Derek Place	9	A	10	A	12	B	16	B
5	Washington Boulevard / Junction Boulevard	15	B	41	D	20	B	42	D

Notes:

[1] For side-street stop controlled intersections, the overall delay and worst movement delay is reported. Intersection assumed to be signalized under plus project conditions. Operations under 'plus project' conditions shown for both potential signal (provided grant funding is available) and for continued side-street stop control operations.
Source: Fehr & Peers, 2018

The following summarizes the key findings from this table:

- Washington Boulevard/Pleasant Grove Boulevard – The widening of Washington Boulevard would exacerbate (i.e., add delay) LOS D conditions during the AM peak hour and LOS F conditions during the PM peak hour.
- Washington Boulevard/ Diamond Oaks Road – The widening of Washington Boulevard would improve AM peak hour operations from LOS E to C and improve PM peak hour operations from LOS D to C.
- Washington Boulevard/Kaseberg Drive (private driveway) – The installation of a traffic signal would result in acceptable (LOS A or B) operations. However, with continued side-street stop

control, the minor street movement would operate at LOS E. When compared to no project conditions, side-street delays would decrease slightly by virtue of additional gaps in traffic provided by the widening.

- Washington Boulevard/Sawtell Road – Delays would increase modestly, though operations would remain at LOS C or better.

- Washington Boulevard/Junction Boulevard – Delays would increase during the AM peak hour due primarily to the increase in the critical eastbound left-turn movement. However, operations would remain at LOS C. Operations would remain at LOS D during the PM peak hour.

The Washington Boulevard/Pleasant Grove Boulevard intersection was reported to operate at a cumulative LOS C during the AM peak hour and LOS D during the PM peak hour in the *Final Traffic Study for the Amoruso Ranch Specific Plan* (Fehr & Peers, 2016). This result was based on Synchro analysis methods, and the assumption of a third southbound through lane being in place. The Washington Boulevard/Junction Boulevard intersection was reported to operate at a cumulative LOS C during the PM peak hour in the *Final Traffic Study for the Amoruso Ranch Specific Plan* (Fehr & Peers, 2016). The increase in delay is due, in part, to the use of SimTraffic in this study versus Synchro (non-simulation) in the previous study. As noted previously, SimTraffic considers the effects of vehicular queuing spillbacks on adjacent movement operations, while Synchro does not. Additionally, minor changes in turn movement forecasts occurred at each intersection.

Refer to Chapter 6 for cumulatively considerable project impacts and mitigation measures.

BICYCLE SYSTEM

Below is an image of the recommended bikeway network in the study area according to the City of Roseville Bikeway Master Plan (2008). As shown, future Class I bike paths (shown as dashed green lines) are recommended to extend westerly from Washington Boulevard.

Source: City of Roseville Bikeway Master Plan

5. CONSTRUCTION-RELATED TRAFFIC IMPACTS

During construction, the segment of Washington Boulevard near the UPRR Andora underpass would likely need to be closed in some capacity. This chapter presents several potential construction closure scenarios as well as the operational results associated with two of those plans. The closure of Washington Boulevard for construction would likely occur during the months of June through September.

POTENTIAL CONSTRUCTION CLOSURE SCENARIOS

Fehr & Peers, Mark Thomas & Company, and City of Roseville staff brainstormed and evaluated multiple potential closure options of Washington Boulevard to enable reconstruction of the rail bridge.

- Construction Closure Option 1: Washington Boulevard would be closed to all vehicular traffic directly north of Kaseberg Drive to Pleasant Grove Boulevard. This would close Washington Boulevard access to Diamond Oaks Road and Emerald Oak Road for motorists.
- Construction Closure Option 2: Washington Boulevard would be closed to all vehicular traffic directly north of Kaseberg Drive to Diamond Oaks Road, and closed to only southbound vehicular traffic between Diamond Oaks Road and Pleasant Grove Boulevard. This means that vehicles traveling westbound on Diamond Oaks Road and eastbound on Emerald Oak Road may use Washington Boulevard only to travel northbound towards Pleasant Grove Boulevard.
- Construction Closure Option 3: Washington Boulevard would be closed to all vehicular traffic from directly north of Kaseberg Drive to directly south of Diamond Oaks Road. Motorists traveling southbound from Pleasant Grove Boulevard would continue to be able to access Diamond Oaks Road from Washington Boulevard and vice versa.
- Construction Closure Option 4: Washington Boulevard would be reduced to a single-lane from south of Diamond Oaks Road to beyond the railroad bridge for a distance of 1,400 feet, yet still allow northbound and southbound traffic by alternating one-way movements through the constricted section (most likely via a traffic signal).

At the request of the City of Roseville, an operational analysis of Construction Closure Options 3 and 4 was conducted and is presented in the following section.

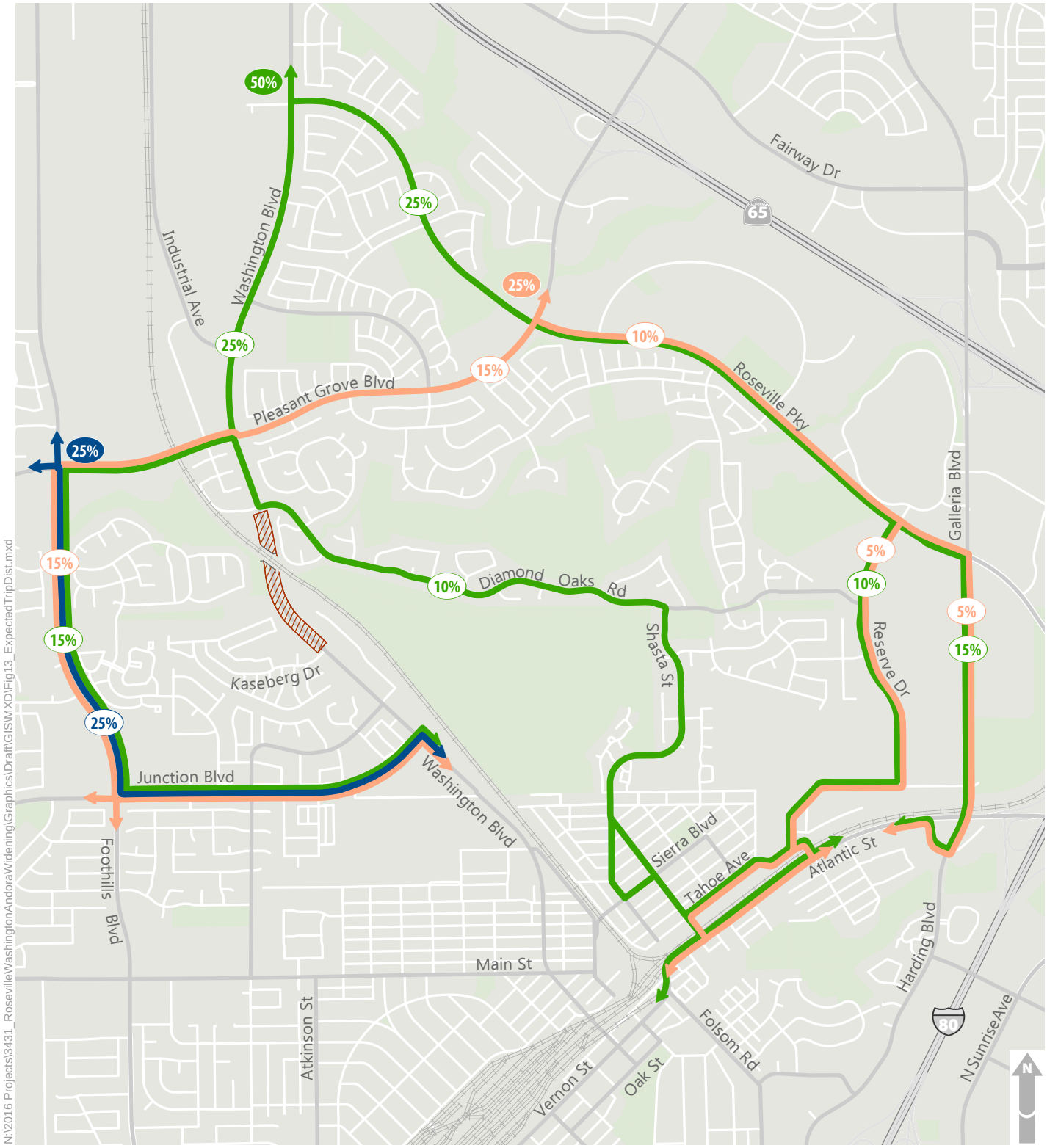
TRAFFIC EFFECTS OF CONSTRUCTION CLOSURE OPTION 3

The following two methods were used to evaluate the potential redistribution of traffic associated with this closure option:

- *Method A – Base Year City of Roseville Travel Demand Model*. The model was rerun with the closure plan in place and changes in average daily traffic were noted. Since the closure would be temporary, only the assignment module of the model was rerun (i.e., trip origins and destinations remained fixed). Refer to the Appendix D for a traffic model plot that shows the projected increase or decrease in ADT due to the street closure.
- *Method B – projected redistribution based on actual amount of traffic to be diverted and travel time survey results*. This method reassigns trips based on the spatial origins and destinations of trips using Washington Boulevard, and comparisons of which alternative routes offer the shortest travel times. **Figure 13** shows the expected redistribution of trips currently using Washington Boulevard.

Appendix D contains a spreadsheet that compares the projected change in ADT between the two methods. Overall, both methods yield comparable sets of projections, though there are some minor differences. Key conclusions from this evaluation include:

- The parallel segment of Foothills Boulevard would experience the greatest increase in traffic, with traffic levels increasing from about 32,000 to 43,000 ADT.
- Diamond Oaks Road east of Washington Boulevard would experience a net increase of about 2,000 ADT under conditions when schools are not in session. This would cause the segment's ADT to increase from 4,500 to 6,500 ADT. Under conditions when schools are in session, the ADT would be expected to increase from 5,400 to 8,000 ADT.



Redistribution of Trips
- to/from the north & south (50%)
- to/from the west & south (25%)
- to/from the east & south (25%)

XX% Percentage at North, West or East gateway

XX% Percentage on a given segment

Closed section of Washington Blvd.

Notes:
1. Routes shown are primarily for through trips and are based on conditions when nearby school are not in session.
2. Routing does not consider the extent to which additional congestion on a given route could cause further redistribution

Figure 13

Expected Redistribution of Existing Traffic Under Closure Option 3

These estimates are considered approximate and could change for a variety of reasons, as described below:

- An effective public information campaign and traffic detour strategy could encourage some streets to be used to a greater degree than others.
- The additional travel time associated with the detours could change trip destinations or suppress trip-making.
- Traffic volume increases on detoured routes could cause additional delays, which could result in redistribution to other routes.

The traffic diversion estimates from Method B are generally considered more accurate than Method A because it considers the actual amount of traffic being rerouted (versus a model's estimation of rerouted traffic). Method B is also somewhat more conservative because it does not consider the same degree of regional redistribution that the traffic model predicts (e.g., the model shows an increase on State Route 65, which is already near capacity).

The following intersections would experience notable increases in traffic under Construction Closure Option 3:

- Foothills Boulevard/Pleasant Grove Boulevard – westbound left-turn would increase by 427 vehicles during the PM peak hour.
- Foothills Boulevard/Junction Boulevard – southbound left-turn would increase by 533 vehicles and westbound right-turn would increase by 470 vehicles during the PM peak hour.
- Roseville Parkway/Reserve Drive – eastbound right-turn would increase by 160 vehicles and northbound left-turn would increase by 140 vehicles during the PM peak hour.
- Roseville Parkway/Galleria Boulevard – northbound left-turn would increase by 185 vehicles during the PM peak hour.

The amount of diverted traffic is greater during the PM peak hour than the AM peak hour. And since weekday PM peak hour conditions are typically worse than AM peak hour conditions, the analysis of construction impacts focuses on PM peak hour conditions.

Table 9 displays the existing PM peak hour LOS at the four intersections listed above. This data was collected in April 2015 as part of the Placer Ranch Specific Plan transportation impact study. This table also shows how each intersection would operate during the construction closure. The technical calculations for this analysis are included in Appendix D.

TABLE 9: PM PEAK HOUR INTERSECTION OPERATIONS - EXISTING CONDITIONS WITH CONSTRUCTION CLOSURE OPTION 3

Intersection	Control	Existing Conditions		Existing with Option 3 Conditions	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Foothills Blvd. / Pleasant Grove Blvd.	Signal	54	D	70	E
Foothills Blvd. / Junction Blvd.	Signal	34	C	137	F
Roseville Parkway / Galleria Blvd.	Signal	52	E	85	F
Roseville Parkway / Reserve Dr.	Signal	33	C	51	D

Notes:
1. All intersections analyzed using SimTraffic except Foothills Boulevard/Junction Boulevard, which was analyzed using Synchro
2. Results shown here represent conditions with schools in session. Impacts would be reduced during periods when schools are not in session due to reduced overall levels of traffic.

Source: Fehr & Peers, 2016

As noted previously, the majority of the construction closure would occur during periods in which schools will not be in session. Thus, the level of additional delays would be somewhat less than is shown in Table 11, which reflects conditions when schools are in session.

TRAFFIC EFFECTS OF CONSTRUCTION CLOSURE OPTION 4

The following analysis methods and assumptions were used to model the potential effects of Construction Closure Option 4.

- Analysis Period: The PM peak hour was chosen because it carries a greater volume of traffic than any other hour of the day.
- Traffic Projections: Due to the likelihood that motorists would know of the construction activity and potential for delays, 50 percent of the existing PM peak hour travel demand was conservatively assumed to divert to parallel roadways.
- Traffic Operation: For analysis purposes, a temporary traffic signal is assumed in place south of the railroad undercrossing to assign right-of-way. The traffic signal at Diamond Oaks Road would serve this function on the north side. Each direction of travel would be given approximately 80 seconds of signal time, which includes the green interval, yellow interval, and then a lengthy all-red interval necessary to fully flush traffic (assumed to travel through the construction zone at no more than 25 mph) out of the lengthy reversible lane prior to allowing the opposing movement.

The SimTraffic model was used to analyze the effects of Construction Closure Option 4 under PM peak hour conditions. The model output (refer to the following page for illustration and Appendix D for technical calculations) reveals the following:

- Northbound traffic would extend beyond Kaseberg Drive and spill back to Sawtell Road. The average delay would be 302 seconds (i.e., five minutes) per vehicle.
- Southbound traffic would queue from Diamond Oaks Road through the Washington Boulevard/Pleasant Grove Boulevard intersection. The average delay on this approach would be 221 seconds per vehicle, though this result is misleading because the model assigns much of this delay to the upstream Pleasant Grove Boulevard intersection.

These delays would correspond to a LOS F condition. Should the level of redistribution to other routes not reach 50 percent (as assumed in this analysis), the extent of delays and queuing would be proportionally greater. Refer to Chapter 6 for project-specific impacts and mitigation measures associated with construction closures.

View of queuing on northbound Washington Boulevard under Construction Closure Option 4

View of queuing on southbound Washington Boulevard under Construction Closure Option 4

6. IMPACTS AND MITIGATION MEASURES

This chapter describes the project-specific and cumulatively considerable impacts of the proposed project.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

ROADWAY SYSTEM

Impact TR-1: Degraded Operations at Washington Boulevard/Pleasant Grove Boulevard Intersection

According to Table 6, the proposed project would cause PM peak hour operations to worsen from LOS D to E under existing plus project conditions. This is considered a **significant** impact.

Mitigation TR-1: Modify traffic signal timing by shifting six seconds of green time from the northbound left-turn movement to the southbound through movement.

This mitigation measure would reallocate green time on the north/south approaches to better match travel demand. It would not alter green time, splits, or offsets on the coordinated east/west Pleasant Grove Boulevard approaches. **Table 10** shows that this mitigation would reduce the PM peak hour delay from 70 to 56 seconds per vehicle (see Appendix E). Although operations would technically remain in the LOS E range, the delay would be within one-second of LOS D, which is considered acceptable. Nonetheless, this impact is considered **significant and unavoidable**.

TABLE 10: INTERSECTION OPERATIONS – EXISTING PLUS PROJECT (MITIGATED) CONDITIONS

	Intersection	Existing Conditions		Existing Plus Project Conditions		Existing Plus Project Conditions With Mitigation	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	Washington Boulevard / Pleasant Grove Boulevard	46	D	71	E	56	E

Source: Fehr & Peers, 2016

All other intersections would continue operating acceptably under existing plus project conditions. The project would not cause the overall percentage of signalized intersections throughout the City of Roseville operating at LOS C or better during the AM and PM peak hours to fall below 70 percent.

BICYCLE SYSTEM

The proposed project would substantially improve the bicycling environment along the Washington Boulevard corridor. It would not cause any inconsistencies with policies of Roseville's Bikeway Master Plan. Therefore, impacts to the bicycle system would be **less than significant** and no mitigation is required.

PEDESTRIAN SYSTEM

The proposed project would substantially improve the walking environment along the Washington Boulevard corridor. It would not interfere with the operation of an existing pedestrian facility or preclude the construction of a planned pedestrian facility. Therefore, impacts to the pedestrian system would be **less than significant** and no mitigation is required.

TRANSIT SYSTEM

The proposed project would not modify the existing bus turnout located on the west side of Washington Boulevard south of Pleasant Grove Boulevard. Since the project would improve travel times along the Washington Boulevard corridor and expand its cross-section (particularly at the UPRR Andora underpass), it would provide the potential for bus routing along this street. It would not have a negative impact on transit operations, travel times, and/or circulation. Therefore, impacts to the transit system would be **less than significant** and no mitigation is required.

CONSTRUCTION-RELATED TRAFFIC IMPACTS

Impact TR-2: Adverse Traffic and Circulation Impacts during Construction

All four construction closure options contemplate a prolonged (multi-month) closure of Washington Boulevard at the UPRR Andora underpass. The type and severity of the impact would depend on the specific construction option that is chosen and contractor schedule/operations, which is unknown. All construction-related street closures would degrade one or more intersections to an unacceptable level and likely cause inconveniences to motorists. This is considered a **significant** impact.

Mitigation TR-2a: Prior to any construction closures, a Construction Transportation Management Plan (TMP) shall be developed and implemented. Key components of the Construction TMP would include (but are not limited to):

- Communication: Develop and implement a public information campaign that describes the duration of the street closure and recommends alternative routes. Particular attention should be placed on special events (e.g., school graduations or Placer County Fairgrounds) that may attract unfamiliar users to the City's roadway system.

- Demolition and Construction: Describe and analyze the number of employees and their site parking areas, and the number of trucks, their routing/staging, and operating hours.

- Wayfinding: Position and operate changeable message sign (CMS) trailers at strategic locations to advise motorists of the street closure and suggest alternate routes.

- Traffic Operations: To offset the adverse LOS and delay effects shown in Table 9 (i.e., assuming Construction Closure Option 3 is selected; if a different construction closure plan is selected, a different set of traffic operations improvements may be necessary), modify impacted intersections as follows (refer to discussion on following page for details):

    - Foothills Boulevard/Pleasant Grove Boulevard – Modify signal timing in response to changing travel demand.

    - Foothills Boulevard/Junction Boulevard – Modify intersection to add a second southbound left-turn lane.

- Bicycle/Pedestrian Travel: Close the multi-use path to all travelers during periods in which construction activity could pose safety concerns to those users. Advertise multi-use path closures in advance and suggest alternate routes.

- Emergency Vehicle Response: The City of Roseville Police and Fire Departments shall coordinate with the Engineering and Community Development Departments to ensure that all potential effects of the closure have been addressed including emergency vehicle routing, temporary changes in fire station servicing areas, and emergency vehicle pre-emption at signalized intersections. Fire department staff indicated that vehicles typically need to be within 750 feet of a signal to pre-empt it. Construction Closure Option 3 will be much more capable of achieving this than Construction Closure Option 4.

- Monitoring: The Construction TMP shall include a monitoring program of daily traffic volumes and speeds on Diamond Oaks Road east of Washington Boulevard. The TMP shall describe the frequency of monitoring and establish maximum acceptable thresholds for changes in operations, above which a series of temporary traffic calming measures, such as temporary speed humps, enhanced enforcement, and other measures, may be considered. The following performance standards shall be met at all times during construction:

    - Diamond Oaks Road east of Washington Boulevard experiences no more than a 2,000 ADT increase over existing volumes.
    - The median vehicular travel speed on Diamond Oaks Road east of Washington Boulevard increases by no more than 10 percent over existing conditions.
    - Traffic signal timings at the Washington Boulevard/Pleasant Grove Boulevard and Washington Boulevard/Junction Boulevard intersections are adjusted in response to the change in travel demand.
    - Construction-related trucks access the work site via Washington Boulevard, and not adjacent neighborhood streets.
    - The combination of public outreach and changeable message sign (CMS) trailers enables the general public to be aware of construction-related street closures and select alternate routes.
    - Public transit and emergency provider service times are not adversely affected, based on the performance standards used by those entities.
    - The multi-use path remains open and free of debris during periods in which construction operation does not pose any safety hazards to the facility.

Table 11 displays the effectiveness of the two intersection improvements described above. Refer to Appendix E for technical calculations. A five-second shift in green time from the eastbound through to the westbound left-turn movement at the Foothills Boulevard/Pleasant Grove Boulevard intersection would reduce the average delay from 70 to 61 seconds. The addition of a second southbound left-turn lane at the Foothills Boulevard/Junction Boulevard intersection would better accommodate the projected left-turn movement of 737 vehicles during the PM peak hour, thereby reducing the delay from 137 to 49 seconds per vehicle. Mark Thomas & Company has prepared a conceptual layout that would temporarily accommodate the second lane through lane narrowing.

Improvements (both physical and signal timing-related) were considered at the Roseville Parkway/Reserve Drive and Roseville Parkway/Galleria Boulevard intersections. This would represent an eight percent and five percent increase in PM peak hour traffic, respectively, at each intersection. Any physical improvements would be complicated and temporary, and any signal timing improvements would be difficult to implement without adversely affecting overall Roseville Parkway corridor operations. Therefore, no improvements were identified as being feasible at those intersections for this temporary impact.

TABLE 11: PM PEAK HOUR INTERSECTION OPERATIONS - EXISTING CONDITIONS WITH CONSTRUCTION CLOSURE OPTION 3 AND MITIGATION

Intersection	Control	Existing Conditions		Existing Conditions with Construction Closure Option 3			
				Without Mitigation		With Mitigation	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Foothills Blvd. / Pleasant Grove Blvd.	Signal	54	D	70	E	61	E
Foothills Blvd. / Junction Blvd.	Signal	34	C	137	F	49	D
Roseville Parkway / Galleria Blvd.	Signal	52	E	85	F	-	-
Roseville Parkway / Reserve Dr.	Signal	33	C	51	D	-	-

Notes:
1. All intersections analyzed using SimTraffic except Foothills Boulevard/Junction Boulevard, which was analyzed using Synchro (consistent with prior analysis of intersection).
2. Results shown here represent conditions with schools in session. Impacts would be reduced during periods when schools are not in session due to reduced overall levels of traffic.
3. Refer to above text for description of mitigations.
4. The above dashes imply that no feasible mitigation is available given severity and duration of temporary impact.

Source: Fehr & Peers, 2016

Although Mitigation Measure TR-2 would effectively mitigate the majority of construction-related traffic and circulation impacts, Impact TR-2 would remain **significant and unavoidable** due to the lack of feasible mitigation at the Roseville Parkway/Reserve Drive and Roseville Parkway/Galleria Boulevard intersections. It should be noted that selection of a different construction closure option would have different impacts and mitigation measures.

EMERGENCY VEHICLE ACCESS IMPACTS

Impact TR-3: Inadequate Emergency Vehicle Access

Mitigation: Implement Mitigation Measure TR-2

Mitigation Measure TR-2 includes a Construction TMP that would include a section on Emergency Vehicle Access and Response. It also includes performance standards relating to adequacy of emergency vehicle response that must be maintained at all times during construction. Therefore, Impact TR-3 would be reduced to a **less-than-significant** level with implementation of Mitigation Measure TR-2.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

ROADWAY SYSTEM

Impact TR-4: Cumulatively Degraded Operations at Washington Boulevard/Pleasant Grove Boulevard Intersection

According to Table 8, the proposed project would exacerbate (i.e., add 53 seconds of delay) LOS F conditions at the Washington Boulevard/Pleasant Grove Boulevard intersection during the PM peak hour. This is considered a **significant** impact.

Mitigation: None available

The addition of a third southbound through lane was considered as a potential mitigation measure as it is currently included in the City's CIP. The third southbound approach lane could be provided by redesignating the existing right-turn lane as a through/right lane. However, provision of a third southbound receiving lane would require widening in the southwest quadrant of the intersection, which would require additional right-of-way and cost. It would also eliminate the bus turnout that is currently constructed. Additionally, while it would offer some additional capacity benefit, the City has indicated that comparable installations have resulted in imbalanced lane utilization and marginal intersection capacity benefit.

For these reasons, the City has concluded that the overall benefits of the project outweigh the cumulatively significant impact that would occur at the Washington Boulevard/Pleasant Grove Boulevard intersection and that the adverse effects of adding a third southbound through lane would

exceed the operational benefits it would provide. Accordingly, this impact would be considered **significant and unavoidable**.

The City's General Plan Circulation Element should be modified to indicate that the following intersections will operate worse than LOS C:

- Washington Boulevard/Pleasant Grove Boulevard: LOS D during the AM peak hour and LOS F during the PM peak hour.
- Washington Boulevard/Junction Boulevard: LOS D during the PM peak hour.

It should be noted that these operations would occur whether or not the proposed project is implemented. Accordingly, the project would not cause these conditions itself.

All other study intersections would continue operating acceptably under cumulative plus project conditions. The project would not cause the overall percentage of signalized intersections throughout the City of Roseville operating at LOS C or better during the AM and PM peak hours to fall below 70 percent.

BICYCLE SYSTEM

The proposed project would substantially improve the bicycling environment along the Washington Boulevard corridor. It would not preclude construction of any planned bikeway facilities as identified in the City of Roseville's Bikeway Master Plan. Therefore, impacts to the bicycle system would be **less than significant** and no mitigation is required.

PEDESTRIAN SYSTEM

The proposed project would substantially improve the walking environment along the Washington Boulevard corridor. It would not interfere with the operation of an existing pedestrian facility or preclude the construction of a planned pedestrian facility. Therefore, impacts to the pedestrian system would be **less than significant** and no mitigation is required.

TRANSIT SYSTEM

The proposed project would not modify the existing bus turnout located on the west side of Washington Boulevard south of Pleasant Grove Boulevard. Since the project would improve travel times along the Washington Boulevard corridor and expand its cross-section (particularly at the UPRR

Andora underpass), it would provide the potential for bus routing along this street. It would not have a negative impact on transit operations, travel times, and/or circulation. Therefore, impacts to the transit system would be **less than significant** and no mitigation is required.

CONSTRUCTION-RELATED TRAFFIC IMPACTS

Since project construction would occur well in advance of the cumulative horizon year, cumulative impacts associated with construction are not applicable.

EMERGENCY VEHICLE ACCESS IMPACTS

The project would not adversely affect emergency vehicle access and response times. While impacts are possible during construction, that condition does not pertain to cumulative conditions. Therefore, cumulative impacts associated with emergency vehicle access are not applicable.

TECHNICAL APPENDIX

APPENDIX A
EXISTING CONDITIONS

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Existing Conditions**
Volume and Delay by Movement **AM Peak Hour**

Intersection 1 **Washington Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	201	206	102.3%	48.5	3.6	D
	Through	468	481	102.7%	35.6	4.0	D
	Right Turn	282	278	98.5%	7.3	0.7	A
	Subtotal	951	964	101.4%	30.2	1.8	C
SB	Left Turn	76	71	94.0%	53.5	6.8	D
	Through	442	449	101.5%	39.2	5.7	D
	Right Turn	207	212	102.3%	14.7	2.0	B
	Subtotal	725	732	100.9%	33.5	4.9	C
EB	Left Turn	199	185	93.0%	61.2	9.6	E
	Through	1,418	1,330	93.8%	34.1	8.5	C
	Right Turn	193	189	97.9%	21.9	4.2	C
	Subtotal	1,810	1,704	94.2%	35.6	7.0	D
WB	Left Turn	92	86	92.9%	55.6	12.3	E
	Through	874	820	93.9%	30.0	4.0	C
	Right Turn	67	65	97.6%	8.8	0.8	A
	Subtotal	1,033	971	94.0%	30.9	4.3	C
Total		4,519	4,372	96.7%	33.0	2.7	C

Intersection 2 **Washington Blvd/Emerald Oak Rd-Diamond Oaks Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	4	83.6%	34.4	27.9	C
	Through	765	756	98.8%	19.0	3.8	B
	Right Turn	37	40	107.8%	9.2	3.2	A
	Subtotal	807	800	99.1%	18.6	3.8	B
SB	Left Turn	109	109	99.7%	48.6	4.6	D
	Through	618	599	97.0%	16.1	1.6	B
	Right Turn						
	Subtotal	727	708	97.4%	21.1	1.8	C
EB	Left Turn	8	10	123.5%	38.8	22.3	D
	Through	6	6	101.3%	38.4	31.2	D
	Right Turn	16	14	85.5%	10.6	13.1	B
	Subtotal	30	30	98.8%	29.0	10.4	C
WB	Left Turn	62	62	100.5%	38.9	7.5	D
	Through	1	1	76.0%	4.3	7.5	A
	Right Turn	178	180	101.2%	19.9	4.7	B
	Subtotal	241	243	100.9%	24.8	4.2	C
Total		1,805	1,781	98.7%	20.6	2.1	C

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Existing Conditions**
Volume and Delay by Movement **AM Peak Hour**

Intersection 3 **Washington Blvd/Kaseberg Dr** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	28	25	90.9%	11.8	4.1	B
	Through	786	774	98.5%	6.5	0.9	A
	Right Turn						
	Subtotal	814	800	98.3%	6.7	0.9	A
SB	Left Turn						
	Through	690	652	94.4%	0.6	0.2	A
	Right Turn	6	5	82.3%	0.0	0.1	A
	Subtotal	696	657	94.3%	0.6	0.2	A
EB	Left Turn	21	22	106.8%	10.8	4.4	B
	Through						
	Right Turn	36	39	108.7%	7.3	3.1	A
	Subtotal	57	62	108.0%	8.9	2.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,567	1,518	96.9%	4.2	0.5	A

Intersection 4 **Washington Blvd/Sawtell Rd-Derek Pl** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	26	87.4%	33.5	10.4	C
	Through	759	747	98.5%	5.6	0.8	A
	Right Turn	42	49	117.6%	2.8	1.0	A
	Subtotal	831	823	99.0%	6.4	0.8	A
SB	Left Turn	19	13	68.0%	33.7	20.0	C
	Through	685	647	94.4%	11.2	4.8	B
	Right Turn	22	33	148.5%	6.9	3.2	A
	Subtotal	726	692	95.4%	11.5	4.4	B
EB	Left Turn	46	45	97.5%	28.1	7.2	C
	Through	22	25	114.0%	28.3	6.5	C
	Right Turn	84	88	105.0%	7.2	1.1	A
	Subtotal	152	158	104.0%	16.8	3.7	B
WB	Left Turn	16	18	111.6%	26.9	10.4	C
	Through	1	1	76.0%	9.1	20.1	A
	Right Turn	9	12	130.9%	6.8	5.2	A
	Subtotal	26	30	116.9%	20.3	9.4	C
Total		1,735	1,704	98.2%	9.7	2.1	A

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Existing Conditions**
Volume and Delay by Movement **AM Peak Hour**

Intersection 5 **Washington Blvd/Junction Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	152	144	95.0%	22.6	2.3	C
	Through	597	590	98.8%	5.6	0.8	A
	Right Turn						
	Subtotal	749	734	98.0%	9.0	0.9	A
SB	Left Turn	3	1	25.3%	3.2	7.4	A
	Through	658	621	94.4%	12.7	1.9	B
	Right Turn	124	136	110.0%	5.2	1.1	A
	Subtotal	785	758	96.6%	11.3	1.6	B
EB	Left Turn	232	241	103.8%	20.4	3.5	C
	Through	1	0	0.0%	0.0	0.0	A
	Right Turn	429	454	105.9%	3.1	0.3	A
	Subtotal	662	695	105.0%	9.1	1.4	A
WB	Left Turn	2	1	38.0%	6.5	15.2	A
	Through	2	1	57.0%	4.7	10.9	A
	Right Turn	2	3	133.0%	2.9	5.3	A
	Subtotal	6	5	76.0%	11.5	14.6	B
Total		2,202	2,193	99.6%	9.8	1.0	A

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Existing Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 1 **Washington Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	242	222	91.5%	51.8	4.1	D
	Through	370	357	96.5%	40.8	3.4	D
	Right Turn	370	367	99.3%	7.6	0.7	A
	Subtotal	982	946	96.4%	30.4	1.9	C
SB	Left Turn	172	182	105.8%	65.0	9.0	E
	Through	603	609	101.0%	54.8	8.3	D
	Right Turn	227	238	104.8%	29.9	4.6	C
	Subtotal	1,002	1,029	102.7%	50.8	7.3	D
EB	Left Turn	165	154	93.0%	67.8	8.1	E
	Through	1,464	1,433	97.9%	51.3	9.3	D
	Right Turn	195	187	96.1%	41.8	8.1	D
	Subtotal	1,824	1,773	97.2%	51.8	8.5	D
WB	Left Turn	335	333	99.4%	60.9	8.3	E
	Through	1,628	1,626	99.9%	43.6	7.7	D
	Right Turn	58	59	100.9%	19.1	4.5	B
	Subtotal	2,021	2,017	99.8%	45.7	7.4	D
Total		5,829	5,766	98.9%	46.0	4.1	D

Intersection 2 **Washington Blvd/Emerald Oak Rd-Diamond Oaks Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	12	17	139.3%	53.6	13.4	D
	Through	823	808	98.1%	22.2	5.6	C
	Right Turn	88	86	97.2%	13.8	4.7	B
	Subtotal	923	910	98.6%	21.9	5.5	C
SB	Left Turn	144	135	93.4%	63.1	7.3	E
	Through	975	947	97.1%	32.4	6.1	C
	Right Turn	14	14	100.4%	24.7	4.0	C
	Subtotal	1,133	1,095	96.7%	36.1	6.1	D
EB	Left Turn	5	2	45.6%	19.2	25.3	B
	Through	2	2	114.0%	26.8	31.1	C
	Right Turn	9	8	84.4%	21.3	16.0	C
	Subtotal	16	12	76.0%	26.7	17.4	C
WB	Left Turn	82	79	96.9%	40.5	6.5	D
	Through	2	2	95.0%	10.2	14.4	B
	Right Turn	154	156	101.2%	19.5	2.5	B
	Subtotal	238	237	99.6%	26.4	2.1	C
Total		2,310	2,254	97.6%	29.3	5.0	C

Intersection 3 **Washington Blvd/Kaseberg Dr** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	35	34	96.6%	20.3	5.3	C
	Through	913	915	100.3%	8.5	2.4	A
	Right Turn						
	Subtotal	948	949	100.1%	8.9	2.3	A
SB	Left Turn						
	Through	1,036	999	96.4%	1.4	0.3	A
	Right Turn	30	34	114.0%	0.1	0.1	A
	Subtotal	1,066	1,033	96.9%	1.4	0.3	A
EB	Left Turn	10	9	87.4%	23.4	14.3	C
	Through						
	Right Turn	42	41	96.8%	17.8	10.6	C
	Subtotal	52	49	95.0%	19.4	10.6	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,066	2,031	98.3%	5.3	1.1	A

Intersection 4 **Washington Blvd/Sawtell Rd-Derek Pl** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	50	100.3%	39.9	12.6	D
	Through	869	881	101.4%	5.1	1.3	A
	Right Turn	22	22	101.9%	2.4	0.7	A
	Subtotal	941	954	101.4%	6.9	1.7	A
SB	Left Turn	16	17	109.3%	47.7	23.2	D
	Through	1,028	992	96.5%	11.1	1.8	B
	Right Turn	34	29	83.8%	8.8	3.3	A
	Subtotal	1,078	1,038	96.3%	11.7	1.9	B
EB	Left Turn	62	62	99.3%	30.5	6.7	C
	Through	1	0	0.0%	0.0	0.0	A
	Right Turn	25	19	77.5%	10.0	4.9	A
	Subtotal	88	81	92.0%	25.6	4.8	C
WB	Left Turn	37	30	81.1%	37.8	5.3	D
	Through	3	3	101.3%	19.5	28.9	B
	Right Turn	17	20	118.5%	11.1	5.5	B
	Subtotal	57	53	93.3%	26.8	4.8	C
Total		2,164	2,126	98.2%	10.5	1.6	B

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Existing Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 5 **Washington Blvd/Junction Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	508	497	97.9%	23.5	2.6	C
	Through	683	712	104.2%	4.3	1.1	A
	Right Turn						
	Subtotal	1,191	1,209	101.5%	12.2	1.2	B
SB	Left Turn	4	2	47.5%	12.0	19.4	B
	Through	842	828	98.3%	22.0	3.4	C
	Right Turn	244	222	91.1%	10.4	1.2	B
	Subtotal	1,090	1,052	96.5%	19.6	3.1	B
EB	Left Turn	255	236	92.5%	32.3	4.7	C
	Through	1	2	190.0%	9.3	25.0	A
	Right Turn	239	238	99.7%	1.8	0.1	A
	Subtotal	495	476	96.2%	16.9	2.2	B
WB	Left Turn	4	6	152.0%	42.5	17.7	D
	Through	4	2	47.5%	22.9	35.1	C
	Right Turn	3	3	114.0%	5.6	7.2	A
	Subtotal	11	11	103.6%	32.1	11.7	C
Total		2,787	2,749	98.6%	15.9	1.7	B

CITY OF ROSEVILLE CALIFORNIA

PUBLIC WORKS DEPT.

TRAFFIC ENGINEERING AND SPEED MAP

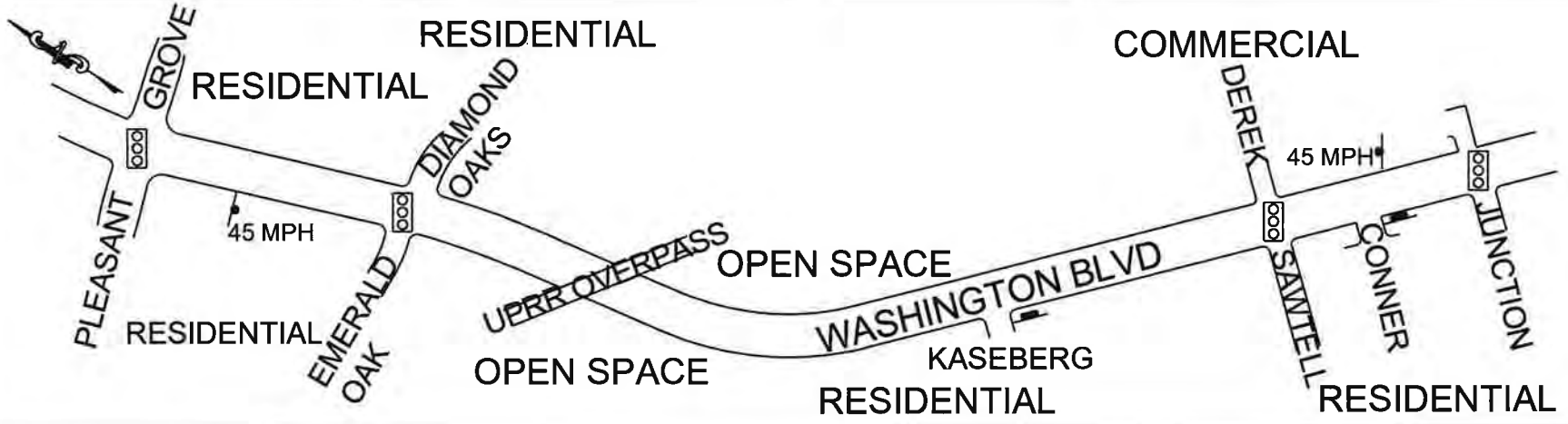
SPEED ZONE SURVEY

ROAD NAME:

WASHINGTON BL

JUNCTION TO PLEASANT GROVE

STRIP MAP



ROADWAY WIDTH	VARIES 40' TO 60'
NO. OF LANES	VARIES 2 TO 4
AADT	18,532
DIVIDER TYPE	PAINTED
CRITICAL SPEED (85th %)	50.1 MPH
PACE SPEED	41-50 MPH
3-YEAR ACCIDENT HISTORY	10
EXISTING SPEED LIMIT	45 MPH
RECOM. SPEED LIMIT	45 MPH
SEGMENT LENGTH	1.04 MI.

LEGEND STOP SIGNS SPEED LIMIT SIGN TRAFFIC SIGNAL

MPH	
61-75	1
51-60	30
41-50	139
31-40	10
1-30	0

ROADSIDE COND.

- SCHOOL ☐
- RESIDENCE ☒
- BUSINESS ☒
- PARKS ☐
- OPEN SPACE ☒
- BIKEWAY ☐

COMMENTS: NO PARKING ON BOTH SIDES OF STREET.

SOME RECOVERY AREA ☒ NO RECOVERY AREA ☐

SCHOOL ROUTE ☐

2014 Traffic Engineering and Speed Map - Speed Zone Survey

City of Roseville
Engineering and Traffic Survey
Summary

Street: WASHINGTON BL
Limits: JUNCTION BL
PLEASANT GROVE BL

Field Observer T TRELEVEN
Checked By:
Date: 1/14/2014

Factors	Direction: North/South		
A. Prevailing Speed Data			
Location of Survey	900' Northwest of Kaseberg Dr		
85th Percentile	50.1		
10 mph Pace	41 - 50		
Percent in Pace	79.5%		
Posted Speed Limit	45		
B. Collision History			
Date Range Covered	12/1/2010	To 11/30/2013	(3 years)
Total Collisions	10		
Collision Rate (Acc/MVM)	0.475		
Expected Collision Rate	1.75		
C. Traffic Factors			
Average Daily Traffic	18532		
Length of Segment	5472		
Lane Configuration	Single Lane Each Direction		
Street Classification	Arterial		
D. Conditions Not Readily Apparent			
Conditions	See: Roadside Conditions on the Speed Zone Survey Map		
Roadway Geometrics	Horizontal Curve		
Comments	Narrow underpath.		
E. Adjacent Land Use	Single Family and Multi-Family Residential; Open Space.		
Posted Speed Limit	45		
Speed Limit Change?	No		
Revised Speed Limit			

Approved and Authorized for release by City of Roseville Traffic Engineering Department:

Juan Cervantes T.E. 3-19-14

Date

Loc. #

City of Roseville

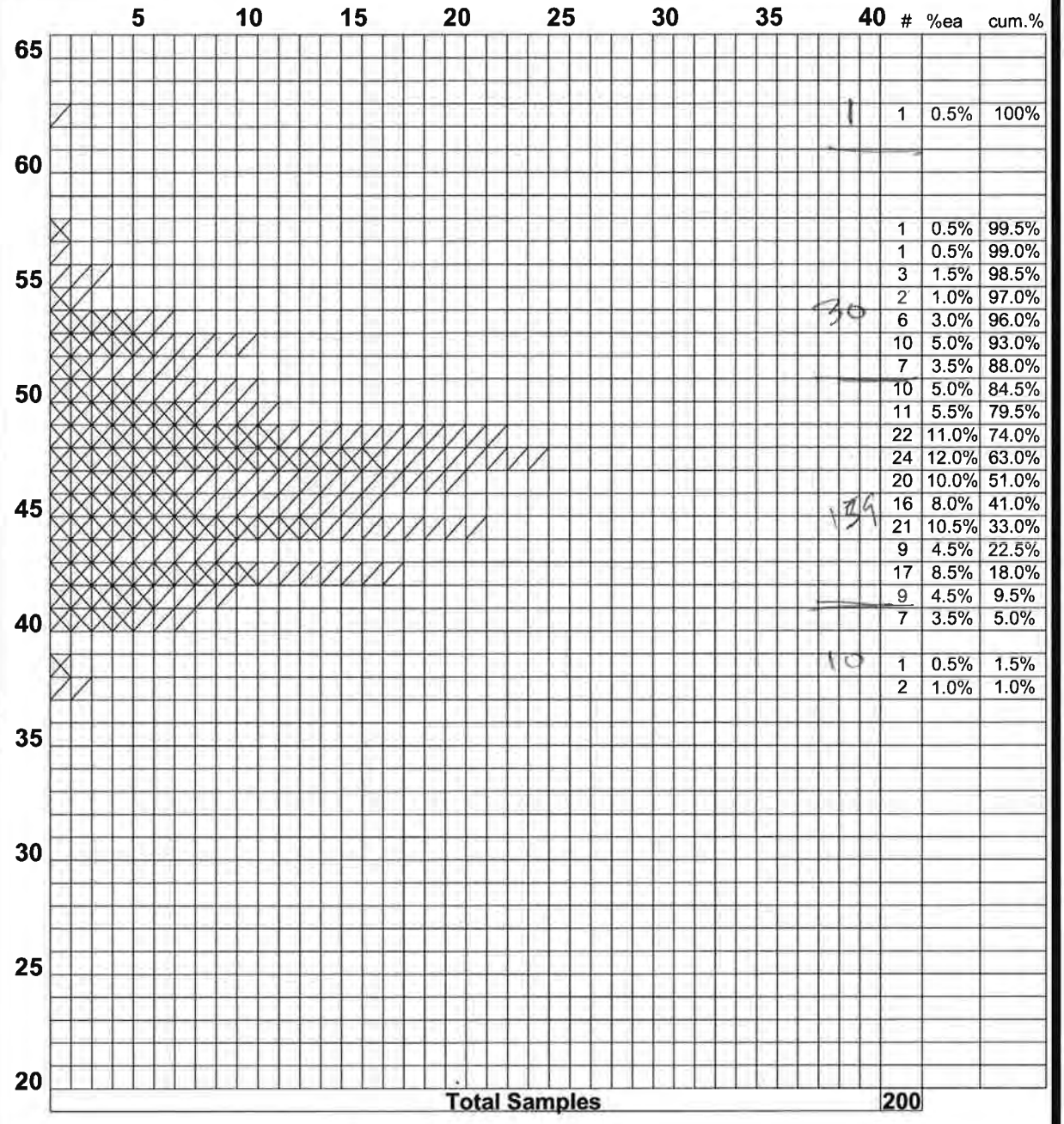
Traffic Engineering Department

Street Name: WASHINGTON BL

Limits: JUNCTION BL to PLEASANT GROVE BL

Radar Survey Sheet

X=North /=South



#	%ea	cum.%
1	0.5%	100%
1	0.5%	99.5%
1	0.5%	99.0%
3	1.5%	98.5%
2	1.0%	97.0%
6	3.0%	96.0%
10	5.0%	93.0%
7	3.5%	88.0%
10	5.0%	84.5%
11	5.5%	79.5%
22	11.0%	74.0%
24	12.0%	63.0%
20	10.0%	51.0%
16	8.0%	41.0%
21	10.5%	33.0%
9	4.5%	22.5%
17	8.5%	18.0%
9	4.5%	9.5%
7	3.5%	5.0%
1	0.5%	1.5%
2	1.0%	1.0%
Total Samples		200

85th Percentile Speed:	50.1
50th Percentile Speed:	45.9
15th Percentile Speed:	41.6
10 MPH Pace:	41- 50
Number in Pace:	159
Percent in Pace:	79.5%

Date of Survey:	1/14/2014	Start Time:	14:23
Weather:	Clear	End Time:	15:02
Road Condition:	Good	Posted Speed:	45
Street Class.:	Arterial	Observer:	T TRELEVEN
Conditions not Apparent:	See: Roadside Conditions on the Speed Zone Survey Map		

City of Roseville
Traffic Engineering Department
Radar Speed Data Worksheet

Date: 1/14/14 Location #

Street Name: Washington Bl Observer:

Limits: Junction to Pleasant Grove Location of Survey: 900' NW of Kaseberg

Weather: Roadway Geometrics:

Road Cond: Conditions Not Apparent:

Posted Speed: Start Time: 2:23

Lane Config: End Time: 3:02

Adjacent Land Use:

Street Classification: Arterial - Collector - Local

Average Daily Traffic:

Segment Length:

Speed Limit Changed? Yes - No

Revised Limit:

Checked By:

Collision Start Date:

Collision End Date:

Collision Period:

Total Collisions:

Collision Rate:

Expected Collision Rate:

Direction: ~~NB~~ NB

1. 46	21. 44	41. 48	61. 46	81. 44
2. 48	22. 41	42. 41	62. 45	82. 44
3. 40	23. 44	43. 46	63. 43	83. 46
4. 44	24. 42	44. 42	64. 44	84. 48
5. 50	25. 43	45. 40	65. 52	85. 41
6. 46	26. 53	46. 52	66. 49	86. 41
7. 42	27. 41	47. 46	67. 52	87. 53
8. 50	28. 49	48. 47	68. 42	88. 47
9. 44	29. 41	49. 44	69. 43	89. 48
10. 42	30. 45	50. 50	70. 42	90. 40
11. 53	31. 48	51. 47	71. 44	91. 47
12. 47	32. 40	52. 49	72. 47	92. 44
13. 51	33. 45	53. 38	73. 42	93. 44
14. 47	34. 48	54. 49	74. 42	94. 48
15. 51	35. 45	55. 53	75. 49	95. 44
16. 44	36. 42	56. 54	76. 41	96. 47
17. 47	37. 47	57. 47	77. 51	97. 42
18. 45	38. 48	58. 47	78. 50	98. 52
19. 47	39. 49	59. 48	79. 45	99. 48
20. 49	40. 45	60. 48	80. 47	100. 52

Direction: SB

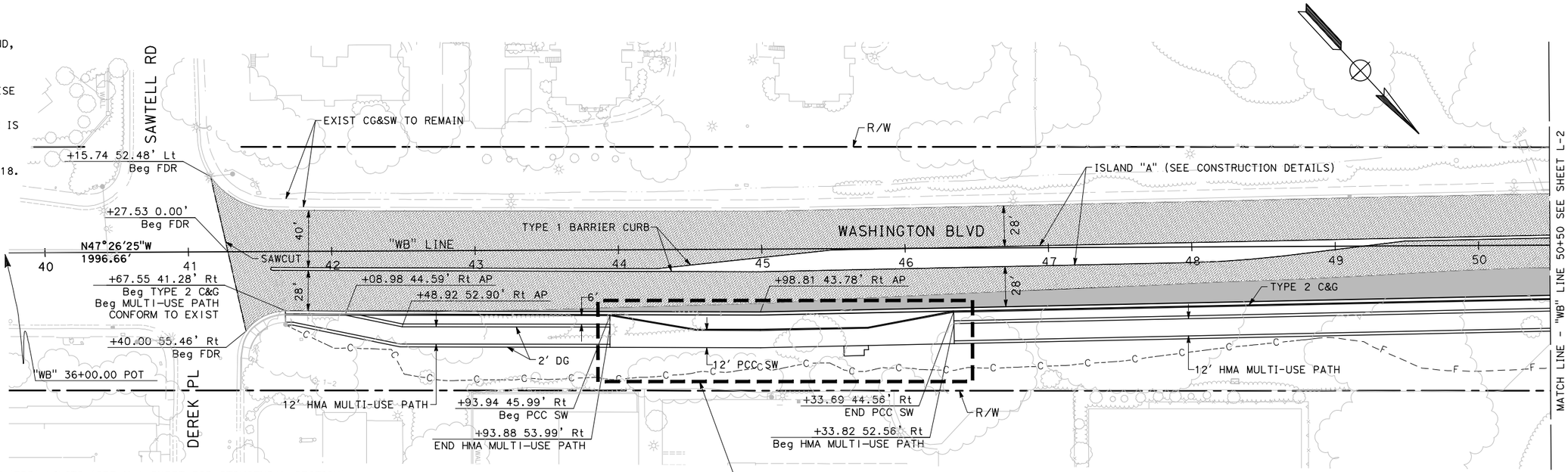
1. 46	21. 46	41. 46	61. 46	81. 37
2. 40	22. 62	42. 46	62. 47	82. 45
3. 55	23. 49	43. 44	63. 52	83. 48
4. 51	24. 47	44. 56	64. 48	84. 50
5. 52	25. 50	45. 41	65. 48	85. 48
6. 45	26. 45	46. 49	66. 42	86. 47
7. 43	27. 44	47. 47	67. 42	87. 46
8. 49	28. 46	48. 42	68. 44	88. 41
9. 55	29. 49	49. 46	69. 43	89. 41
10. 52	30. 46	50. 48	70. 44	90. 50
11. 53	31. 37	51. 48	71. 50	91. 51
12. 48	32. 52	52. 50	72. 44	92. 47
13. 44	33. 47	53. 41	73. 44	93. 46
14. 50	34. 42	54. 48	74. 48	94. 42
15. 52	35. 51	55. 55	75. 45	95. 53
16. 43	36. 45	56. 47	76. 40	96. 45
17. 45	37. 47	57. 48	77. 46	97. 42
18. 44	38. 48	58. 43	78. 45	98. 46
19. 43	39. 41	59. 54	79. 42	99. 48
20. 40	40. 46	60. 51	80. 43	100. 51

Comments:

APPENDIX B
EXISTING PLUS PROJECT CONDITIONS

NOTES:

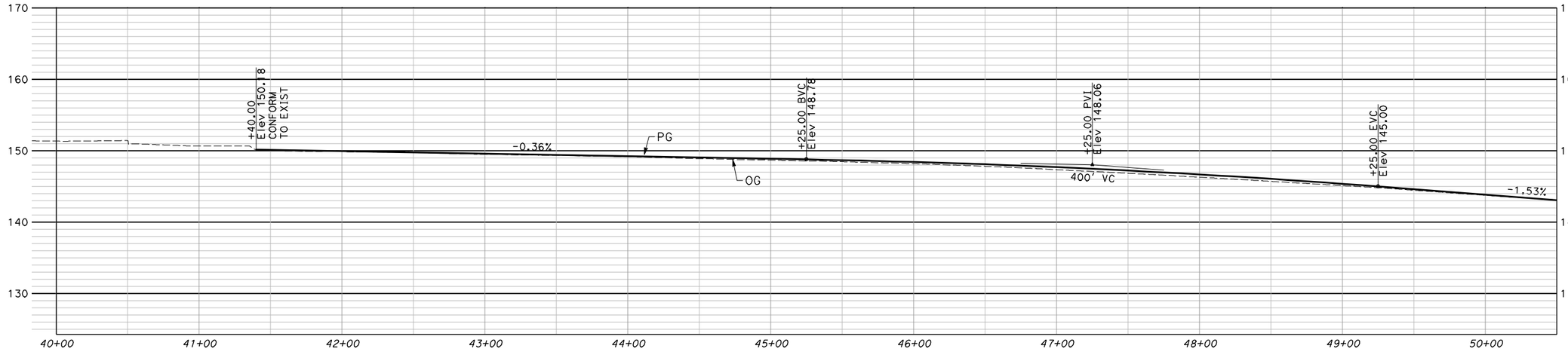
1. FOR GENERAL NOTES AND OTHER LEGEND, SEE SHEET GN-1 AND GN-2.
2. ALL STATION AND OFFSET CALLOUTS REFERENCE "WB" LINE UNLESS OTHERWISE NOTED.
3. STATION/OFFSET CALLOUTS TO GUTTER IS AT LIP.
4. FOR CURB AND GUTTER DETAILS, SEE ROSEVILLE Std PLANS ST-17 AND ST-18.
5. LANE WIDTH IS MEASURED TO LIP OF GUTTER.
6. CHAIN LINK FENCE SHALL CONFORM TO CST ST RSP A85. SEE CONSTRUCTION DETAILS FOR LIMITS AT CULVERTS.
7. SEE CONSTRUCTION DETAILS FOR RETAINING WALL No. 4 TO No. 15 LOCATED NEXT TO UNDERPASS STRUCTURE.



PLAN
SCALE: 1" = 40'

LEGEND:

- FULL DEPTH RECLAMATION (FDR) LIMITS (SEE X-1 SHEET FOR STRUCTURAL SECTION)
- NEW PAVEMENT AREA (SEE X-1 SHEET FOR STRUCTURAL SECTION)
- SAWCUT
- FILL LINE
- CUT LINE
- RETAINING WALL
- SOUNDWALL
- BERM



"WB" LINE PROFILE
SCALE: HORIZ 1" = 40'
VERT 1" = 8'

60% SUBMITTAL

L-1

NO.	REVISIONS	BY	DATE

BENCH MARK
ELEVATION 155.915 **DATUM** CITY
DESCRIPTION CITY OF ROSEVILLE BENCHMARK 8 – A 3 1/4 inch BRASS DISK TOP D.I. NORTH SIDE OF JUNCTION BOULEVARD, APPROXIMATELY 440 FEET EAST OF INTERSECTION WITH SAWTELL ROAD.

DESIGN BY:	JT
DRAWN BY:	JD
CHECKED BY:	ZS
SCALE:	AS SHOWN
DATE:	08/29/2018
PROJECT NO:	SA-16110

BY:

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — ZACHARY JAMES SIVIGLIA — No. 73128 — Exp. 12/31/18 — CIVIL — STATE OF CALIFORNIA

MARK THOMAS
701 UNIVERSITY AVENUE, SUITE 200
SACRAMENTO, CALIFORNIA 95825
(916) 381-9100

CITY OF ROSEVILLE
DEPARTMENT OF PUBLIC WORKS
311 VERNON STREET
ROSEVILLE, CA 95678
(916) 746-1300

CITY OF ROSEVILLE CALIFORNIA

WASHINGTON/ANDORA BRIDGE WIDENING PROJECT
PLAN AND PROFILE

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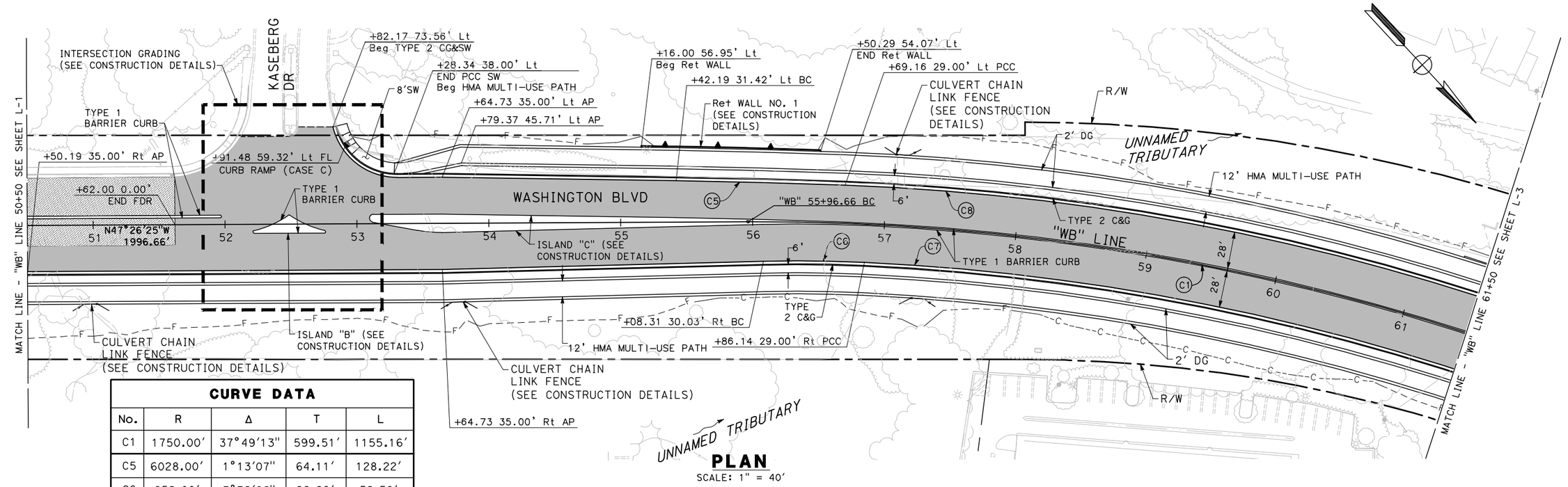
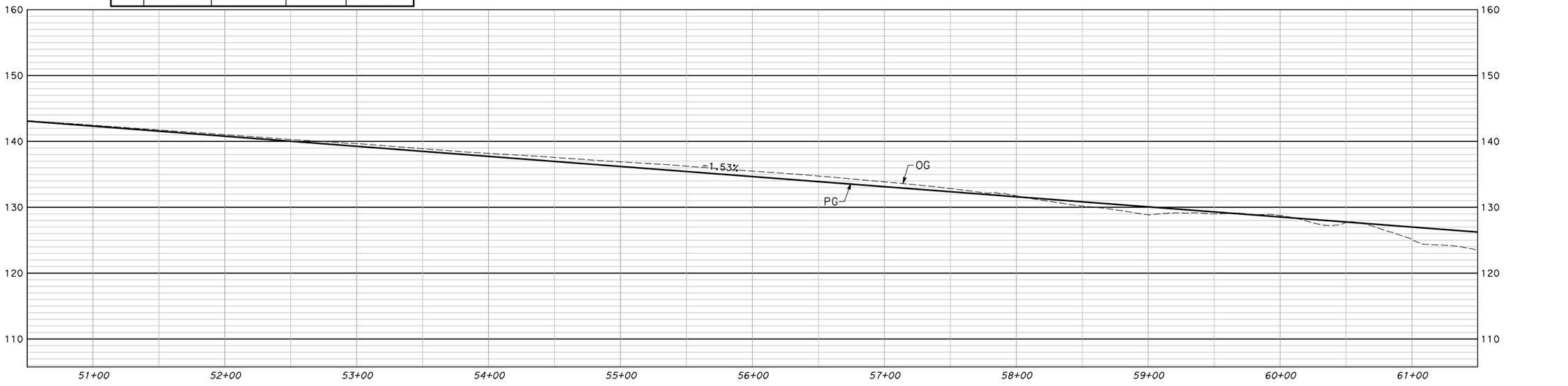


PLAN

SCALE: 1" = 40'

CURVE DATA

No.	R	Δ	T	L
C1	1750.00'	37°49'13"	599.51'	1155.16'
C5	6028.00'	1°13'07"	64.11'	128.22'
C6	852.00'	3°32'06"	26.29'	52.56'
C7	1721.00'	26°37'15"	407.16'	799.61'
C8	1779.00'	27°57'02"	442.74'	867.65'



"WB" LINE PROFILE

SCALE: Horiz 1" = 40'
Vert 1" = 8'

60% SUBMITTAL

L-2

NO.	REVISIONS	BY	DATE

BENCH MARK
ELEVATION 155.915 **DATUM** CITY
DESCRIPTION CITY OF ROSEVILLE BENCHMARK 8 – A 3 1/4 inch BRASS DISK TOP D.I. NORTH SIDE OF JUNCTION BOULEVARD, APPROXIMATELY 440 FEET EAST OF INTERSECTION WITH SAWTELL ROAD.

DESIGN BY:	JT
DRAWN BY:	JD
CHECKED BY:	ZS
SCALE:	AS SHOWN
DATE:	08/29/2018
PROJECT NO:	SA-16110

BY:

PLANS APPROVAL DATE

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WASHINGTON/ANDORA BRIDGE WIDENING PROJECT
PLAN AND PROFILE

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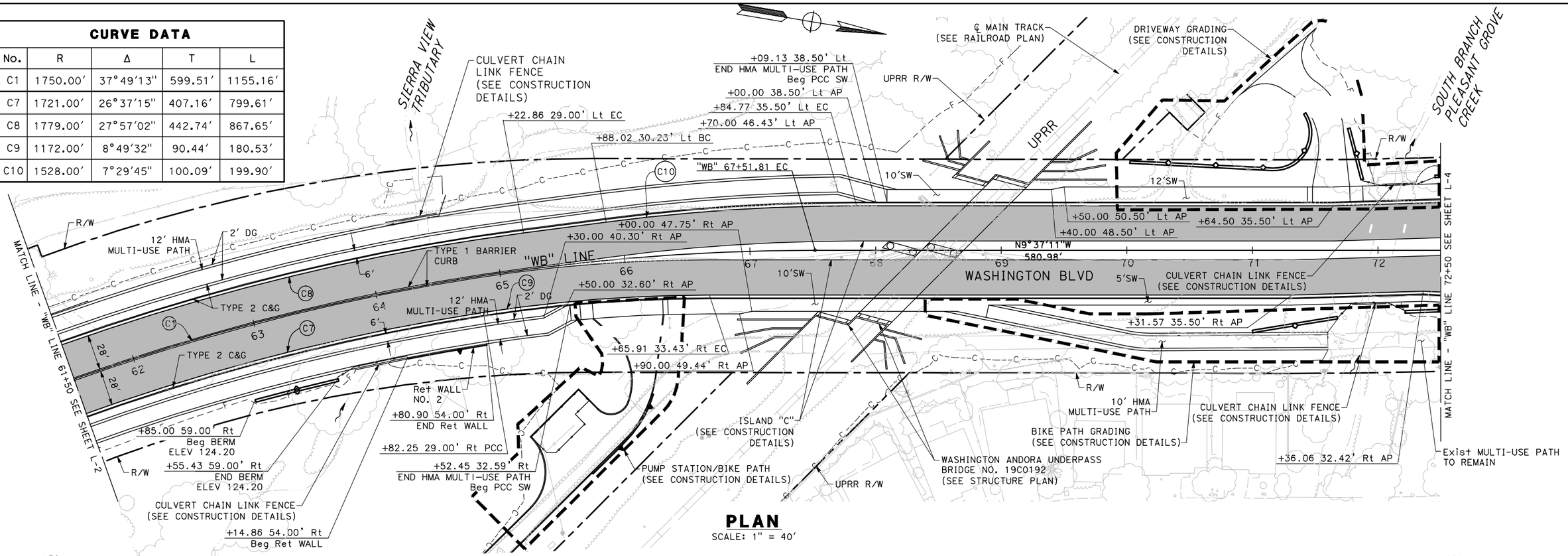
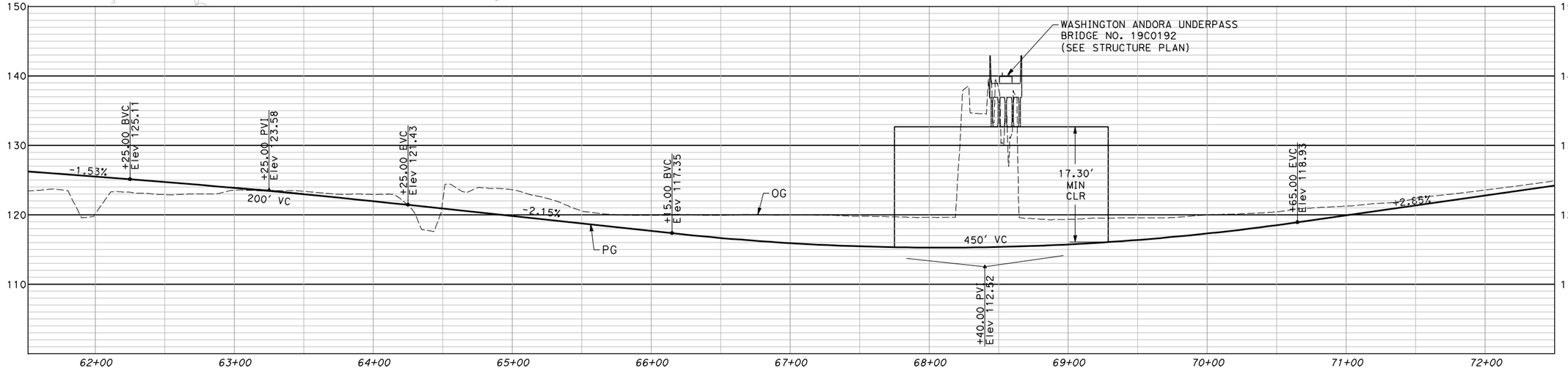
CURVE DATA				
No.	R	Δ	T	L
C1	1750.00′	37°49′13"	599.51′	1155.16′
C7	1721.00′	26°37′15"	407.16′	799.61′
C8	1779.00′	27°57′02"	442.74′	867.65′
C9	1172.00′	8°49′32"	90.44′	180.53′
C10	1528.00′	7°29′45"	100.09′	199.90′



PLAN
SCALE: 1" = 40′



"WB" LINE PROFILE
SCALE: Horiz 1" = 40′
Vert 1" = 8′

60% SUBMITTAL

L-3

NO.	REVISIONS	BY	DATE

BENCH MARK
ELEVATION 155.915 **DATUM** CITY
DESCRIPTION CITY OF ROSEVILLE BENCHMARK 8 – A 3 1/4 inch BRASS DISK TOP D.I. NORTH SIDE OF JUNCTION BOULEVARD, APPROXIMATELY 440 FEET EAST OF INTERSECTION WITH SAWTELL ROAD.

DESIGN BY:	JT
DRAWN BY:	JD
CHECKED BY:	ZS
SCALE:	AS SHOWN
DATE:	08/29/2018
PROJECT NO:	SA-16110

BY:

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — ZACHARY JAMES SIVIGLIA — No. 73128 — Exp. 12/31/18 — CIVIL — STATE OF CALIFORNIA

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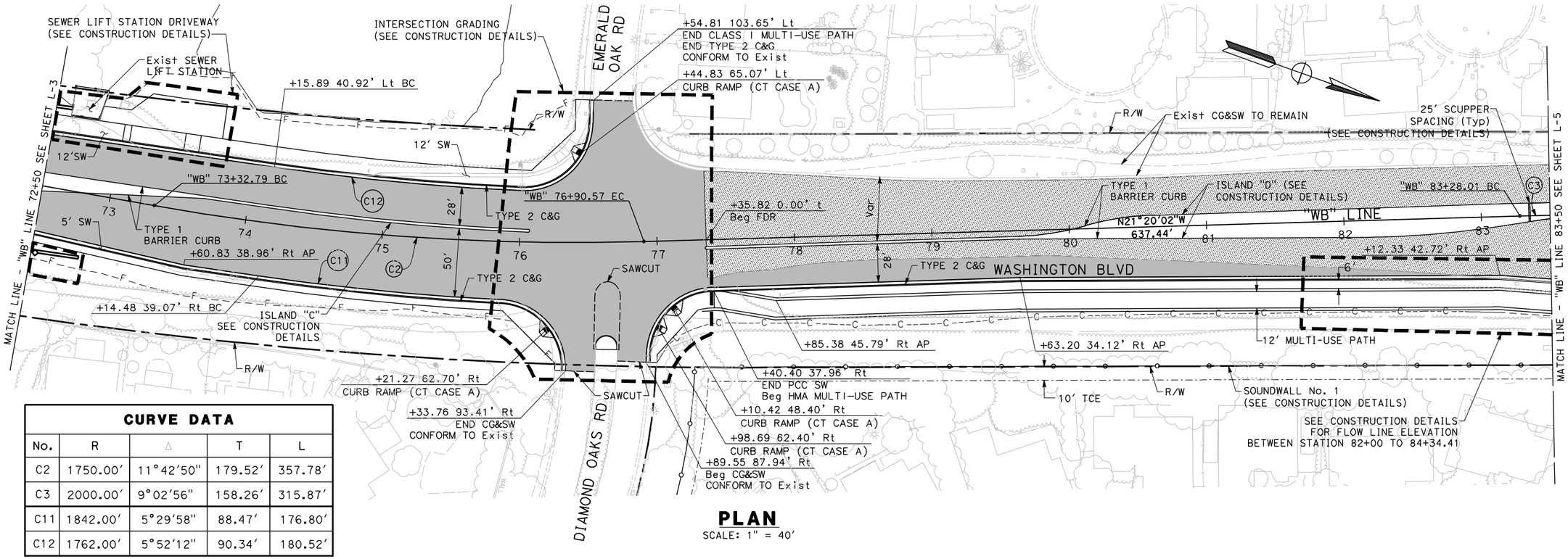
WASHINGTON/ANDORA BRIDGE WIDENING PROJECT
PLAN AND PROFILE

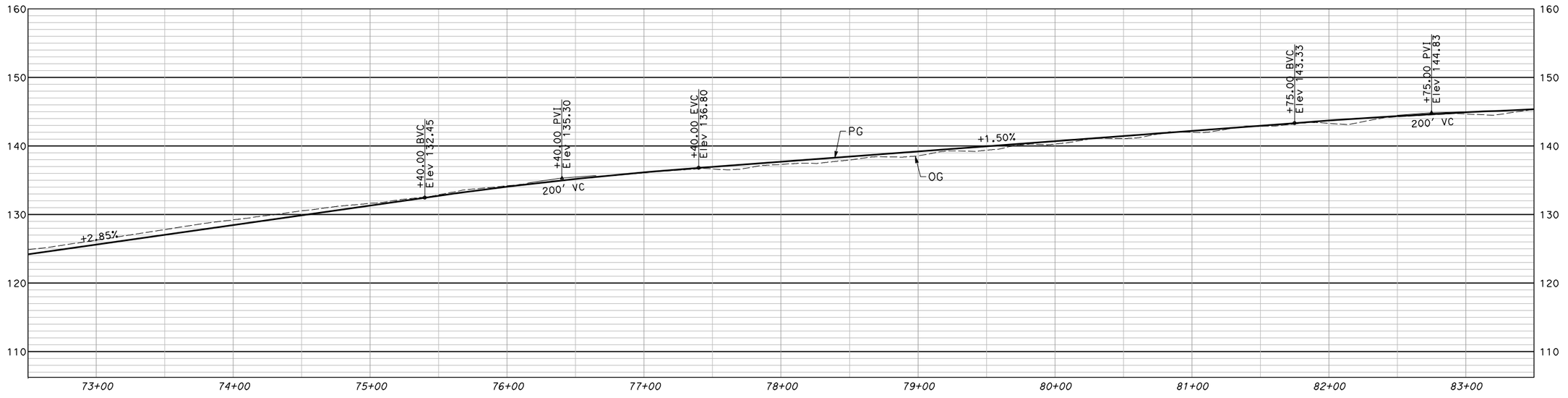
15 OF XX



PLAN

SCALE: 1" = 40'

CURVE DATA				
No.	R	Δ	T	L
C2	1750.00'	11°42'50"	179.52'	357.78'
C3	2000.00'	9°02'56"	158.26'	315.87'
C11	1842.00'	5°29'58"	88.47'	176.80'
C12	1762.00'	5°52'12"	90.34'	180.52'



"WB" LINE PROFILE

SCALE: Horiz 1" = 40'
Vert 1" = 8'

60% SUBMITTAL

L-4

NO.	REVISIONS	BY	DATE

BENCH MARK
ELEVATION 155.915 **DATUM** CITY
DESCRIPTION CITY OF ROSEVILLE BENCHMARK 8 – A 3 1/4 inch BRASS DISK TOP D.I. NORTH SIDE OF JUNCTION BOULEVARD, APPROXIMATELY 440 FEET EAST OF INTERSECTION WITH SAWTELL ROAD.

DESIGN BY:	JT
DRAWN BY:	JD
CHECKED BY:	ZS
SCALE:	AS SHOWN
DATE:	08/29/2018
PROJECT NO:	SA-16110

BY:

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
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No. 73128
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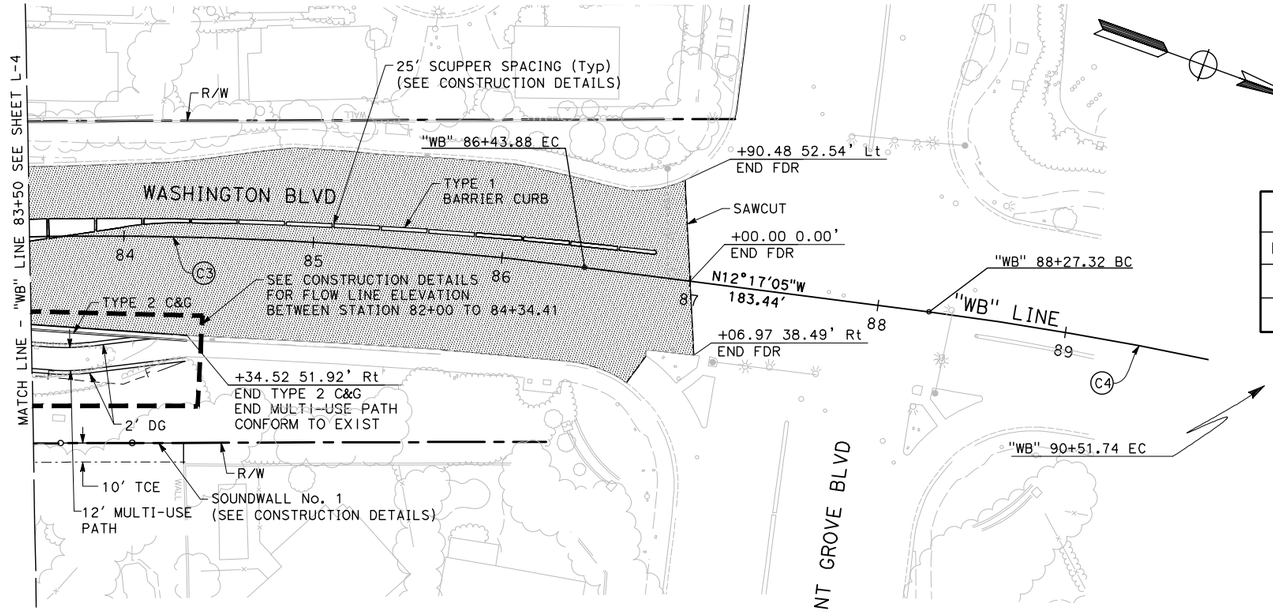
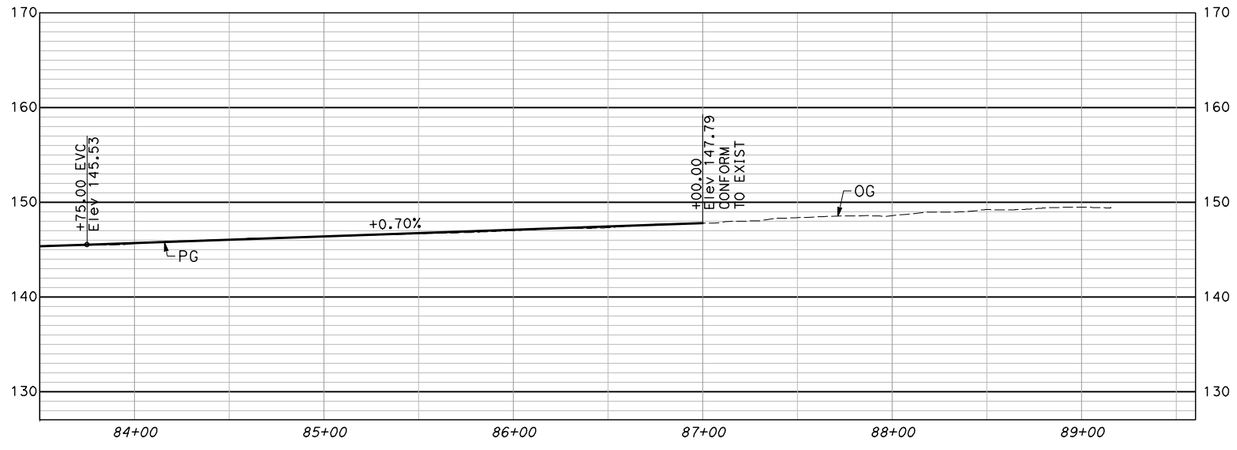
WASHINGTON/ANDORA BRIDGE WIDENING PROJECT
PLAN AND PROFILE

16 OF XX



PLAN
SCALE: 1" = 40'

CURVE DATA				
No.	R	Δ	T	L
C3	2000.00'	9°02'56"	158.26'	315.87'
C4	1910.00'	6°43'56"	112.34'	224.42'



"WB" LINE PROFILE
SCALE: Horiz 1" = 40'
Vert 1" = 8'

60% SUBMITTAL L-5

NO.	REVISIONS	BY	DATE

BENCH MARK
ELEVATION 155.915 **DATUM** CITY
DESCRIPTION CITY OF ROSEVILLE BENCHMARK 8 – A 3 1/4 inch BRASS DISK TOP D.I. NORTH SIDE OF JUNCTION BOULEVARD, APPROXIMATELY 440 FEET EAST OF INTERSECTION WITH SAWTELL ROAD.

DESIGN BY:	JT
DRAWN BY:	JD
CHECKED BY:	ZS
SCALE:	AS SHOWN
DATE:	08/29/2018
PROJECT NO:	SA-16110

BY:
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
ZACHARY JAMES SIVIGLIA
No. 73128
Exp. 12/31/18
CIVIL
STATE OF CALIFORNIA

MARK THOMAS
701 UNIVERSITY AVENUE, SUITE 200
SACRAMENTO, CALIFORNIA 95825
(916) 381-9100

CITY OF ROSEVILLE
DEPARTMENT OF PUBLIC WORKS
311 VERNON STREET
ROSEVILLE, CA 95678
(916) 746-1300

CITY OF ROSEVILLE CALIFORNIA

WASHINGTON/ANDORA BRIDGE WIDENING PROJECT
PLAN AND PROFILE

17 OF XX

SimTraffic Post-Processor | **Washington Andora Widening**
Average Results from 10 Runs | **Existing Plus Project Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 1 **Washington Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	208	216	103.8%	47.0	6.4	D
	Through	638	633	99.2%	36.0	5.1	D
	Right Turn	369	364	98.7%	8.7	0.9	A
	Subtotal	1,215	1,213	99.8%	29.8	4.3	C
SB	Left Turn	74	70	94.0%	59.0	7.4	E
	Through	564	581	103.0%	46.1	5.6	D
	Right Turn	98	103	105.5%	15.3	3.5	B
	Subtotal	736	754	102.4%	43.0	5.0	D
EB	Left Turn	52	48	92.8%	61.3	14.1	E
	Through	1,350	1,262	93.5%	34.9	10.0	C
	Right Turn	205	203	99.0%	24.9	5.5	C
	Subtotal	1,607	1,513	94.1%	34.4	8.7	C
WB	Left Turn	176	175	99.3%	50.4	5.3	D
	Through	798	739	92.7%	28.8	3.9	C
	Right Turn	64	57	89.7%	9.3	1.0	A
	Subtotal	1,038	972	93.6%	31.6	2.9	C
Total		4,596	4,451	96.8%	34.0	2.2	C

Intersection 2 **Washington Blvd/Emerald Oak Rd-Diamond Oaks Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	6	121.6%	31.9	27.1	C
	Through	1,028	977	95.0%	12.6	1.7	B
	Right Turn	35	38	108.6%	5.8	2.0	A
	Subtotal	1,068	1,021	95.6%	12.5	1.7	B
SB	Left Turn	110	107	97.1%	39.1	4.6	D
	Through	835	830	99.4%	10.3	2.0	B
	Right Turn						
	Subtotal	945	937	99.1%	13.6	1.7	B
EB	Left Turn	8	8	95.0%	32.1	29.4	C
	Through	6	5	82.3%	31.9	28.5	C
	Right Turn	16	12	73.6%	8.8	7.0	A
	Subtotal	30	24	81.1%	26.3	8.8	C
WB	Left Turn	62	63	101.1%	37.9	11.6	D
	Through	1	1	114.0%	10.1	27.0	B
	Right Turn	179	188	104.9%	13.2	3.6	B
	Subtotal	242	252	104.0%	19.4	3.8	B
Total		2,285	2,233	97.7%	13.9	1.4	B

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Existing Plus Project Conditions**
Volume and Delay by Movement **AM Peak Hour**

Intersection 3 **Washington Blvd/Kaseberg Dr** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	28	27	96.4%	8.0	3.3	A
	Through	1,047	1,009	96.4%	2.7	0.7	A
	Right Turn						
	Subtotal	1,075	1,036	96.4%	2.8	0.6	A
SB	Left Turn						
	Through	907	872	96.2%	4.4	0.7	A
	Right Turn	6	7	120.3%	4.0	0.7	A
	Subtotal	913	879	96.3%	4.4	0.7	A
EB	Left Turn	21	20	94.1%	15.3	6.4	C
	Through						
	Right Turn	36	33	92.9%	7.1	4.8	A
	Subtotal	57	53	93.3%	10.5	4.1	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,045	1,968	96.3%	3.7	0.5	A

Intersection 4 **Washington Blvd/Sawtell Rd-Derek Pl** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	29	97.5%	36.2	8.7	D
	Through	1,019	988	96.9%	6.8	1.8	A
	Right Turn	37	45	121.2%	3.4	1.0	A
	Subtotal	1,086	1,062	97.8%	7.5	1.9	A
SB	Left Turn	24	26	109.3%	42.1	6.5	D
	Through	897	864	96.3%	8.6	4.4	A
	Right Turn	22	21	95.0%	7.5	7.0	A
	Subtotal	943	911	96.6%	9.5	4.2	A
EB	Left Turn	46	40	86.7%	31.4	5.8	C
	Through	22	22	100.2%	33.7	12.1	C
	Right Turn	84	82	98.2%	9.8	4.0	A
	Subtotal	152	144	95.0%	19.1	4.6	B
WB	Left Turn	16	16	99.8%	36.5	12.8	D
	Through	1	0	0.0%	0.0	0.0	A
	Right Turn	10	10	95.0%	5.3	3.4	A
	Subtotal	27	25	94.3%	24.1	7.7	C
Total		2,208	2,143	97.0%	9.4	2.2	A

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Existing Plus Project Conditions**
Volume and Delay by Movement **AM Peak Hour**

Intersection 5 **Washington Blvd/Junction Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	147	143	97.5%	31.0	2.9	C
	Through	618	608	98.4%	9.2	2.0	A
	Right Turn						
	Subtotal	765	751	98.2%	13.4	1.7	B
SB	Left Turn	3	3	101.3%	5.9	11.3	A
	Through	682	665	97.5%	14.1	2.1	B
	Right Turn	312	301	96.5%	8.6	1.2	A
	Subtotal	997	969	97.2%	12.5	1.5	B
EB	Left Turn	466	443	95.0%	22.4	2.8	C
	Through	1	1	114.0%	7.6	17.7	A
	Right Turn	412	423	102.7%	3.2	0.4	A
	Subtotal	879	867	98.6%	13.0	1.7	B
WB	Left Turn	2	0	19.0%	4.0	12.6	A
	Through	2	2	114.0%	18.5	31.4	B
	Right Turn	2	0	19.0%	0.7	2.1	A
	Subtotal	6	3	50.7%	18.0	20.8	B
Total		2,647	2,590	97.8%	12.9	1.0	B

Intersection 3 **Washington Blvd/Kaseberg Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	28	24	86.9%	18.5	4.9	B
	Through	1,047	1,003	95.8%	6.1	1.7	A
	Right Turn						
	Subtotal	1,075	1,028	95.6%	6.4	1.8	A
SB	Left Turn						
	Through	907	891	98.2%	8.5	1.2	A
	Right Turn	6	7	120.3%	4.2	4.2	A
	Subtotal	913	898	98.4%	8.5	1.2	A
EB	Left Turn	21	19	90.5%	13.5	3.9	B
	Through						
	Right Turn	36	38	106.6%	7.6	3.0	A
	Subtotal	57	57	100.7%	9.9	2.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,045	1,983	97.0%	7.5	1.3	A

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Existing Plus Project Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 1 **Washington Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	263	252	95.7%	58.2	15.8	E
	Through	485	496	102.3%	42.0	3.7	D
	Right Turn	484	483	99.8%	9.9	1.0	A
	Subtotal	1,232	1,231	99.9%	32.9	4.9	C
SB	Left Turn	171	136	79.3%	227.6	38.1	F
	Through	856	701	81.9%	219.9	34.6	F
	Right Turn	32	32	98.6%	164.0	31.4	F
	Subtotal	1,059	868	82.0%	219.1	35.2	F
EB	Left Turn	71	68	95.3%	66.3	10.9	E
	Through	1,359	1,301	95.7%	49.7	7.8	D
	Right Turn	209	206	98.5%	39.9	7.6	D
	Subtotal	1,639	1,574	96.1%	49.1	6.9	D
WB	Left Turn	448	444	99.1%	79.4	17.7	E
	Through	1,568	1,535	97.9%	39.6	4.9	D
	Right Turn	57	59	103.3%	17.6	2.4	B
	Subtotal	2,073	2,038	98.3%	47.8	7.5	D
Total		6,003	5,711	95.1%	71.0	7.6	E

Intersection 2 **Washington Blvd/Emerald Oak Rd-Diamond Oaks Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	12	11	95.0%	46.1	15.7	D
	Through	1,077	1,074	99.7%	15.5	2.2	B
	Right Turn	91	107	117.3%	9.1	1.7	A
	Subtotal	1,180	1,192	101.0%	15.2	2.0	B
SB	Left Turn	144	124	86.0%	43.5	6.5	D
	Through	1,355	1,186	87.5%	12.7	1.7	B
	Right Turn	14	12	86.9%	10.8	7.0	B
	Subtotal	1,513	1,322	87.4%	15.6	1.5	B
EB	Left Turn	5	5	98.8%	34.4	26.3	C
	Through	2	2	76.0%	16.1	26.2	B
	Right Turn	9	6	67.6%	12.8	13.8	B
	Subtotal	16	13	78.4%	33.4	19.9	C
WB	Left Turn	82	87	106.1%	37.6	10.1	D
	Through	2	1	38.0%	3.0	9.4	A
	Right Turn	150	158	105.4%	15.2	4.7	B
	Subtotal	234	246	105.1%	23.2	4.5	C
Total		2,943	2,772	94.2%	16.2	1.3	B

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Existing Plus Project Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 3 **Washington Blvd/Kaseberg Dr** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	34	30	88.3%	23.7	10.9	C
	Through	1,170	1,165	99.6%	3.1	0.5	A
	Right Turn						
	Subtotal	1,204	1,195	99.3%	3.6	0.5	A
SB	Left Turn						
	Through	1,416	1,248	88.1%	7.4	0.9	A
	Right Turn	30	27	89.9%	6.8	0.9	A
	Subtotal	1,446	1,275	88.1%	7.4	0.9	A
EB	Left Turn	10	13	129.2%	22.2	22.1	C
	Through						
	Right Turn	42	45	107.7%	12.8	3.9	B
	Subtotal	52	58	111.8%	14.8	3.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,702	2,528	93.6%	5.8	0.4	A

Intersection 4 **Washington Blvd/Sawtell Rd-Derek Pl** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	49	98.8%	43.2	6.7	D
	Through	1,123	1,112	99.0%	6.1	1.6	A
	Right Turn	22	24	107.1%	2.8	1.2	A
	Subtotal	1,195	1,185	99.2%	7.5	1.6	A
SB	Left Turn	17	14	80.5%	49.1	11.6	D
	Through	1,407	1,265	89.9%	12.2	2.0	B
	Right Turn	34	29	83.8%	9.5	5.2	A
	Subtotal	1,458	1,308	89.7%	12.5	2.0	B
EB	Left Turn	62	59	95.0%	33.8	6.3	C
	Through	1	2	152.0%	17.2	24.5	B
	Right Turn	25	18	71.4%	13.3	4.9	B
	Subtotal	88	78	89.0%	29.4	5.1	C
WB	Left Turn	35	25	72.7%	28.3	10.8	C
	Through	3	4	126.7%	30.2	20.0	C
	Right Turn	19	18	94.0%	9.3	5.9	A
	Subtotal	57	47	82.7%	23.8	7.9	C
Total		2,798	2,618	93.6%	10.9	1.6	B

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Existing Plus Project Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 5 **Washington Blvd/Junction Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	462	481	104.0%	34.4	2.5	C
	Through	731	725	99.1%	11.2	1.7	B
	Right Turn						
	Subtotal	1,193	1,205	101.0%	20.4	1.8	C
SB	Left Turn	4	3	66.5%	19.9	22.5	B
	Through	920	843	91.6%	25.2	4.7	C
	Right Turn	543	472	86.9%	19.0	3.4	B
	Subtotal	1,467	1,317	89.8%	23.0	3.5	C
EB	Left Turn	461	455	98.8%	30.7	3.9	C
	Through	1	2	190.0%	9.0	17.1	A
	Right Turn	224	219	97.9%	2.1	0.2	A
	Subtotal	686	676	98.6%	21.4	2.6	C
WB	Left Turn	4	5	123.5%	28.1	25.4	C
	Through	4	3	85.5%	33.9	29.5	C
	Right Turn	3	2	76.0%	3.2	4.2	A
	Subtotal	11	11	96.7%	27.0	16.2	C
Total		3,357	3,210	95.6%	21.7	1.6	C

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Existing Plus Project Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 3 **Washington Blvd/Kaseberg Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	34	38	112.9%	18.8	4.9	B
	Through	1,170	1,170	100.0%	5.9	1.6	A
	Right Turn						
	Subtotal	1,204	1,209	100.4%	6.3	1.6	A
SB	Left Turn						
	Through	1,416	1,176	83.1%	12.8	3.6	B
	Right Turn	30	26	87.4%	12.5	6.2	B
	Subtotal	1,446	1,203	83.2%	12.8	3.5	B
EB	Left Turn	10	9	91.2%	15.7	15.4	B
	Through						
	Right Turn	42	50	118.5%	8.2	3.5	A
	Subtotal	52	59	113.3%	9.4	4.3	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,702	2,470	91.4%	9.5	2.4	A

APPENDIX C
CUMULATIVE CONDITIONS

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Cumulative No Project Conditions**
Volume and Delay by Movement **AM Peak Hour**

Intersection 1 **Washington Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	118	116	97.9%	55.7	8.0	E
	Through	850	783	92.1%	43.5	5.9	D
	Right Turn	334	299	89.5%	6.0	1.5	A
	Subtotal	1,302	1,198	92.0%	35.3	4.8	D
SB	Left Turn	94	94	100.3%	79.7	8.7	E
	Through	578	554	95.8%	48.3	3.7	D
	Right Turn	366	377	103.0%	20.9	2.6	C
	Subtotal	1,038	1,025	98.7%	41.1	3.1	D
EB	Left Turn	465	369	79.4%	71.8	7.2	E
	Through	2,138	1,717	80.3%	40.0	3.4	D
	Right Turn	99	77	77.9%	30.1	3.5	C
	Subtotal	2,702	2,163	80.1%	45.1	3.0	D
WB	Left Turn	46	42	90.9%	73.7	12.2	E
	Through	1,039	1,021	98.2%	40.5	3.9	D
	Right Turn	112	116	103.8%	9.2	0.8	A
	Subtotal	1,197	1,179	98.5%	38.6	3.9	D
Total		6,239	5,565	89.2%	40.9	1.9	D

Intersection 2 **Washington Blvd/Emerald Oak Rd-Diamond Oaks Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	4	83.6%	74.4	62.6	E
	Through	1,091	974	89.3%	108.4	23.7	F
	Right Turn	66	68	102.5%	101.9	24.0	F
	Subtotal	1,162	1,046	90.0%	108.1	23.5	F
SB	Left Turn	124	101	81.5%	47.7	6.8	D
	Through	598	568	94.9%	13.1	1.4	B
	Right Turn	1	2	228.0%	7.4	9.8	A
	Subtotal	723	671	92.8%	18.6	1.7	B
EB	Left Turn	9	6	67.6%	61.4	41.1	E
	Through	10	7	72.2%	59.9	45.9	E
	Right Turn	15	19	124.1%	25.9	29.4	C
	Subtotal	34	32	93.9%	40.6	35.0	D
WB	Left Turn	36	37	103.4%	43.2	11.2	D
	Through	1	1	76.0%	6.9	15.4	A
	Right Turn	202	206	101.8%	34.1	6.0	C
	Subtotal	239	244	101.9%	35.4	6.1	D
Total		2,158	1,993	92.3%	67.8	12.1	E

Intersection 3 **Washington Blvd/Kaseberg Dr** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	27	29	105.6%	13.0	5.0	B
	Through	1,130	1,120	99.1%	8.9	6.1	A
	Right Turn						
	Subtotal	1,157	1,149	99.3%	9.0	6.0	A
SB	Left Turn						
	Through	643	622	96.8%	6.0	0.9	A
	Right Turn	6	4	69.7%	5.5	0.8	A
	Subtotal	649	627	96.6%	6.0	0.9	A
EB	Left Turn	32	38	117.6%	12.6	2.6	B
	Through						
	Right Turn	23	21	92.5%	5.9	2.4	A
	Subtotal	55	59	107.1%	10.6	2.3	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,861	1,834	98.6%	8.1	3.8	A

Intersection 4 **Washington Blvd/Sawtell Rd-Derek Pl** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	33	110.2%	35.1	7.7	D
	Through	1,098	1,099	100.1%	7.4	1.6	A
	Right Turn	62	71	115.2%	3.3	0.7	A
	Subtotal	1,190	1,204	101.2%	7.9	1.5	A
SB	Left Turn	3	2	63.3%	14.6	24.0	B
	Through	641	615	96.0%	7.9	3.3	A
	Right Turn	22	22	101.9%	3.3	3.1	A
	Subtotal	666	640	96.0%	7.9	3.2	A
EB	Left Turn	48	50	103.7%	31.0	6.3	C
	Through	22	22	98.5%	26.2	5.7	C
	Right Turn	84	86	102.2%	9.7	2.3	A
	Subtotal	154	157	102.2%	18.7	2.6	B
WB	Left Turn	16	12	73.6%	28.5	10.7	C
	Through	1	1	76.0%	7.3	16.6	A
	Right Turn	11	11	96.7%	10.6	8.4	B
	Subtotal	28	23	82.8%	22.1	10.2	C
Total		2,038	2,024	99.3%	8.9	1.3	A

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Cumulative No Project Conditions**
Volume and Delay by Movement **AM Peak Hour**

Intersection 5 **Washington Blvd/Junction Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	353	347	98.2%	28.0	2.6	C
	Through	797	783	98.3%	10.1	1.6	B
	Right Turn						
	Subtotal	1,150	1,130	98.2%	15.6	1.6	B
SB	Left Turn	3	2	63.3%	17.3	25.2	B
	Through	605	571	94.4%	19.1	3.3	B
	Right Turn	133	142	106.6%	7.6	1.0	A
	Subtotal	741	715	96.5%	17.0	2.9	B
EB	Left Turn	391	407	104.2%	24.8	2.8	C
	Through	1	1	114.0%	2.9	6.2	A
	Right Turn	892	888	99.6%	8.6	1.4	A
	Subtotal	1,284	1,297	101.0%	13.7	1.0	B
WB	Left Turn	2	2	76.0%	17.1	30.0	B
	Through	2	1	38.0%	7.4	18.8	A
	Right Turn	2	2	76.0%	3.7	5.9	A
	Subtotal	6	4	63.3%	23.9	30.0	C
Total		3,181	3,145	98.9%	15.1	1.4	B

Intersection 1 **Washington Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	224	224	100.1%	58.8	6.3	E
	Through	551	512	92.9%	36.6	3.0	D
	Right Turn	329	326	99.1%	3.5	0.2	A
	Subtotal	1,104	1,062	96.2%	31.4	2.8	C
SB	Left Turn	231	181	78.5%	276.3	42.2	F
	Through	1,062	847	79.8%	227.0	40.1	F
	Right Turn	449	352	78.4%	199.4	37.2	F
	Subtotal	1,742	1,381	79.3%	226.6	39.9	F
EB	Left Turn	209	173	82.5%	101.5	14.2	F
	Through	1,879	1,567	83.4%	71.5	18.4	E
	Right Turn	67	48	70.9%	62.3	22.9	E
	Subtotal	2,155	1,787	82.9%	74.2	17.8	E
WB	Left Turn	354	293	82.8%	179.6	49.0	F
	Through	2,285	2,088	91.4%	94.2	22.3	F
	Right Turn	84	73	86.9%	53.2	21.7	D
	Subtotal	2,723	2,454	90.1%	103.3	24.5	F
Total		7,724	6,684	86.5%	109.5	14.3	F

Intersection 2 **Washington Blvd/Emerald Oak Rd-Diamond Oaks Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	10	102.6%	58.9	23.3	E
	Through	769	734	95.5%	47.3	21.4	D
	Right Turn	77	73	95.2%	34.2	23.7	C
	Subtotal	856	818	95.5%	46.4	21.4	D
SB	Left Turn	278	212	76.3%	57.1	6.7	E
	Through	1,188	951	80.1%	24.6	2.6	C
	Right Turn	17	15	89.4%	16.8	6.4	B
	Subtotal	1,483	1,178	79.5%	30.4	3.4	C
EB	Left Turn	5	4	76.0%	68.9	113.2	E
	Through	4	4	104.5%	24.0	30.5	C
	Right Turn	8	8	95.0%	18.1	25.7	B
	Subtotal	17	16	91.6%	32.2	22.6	C
WB	Left Turn	190	184	96.6%	37.0	7.1	D
	Through	8	6	80.8%	41.4	21.2	D
	Right Turn	330	319	96.6%	26.4	4.3	C
	Subtotal	528	509	96.4%	30.4	4.4	C
Total		2,884	2,521	87.4%	35.7	6.7	D

Intersection 3 **Washington Blvd/Kaseberg Dr** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	24	121.6%	21.8	9.2	C
	Through	843	828	98.2%	4.2	0.8	A
	Right Turn						
	Subtotal	863	852	98.7%	4.7	1.0	A
SB	Left Turn						
	Through	1,343	1,111	82.7%	11.0	1.0	B
	Right Turn	43	40	92.8%	9.5	0.8	A
	Subtotal	1,386	1,151	83.0%	11.0	1.0	B
EB	Left Turn	13	15	114.0%	36.7	22.9	E
	Through						
	Right Turn	38	35	91.0%	27.1	13.1	D
	Subtotal	51	49	96.9%	29.4	11.9	D
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,300	2,052	89.2%	8.9	0.8	A

Intersection 4 **Washington Blvd/Sawtell Rd-Derek Pl** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	54	107.2%	40.6	14.9	D
	Through	792	788	99.5%	5.5	1.1	A
	Right Turn	25	25	101.8%	2.9	0.7	A
	Subtotal	867	867	100.0%	7.7	1.4	A
SB	Left Turn	15	11	76.0%	44.4	24.0	D
	Through	1,331	1,099	82.5%	7.9	1.3	A
	Right Turn	35	26	74.9%	4.3	3.1	A
	Subtotal	1,381	1,136	82.3%	8.3	1.3	A
EB	Left Turn	62	59	95.6%	38.4	7.3	D
	Through	1	0	38.0%	3.8	12.0	A
	Right Turn	25	20	80.6%	14.6	7.6	B
	Subtotal	88	80	90.7%	32.1	7.0	C
WB	Left Turn	50	46	91.2%	37.2	10.4	D
	Through	3	3	114.0%	36.7	32.4	D
	Right Turn	9	11	118.2%	13.3	7.6	B
	Subtotal	62	60	96.2%	34.6	9.8	C
Total		2,398	2,142	89.3%	9.7	1.4	A

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Cumulative No Project Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 5 **Washington Blvd/Junction Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	1,193	1,118	93.7%	58.8	24.4	E
	Through	581	565	97.2%	27.5	18.5	C
	Right Turn						
	Subtotal	1,774	1,682	94.8%	48.4	22.7	D
SB	Left Turn	4	2	38.0%	19.2	24.9	B
	Through	967	796	82.4%	52.9	13.9	D
	Right Turn	435	366	84.0%	35.5	10.7	D
	Subtotal	1,406	1,164	82.8%	47.5	12.5	D
EB	Left Turn	283	297	104.9%	34.6	3.0	C
	Through	1	1	114.0%	2.8	5.9	A
	Right Turn	525	526	100.2%	4.0	0.7	A
	Subtotal	809	824	101.9%	15.0	1.3	B
WB	Left Turn	4	2	57.0%	26.0	32.4	C
	Through	4	4	104.5%	46.1	36.2	D
	Right Turn	3	3	114.0%	1.9	2.4	A
	Subtotal	11	10	89.8%	32.9	23.9	C
Total		4,000	3,680	92.0%	40.6	10.1	D

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Cumulative Plus Project Conditions**
Volume and Delay by Movement **AM Peak Hour**

Intersection 1 **Washington Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	167	171	102.4%	70.2	17.7	E
	Through	1,043	1,006	96.5%	62.3	18.9	E
	Right Turn	458	501	109.4%	30.3	12.8	C
	Subtotal	1,668	1,678	100.6%	53.6	17.3	D
SB	Left Turn	90	72	80.2%	79.0	19.8	E
	Through	568	570	100.4%	46.0	4.0	D
	Right Turn	386	367	95.2%	20.9	2.6	C
	Subtotal	1,044	1,010	96.7%	39.3	4.4	D
EB	Left Turn	382	302	79.2%	88.8	11.3	F
	Through	2,110	1,734	82.2%	58.9	10.5	E
	Right Turn	100	85	84.7%	43.8	9.4	D
	Subtotal	2,592	2,122	81.8%	62.6	10.4	E
WB	Left Turn	43	41	94.6%	76.5	13.8	E
	Through	1,049	1,072	102.2%	45.4	2.7	D
	Right Turn	112	114	102.1%	9.6	1.4	A
	Subtotal	1,204	1,227	101.9%	43.0	2.4	D
Total		6,508	6,036	92.8%	52.0	5.3	D

Intersection 2 **Washington Blvd/Emerald Oak Rd-Diamond Oaks Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	6	5	76.0%	29.8	16.8	C
	Through	1,461	1,459	99.9%	23.4	7.1	C
	Right Turn	118	131	110.8%	15.5	4.1	B
	Subtotal	1,585	1,594	100.6%	22.8	6.8	C
SB	Left Turn	123	128	103.8%	64.2	16.5	E
	Through	587	543	92.4%	10.8	2.3	B
	Right Turn	1	2	152.0%	4.8	7.3	A
	Subtotal	711	672	94.5%	21.1	3.6	C
EB	Left Turn	9	12	130.9%	24.5	9.9	C
	Through	11	9	79.5%	29.6	15.0	C
	Right Turn	14	17	124.9%	14.7	12.5	B
	Subtotal	34	38	111.8%	19.9	5.1	B
WB	Left Turn	36	39	108.7%	26.8	15.7	C
	Through	1	1	114.0%	9.3	19.9	A
	Right Turn	198	185	93.7%	19.0	2.8	B
	Subtotal	235	226	96.1%	20.6	2.4	C
Total		2,565	2,530	98.6%	22.1	5.1	C

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Cumulative Plus Project Conditions**
Volume and Delay by Movement **AM Peak Hour**

Intersection 3 **Washington Blvd/Kaseberg Dr** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	28	28	99.1%	4.6	2.2	A
	Through	1,552	1,551	99.9%	4.1	1.1	A
	Right Turn						
	Subtotal	1,580	1,579	99.9%	4.1	1.1	A
SB	Left Turn						
	Through	631	591	93.6%	3.8	0.7	A
	Right Turn	6	3	44.3%	3.5	0.7	A
	Subtotal	637	593	93.1%	3.8	0.7	A
EB	Left Turn	33	22	67.9%	10.5	9.5	B
	Through						
	Right Turn	23	24	104.1%	4.1	2.4	A
	Subtotal	56	46	82.8%	7.4	3.9	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,273	2,218	97.6%	4.1	0.9	A

Intersection 4 **Washington Blvd/Sawtell Rd-Derek Pl** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	30	27	88.7%	42.8	14.7	D
	Through	1,519	1,524	100.3%	9.4	1.9	A
	Right Turn	62	63	101.1%	5.9	1.4	A
	Subtotal	1,611	1,613	100.1%	9.9	1.8	A
SB	Left Turn	4	3	66.5%	32.0	31.9	C
	Through	628	587	93.4%	15.1	9.2	B
	Right Turn	22	21	93.3%	9.9	7.9	A
	Subtotal	654	610	93.3%	15.1	8.9	B
EB	Left Turn	49	54	110.9%	37.8	7.9	D
	Through	22	29	131.3%	34.6	9.2	C
	Right Turn	84	104	123.5%	8.5	2.2	A
	Subtotal	155	187	120.6%	21.1	4.7	C
WB	Left Turn	15	13	88.7%	34.4	11.1	C
	Through	1	0	0.0%	0.1	0.3	A
	Right Turn	12	17	145.7%	14.3	7.4	B
	Subtotal	28	31	109.9%	21.8	5.1	C
Total		2,448	2,441	99.7%	12.1	2.9	B

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Cumulative Plus Project Conditions**
Volume and Delay by Movement **AM Peak Hour**

Intersection 5 **Washington Blvd/Junction Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	298	297	99.6%	39.7	7.1	D
	Through	957	976	102.0%	17.6	2.8	B
	Right Turn						
	Subtotal	1,255	1,273	101.4%	22.7	3.3	C
SB	Left Turn	3	3	88.7%	34.1	29.3	C
	Through	599	565	94.3%	24.1	3.0	C
	Right Turn	125	121	96.7%	9.3	1.8	A
	Subtotal	727	689	94.7%	21.6	2.7	C
EB	Left Turn	652	660	101.3%	27.6	4.7	C
	Through	1	0	38.0%	6.4	20.3	A
	Right Turn	795	830	104.4%	7.6	1.1	A
	Subtotal	1,448	1,491	103.0%	16.5	2.4	B
WB	Left Turn	2	4	209.0%	11.4	13.4	B
	Through	2	2	76.0%	10.2	20.3	B
	Right Turn	2	4	190.0%	5.5	4.3	A
	Subtotal	6	10	158.3%	15.2	13.2	B
Total		3,436	3,461	100.7%	19.8	1.3	B

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Cumulative Plus Project Conditions**
Volume and Delay by Movement **AM Peak Hour**

Intersection 3 **Washington Blvd/Kaseberg Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	28	29	101.8%	27.2	4.5	C
	Through	1,552	1,518	97.8%	8.5	1.9	A
	Right Turn						
	Subtotal	1,580	1,547	97.9%	8.8	1.9	A
SB	Left Turn						
	Through	631	633	100.3%	9.0	1.3	A
	Right Turn	6	6	95.0%	8.9	7.3	A
	Subtotal	637	639	100.3%	9.0	1.3	A
EB	Left Turn	33	32	95.6%	18.0	4.8	B
	Through						
	Right Turn	23	20	87.6%	7.5	3.6	A
	Subtotal	56	52	92.3%	14.0	4.3	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,273	2,237	98.4%	9.0	1.3	A

SimTraffic Post-Processor | **Washington Andora Widening**
Average Results from 10 Runs | **Cumulative Plus Project Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 1 **Washington Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	254	261	102.9%	75.8	15.4	E
	Through	623	613	98.3%	37.7	3.8	D
	Right Turn	328	320	97.5%	9.1	0.7	A
	Subtotal	1,205	1,194	99.1%	38.6	4.3	D
SB	Left Turn	226	152	67.1%	361.6	31.4	F
	Through	1,354	954	70.4%	307.8	33.8	F
	Right Turn	350	253	72.2%	278.2	32.7	F
	Subtotal	1,930	1,358	70.4%	308.3	33.1	F
EB	Left Turn	205	159	77.7%	173.1	34.6	F
	Through	1,905	1,450	76.1%	153.4	34.0	F
	Right Turn	112	84	75.0%	153.2	39.3	F
	Subtotal	2,222	1,693	76.2%	155.2	34.1	F
WB	Left Turn	511	363	70.9%	248.9	22.1	F
	Through	2,239	2,010	89.8%	135.6	18.4	F
	Right Turn	84	69	82.3%	96.1	17.1	F
	Subtotal	2,834	2,442	86.2%	151.3	18.3	F
Total		8,191	6,686	81.6%	164.1	14.6	F

Intersection 2 **Washington Blvd/Emerald Oak Rd-Diamond Oaks Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	9	11	118.2%	37.4	9.7	D
	Through	871	861	98.9%	19.4	3.2	B
	Right Turn	83	87	105.3%	9.4	2.4	A
	Subtotal	963	959	99.6%	18.7	3.0	B
SB	Left Turn	205	143	69.7%	41.0	4.5	D
	Through	1,756	1,244	70.8%	22.9	4.2	C
	Right Turn	16	14	85.5%	18.6	4.3	B
	Subtotal	1,977	1,400	70.8%	24.7	4.0	C
EB	Left Turn	5	4	76.0%	22.2	23.4	C
	Through	3	2	76.0%	8.3	14.2	A
	Right Turn	9	10	109.8%	13.8	6.0	B
	Subtotal	17	16	93.9%	19.3	8.5	B
WB	Left Turn	251	240	95.7%	23.8	2.1	C
	Through	7	6	86.9%	20.2	16.7	C
	Right Turn	329	348	105.7%	14.6	1.8	B
	Subtotal	587	594	101.2%	18.5	0.9	B
Total		3,544	2,969	83.8%	21.5	2.3	C

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Cumulative Plus Project Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 3 **Washington Blvd/Kaseberg Dr** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	18	18	99.2%	19.1	14.1	C
	Through	950	934	98.3%	1.8	0.2	A
	Right Turn						
	Subtotal	968	952	98.3%	2.2	0.4	A
SB	Left Turn						
	Through	1,971	1,471	74.7%	9.0	1.1	A
	Right Turn	45	33	72.6%	8.4	1.1	A
	Subtotal	2,016	1,504	74.6%	9.0	1.1	A
EB	Left Turn	13	13	96.5%	33.0	19.8	D
	Through						
	Right Turn	38	28	74.0%	12.7	5.2	B
	Subtotal	51	41	79.7%	20.0	8.5	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,035	2,496	82.2%	6.6	0.8	A

Intersection 4 **Washington Blvd/Sawtell Rd-Derek Pl** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	53	46	86.0%	57.9	14.3	E
	Through	894	869	97.2%	5.3	0.7	A
	Right Turn	21	24	112.2%	2.2	0.8	A
	Subtotal	968	938	96.9%	7.8	1.7	A
SB	Left Turn	20	14	68.4%	63.8	22.4	E
	Through	1,952	1,406	72.0%	18.1	5.2	B
	Right Turn	37	29	79.1%	18.3	9.3	B
	Subtotal	2,009	1,449	72.1%	18.6	5.1	B
EB	Left Turn	63	66	105.0%	45.2	7.2	D
	Through	1	1	76.0%	8.5	26.7	A
	Right Turn	25	24	97.3%	26.5	7.9	C
	Subtotal	89	91	102.5%	40.1	6.2	D
WB	Left Turn	48	41	84.7%	53.0	13.1	D
	Through	3	2	63.3%	19.6	29.8	B
	Right Turn	11	14	124.4%	5.9	3.4	A
	Subtotal	62	56	90.7%	41.9	13.8	D
Total		3,128	2,534	81.0%	15.9	3.3	B

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Cumulative Plus Project Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 5 **Washington Blvd/Junction Blvd** **Signal**

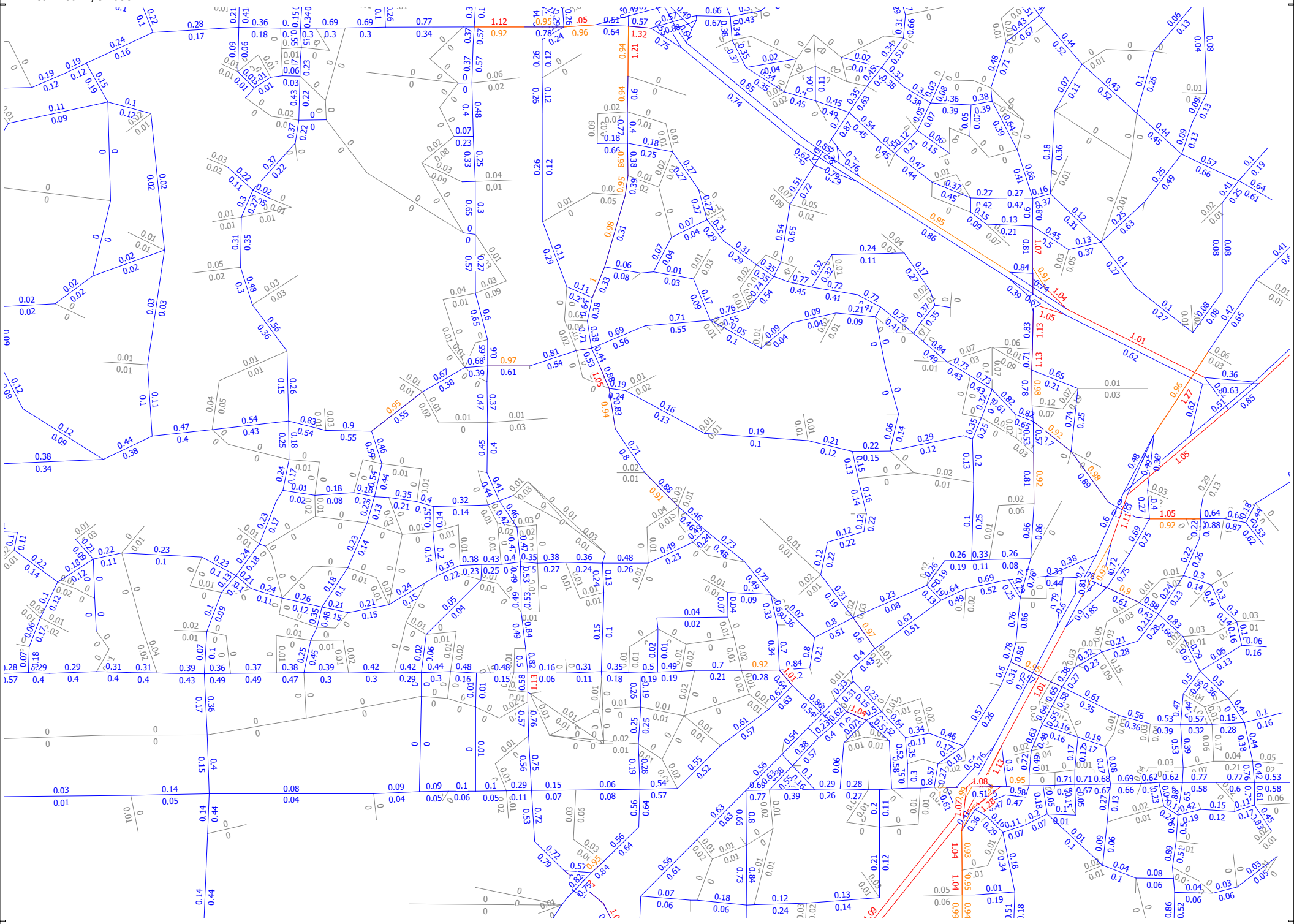
Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	1,005	941	93.6%	62.2	18.8	E
	Through	685	676	98.6%	23.1	11.1	C
	Right Turn						
	Subtotal	1,690	1,616	95.6%	45.9	16.0	D
SB	Left Turn	4	4	95.0%	44.7	37.2	D
	Through	1,239	977	78.8%	42.8	5.9	D
	Right Turn	782	583	74.5%	61.1	16.1	E
	Subtotal	2,025	1,563	77.2%	49.8	8.3	D
EB	Left Turn	280	275	98.1%	46.0	4.3	D
	Through	1	0	38.0%	2.0	6.3	A
	Right Turn	438	446	101.8%	3.2	0.5	A
	Subtotal	719	721	100.3%	19.5	1.7	B
WB	Left Turn	4	2	47.5%	12.5	18.6	B
	Through	4	5	123.5%	45.2	36.5	D
	Right Turn	3	5	152.0%	10.1	9.4	B
	Subtotal	11	11	103.6%	33.5	18.3	C
Total		4,445	3,911	88.0%	42.6	7.7	D

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Cumulative Plus Project Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 3 **Washington Blvd/Kaseberg Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	18	22	120.3%	19.4	6.4	B
	Through	950	938	98.7%	4.6	1.0	A
	Right Turn						
	Subtotal	968	960	99.1%	4.9	1.0	A
SB	Left Turn						
	Through	1,971	1,469	74.5%	14.7	2.7	B
	Right Turn	45	38	85.3%	15.5	4.7	B
	Subtotal	2,016	1,507	74.8%	14.7	2.6	B
EB	Left Turn	13	11	87.7%	14.9	10.6	B
	Through						
	Right Turn	38	41	109.0%	13.1	5.5	B
	Subtotal	51	53	103.6%	13.6	5.8	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,035	2,519	83.0%	11.0	1.7	B

Roseville Washington Andora Widening
Base Year
PM Peak Hour V/C Ratio



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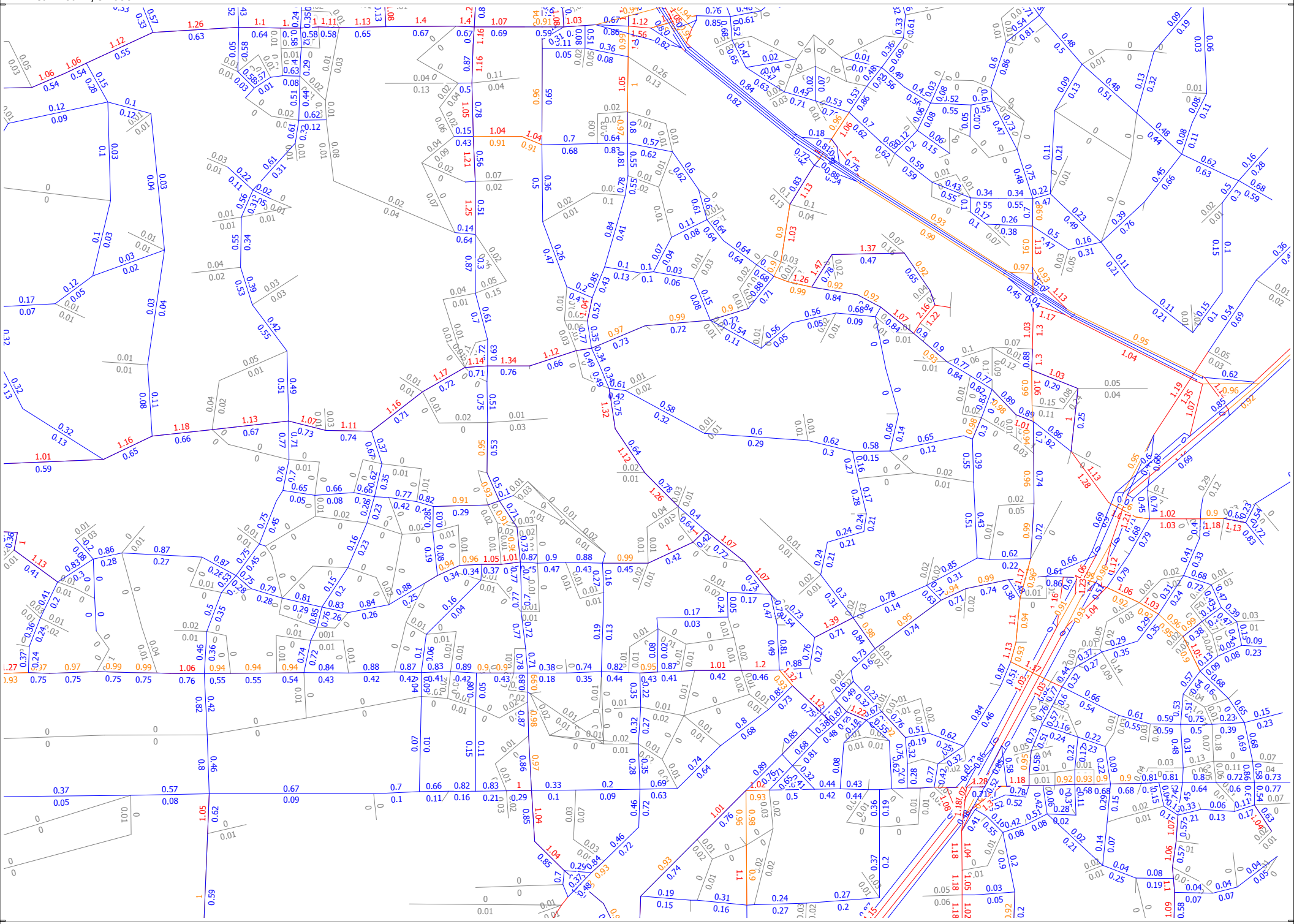
Roseville Washington Andora Widening
Cumulative Year No Project
PM Peak Hour V/C Ratio



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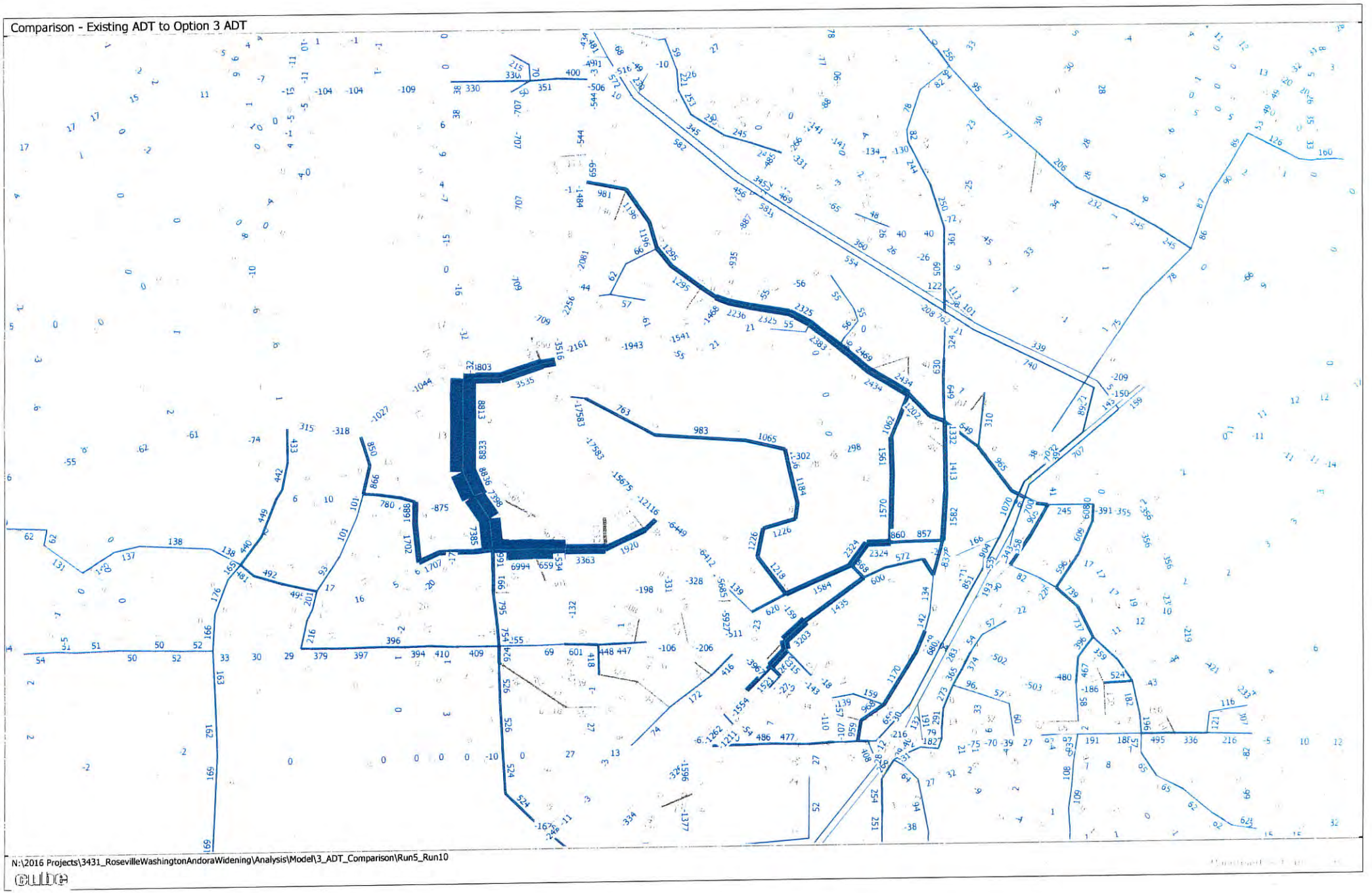
APPENDIX D
CONSTRUCTION CLOSURE CONDITIONS


Comparison - Existing ADT to Option 3 ADT
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Option 3 Traffic Diversion - Roadways Experiencing Increases

Segment	Functional Class	Existing ADT	Existing Plus Option 3 - Method A	Existing Plus Option 3 - Method B	Method B Divided by Method A
Washington Blvd south of Pleasant Grove	Two to Four Lanes	22,100	5,900	6,200	5.1%
Washington Blvd. south of Diamond Oaks Rd.	Two Lanes	20,300	0	0	-
Foothills south of Pleasant Grove	Six-Lane Arterial	32,200	42,600	43,400	1.9%
Pleasant Grove west of Washington	Six-Lane Arterial	44,100	48,300	47,100	-2.5%
Junction east of Foothills	Four-Lane Arterial	14,400	22,600	22,500	-0.4%
Diamond Oaks east of Washington	Two-Lane Collector	4,700	5,900	6,200	5.1%
Roseville Parkway east of Pleasant Grove	Six-Lane Arterial	44,800	47,500	51,900	9.3%
Galleria south of Roseville Parkway	Six-Lane Arterial	27,900	29,800	32,000	7.4%
Reserve Drive south of Roseville Parkway	Two-Lane Collector	8,000	9,800	11,000	12.2%
SUM or Average		*218,500*	*212,400*	*220300*	*4.8%*
Source / Note		*1, 2*	*3*	*4*	

1 = ADT based on March 2015 traffic data compiled from City's ITS count database as part of Placer Ranch SP EIR.

2 = ADT on Washington Blvd. based on May 2016 counts. Counts not available on Reserve Drive, so very rough estimate of 8,000 ADT assumed.

3 = Method A is the base year model's predicted redistribution of traffic (based on percent increase)

4 = Method B is the projected redistribution based on travel time survey results.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	207	91	198	384	189	148	1148	158	204	1204	180
Future Volume (veh/h)	163	207	91	198	384	189	148	1148	158	204	1204	180
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	181	230	8	220	427	19	164	1276	0	227	1338	0
Adj No. of Lanes	1	2	1	1	2	1	1	3	1	1	3	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	511	224	262	588	258	206	2334	700	269	2514	756
Arrive On Green	0.13	0.14	0.14	0.15	0.17	0.17	0.12	0.46	0.00	0.15	0.49	0.00
Sat Flow, veh/h	1774	3539	1550	1774	3539	1555	1774	5085	1583	1774	5085	1583
Grp Volume(v), veh/h	181	230	8	220	427	19	164	1276	0	227	1338	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1550	1774	1770	1555	1774	1695	1583	1774	1695	1583
Q Serve(g_s), s	11.9	7.1	0.5	14.5	13.7	1.2	10.8	21.7	0.0	14.9	21.7	0.0
Cycle Q Clear(g_c), s	11.9	7.1	0.5	14.5	13.7	1.2	10.8	21.7	0.0	14.9	21.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	511	224	262	588	258	206	2334	700	269	2514	756
V/C Ratio(X)	0.81	0.45	0.04	0.84	0.73	0.07	0.80	0.55	0.00	0.84	0.53	0.00
Avail Cap(c_a), veh/h	340	599	262	355	628	276	355	2334	700	384	2514	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.1	47.0	44.1	49.8	47.4	42.2	51.6	23.4	0.0	49.5	20.8	0.0
Incr Delay (d2), s/veh	4.6	0.8	0.1	9.7	4.2	0.1	2.6	0.9	0.0	8.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	3.5	0.2	7.8	7.0	0.5	5.4	10.4	0.0	7.9	10.3	0.0
LnGrp Delay(d),s/veh	55.7	47.7	44.2	59.4	51.6	42.4	54.3	24.4	0.0	57.5	21.6	0.0
LnGrp LOS	E	D	D	E	D	D	D	C		E	C	
Approach Vol, veh/h		419			666			1440			1565	
Approach Delay, s/veh		51.1			53.9			27.8			26.8	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	62.3	18.1	22.6	21.2	58.1	20.7	20.0
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	* 6	4.0	5.7
Max Green Setting (Gmax), s	23.0	37.0	22.0	18.3	25.0	* 35	23.0	17.3
Max Q Clear Time (g_c+I1), s	12.8	23.7	13.9	15.7	16.9	23.7	16.5	9.1
Green Ext Time (p_c), s	0.2	11.9	0.2	1.0	0.3	10.4	0.2	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	34.1
HCM 2010 LOS	C

Notes

SimTraffic Post-Processor **Washington Blvd Widening**
Average Results from 10 Runs **Existing Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 58 **Foothills Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	328	340	103.7%	53.3	4.2	D
	Through	411	420	102.1%	39.7	4.3	D
	Right Turn	572	554	96.9%	3.9	0.2	A
	Subtotal	1,311	1,314	100.2%	28.2	2.2	C
SB	Left Turn	265	242	91.4%	47.7	7.5	D
	Through	707	720	101.8%	49.7	6.1	D
	Right Turn	173	181	104.9%	3.0	0.4	A
	Subtotal	1,145	1,143	99.9%	41.8	4.6	D
EB	Left Turn	134	120	89.7%	49.2	8.3	D
	Through	1,058	987	93.3%	37.4	3.0	D
	Right Turn	161	154	95.9%	4.3	0.6	A
	Subtotal	1,353	1,261	93.2%	34.6	2.6	C
WB	Left Turn	788	777	98.6%	70.7	8.0	E
	Through	1,380	1,182	85.7%	102.2	35.7	F
	Right Turn	107	86	80.1%	55.7	27.6	E
	Subtotal	2,275	2,045	89.9%	88.1	22.8	F
Total		6,084	5,764	94.7%	53.6	7.4	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Washington Blvd Widening
Existing Conditions
PM Peak Hour

Intersection 63 **Galleria Blvd/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	514	452	87.9%	97.3	32.7	F
	Through	756	723	95.7%	51.1	7.5	D
	Right Turn	65	62	94.9%	8.3	4.6	A
	Subtotal	1,335	1,237	92.6%	66.0	15.7	E
SB	Left Turn	585	583	99.6%	75.1	7.8	E
	Through	582	556	95.5%	46.1	9.4	D
	Right Turn	309	308	99.7%	3.5	0.3	A
	Subtotal	1,476	1,446	98.0%	48.7	5.2	D
EB	Left Turn	446	412	92.3%	101.8	43.8	F
	Through	1,101	1,126	102.3%	40.5	6.7	D
	Right Turn	448	460	102.6%	7.3	1.1	A
	Subtotal	1,995	1,998	100.1%	45.8	9.3	D
WB	Left Turn	247	220	89.2%	93.1	21.5	F
	Through	1,405	1,328	94.5%	96.6	25.3	F
	Right Turn	745	721	96.8%	15.6	9.8	B
	Subtotal	2,397	2,270	94.7%	70.7	20.3	E
Total		7,203	6,950	96.5%	58.0	8.1	E

Intersection 107 **Reserve Dr/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	306	300	98.2%	42.1	7.0	D
	Through	28	29	104.7%	41.9	13.8	D
	Right Turn	274	259	94.7%	9.2	2.5	A
	Subtotal	608	589	96.9%	27.7	4.1	C
SB	Left Turn	165	161	97.5%	39.5	3.1	D
	Through	23	20	88.3%	41.8	13.1	D
	Right Turn	74	73	98.6%	1.1	0.1	A
	Subtotal	262	254	97.0%	28.6	3.0	C
EB	Left Turn	38	42	109.8%	46.3	12.1	D
	Through	1,512	1,544	102.1%	36.6	3.8	D
	Right Turn	271	265	97.8%	8.3	3.4	A
	Subtotal	1,821	1,851	101.7%	32.8	3.8	C
WB	Left Turn	201	174	86.4%	55.3	10.0	E
	Through	1,840	1,714	93.1%	35.5	7.7	D
	Right Turn	187	162	86.9%	8.3	0.5	A
	Subtotal	2,228	2,050	92.0%	35.1	7.4	D
Total		4,919	4,744	96.4%	33.0	3.6	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	203	167	91	98	354	659	148	1238	68	737	1279	210
Future Volume (vph)	203	167	91	98	354	659	148	1238	68	737	1279	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	2.7	2.7	3.0	2.7	2.7	3.0	2.7	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1532	1770	3539	1534	1770	5085	1560	1770	5085	1560
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1532	1770	3539	1534	1770	5085	1560	1770	5085	1560
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	226	186	101	109	393	732	164	1376	76	819	1421	233
RTOR Reduction (vph)	0	0	75	0	0	301	0	0	0	0	0	0
Lane Group Flow (vph)	226	186	26	109	393	431	164	1376	76	819	1421	233
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			Free			Free
Actuated Green, G (s)	18.6	28.1	28.1	12.2	21.7	21.7	15.4	35.3	120.0	25.0	44.6	120.0
Effective Green, g (s)	19.6	31.1	31.1	13.2	24.7	24.7	16.4	38.3	120.0	26.0	47.6	120.0
Actuated g/C Ratio	0.16	0.26	0.26	0.11	0.21	0.21	0.14	0.32	1.00	0.22	0.40	1.00
Clearance Time (s)	4.0	5.7	5.7	4.0	5.7	5.7	4.0	5.7		4.0	6.0	
Vehicle Extension (s)	2.0	3.6	3.6	2.0	3.6	3.6	2.0	4.5		2.0	4.1	
Lane Grp Cap (vph)	289	917	397	194	728	315	241	1622	1560	383	2017	1560
v/s Ratio Prot	c0.13	0.05		0.06	0.11		0.09	c0.27		c0.46	0.28	
v/s Ratio Perm			0.02			c0.28			0.05			0.15
v/c Ratio	0.78	0.20	0.07	0.56	0.54	1.37	0.68	0.85	0.05	2.14	0.70	0.15
Uniform Delay, d1	48.2	34.8	33.5	50.7	42.6	47.6	49.3	38.1	0.0	47.0	30.3	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.0	0.1	0.1	2.2	0.9	184.8	6.2	5.7	0.1	521.0	2.1	0.2
Delay (s)	60.1	34.9	33.6	52.9	43.5	232.4	55.5	43.9	0.1	568.0	32.4	0.2
Level of Service	E	C	C	D	D	F	E	D	A	F	C	A
Approach Delay (s)		45.7			156.4			43.0			206.7	
Approach LOS		D			F			D			F	

Intersection Summary			
HCM 2000 Control Delay	136.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.7
Intersection Capacity Utilization	100.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

SimTraffic Post-Processor | **Washington Blvd Widening**
Average Results from 10 Runs | **Option 3**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 58 **Foothills Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	493	490	99.4%	101.5	24.4	F
	Through	476	513	107.8%	44.3	5.8	D
	Right Turn	942	906	96.2%	7.4	0.8	A
	Subtotal	1,911	1,909	99.9%	41.5	7.8	D
SB	Left Turn	165	167	101.0%	52.8	7.4	D
	Through	807	823	102.0%	75.3	17.6	E
	Right Turn	173	166	96.1%	3.2	0.4	A
	Subtotal	1,145	1,156	101.0%	61.6	12.4	E
EB	Left Turn	134	140	104.2%	50.2	6.3	D
	Through	891	838	94.1%	35.0	2.7	D
	Right Turn	328	320	97.6%	4.2	0.5	A
	Subtotal	1,353	1,298	95.9%	29.2	2.5	C
WB	Left Turn	1,215	890	73.3%	208.2	31.0	F
	Through	1,215	1,069	88.0%	62.9	7.9	E
	Right Turn	42	31	73.7%	19.6	4.3	B
	Subtotal	2,472	1,990	80.5%	127.4	16.8	F
Total		6,881	6,354	92.3%	69.6	5.6	E

SimTraffic Post-Processor **Washington Blvd Widening**
Average Results from 10 Runs **Option 3**
Volume and Delay by Movement **PM Peak Hour**

Intersection 63 **Galleria Blvd/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	699	458	65.5%	301.0	39.6	F
	Through	756	706	93.4%	142.7	36.5	F
	Right Turn	65	65	100.1%	95.5	36.3	F
	Subtotal	1,520	1,228	80.8%	199.3	37.2	F
SB	Left Turn	585	581	99.3%	87.0	26.9	F
	Through	582	567	97.4%	47.3	6.7	D
	Right Turn	309	315	102.1%	3.8	0.6	A
	Subtotal	1,476	1,463	99.1%	53.9	12.4	D
EB	Left Turn	446	415	93.1%	83.8	22.1	F
	Through	1,101	1,085	98.6%	38.6	9.4	D
	Right Turn	662	603	91.2%	8.1	0.7	A
	Subtotal	2,209	2,104	95.2%	38.9	7.1	D
WB	Left Turn	247	237	96.1%	105.4	18.8	F
	Through	1,405	1,371	97.6%	115.3	27.4	F
	Right Turn	745	688	92.4%	25.6	15.4	C
	Subtotal	2,397	2,297	95.8%	87.6	23.5	F
Total		7,602	7,092	93.3%	85.4	7.1	F

Intersection 107 **Reserve Dr/Roseville Pkwy** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	446	438	98.1%	61.1	19.6	E
	Through	28	23	83.3%	72.8	26.4	E
	Right Turn	274	257	93.7%	12.4	3.0	B
	Subtotal	748	718	96.0%	43.9	11.6	D
SB	Left Turn	165	170	103.2%	44.7	7.2	D
	Through	23	28	122.6%	37.1	10.8	D
	Right Turn	74	79	106.7%	1.2	0.2	A
	Subtotal	262	277	105.9%	31.6	5.3	C
EB	Left Turn	38	39	101.9%	70.6	16.3	E
	Through	1,726	1,692	98.1%	65.9	10.0	E
	Right Turn	431	408	94.6%	57.5	23.7	E
	Subtotal	2,195	2,139	97.4%	64.4	12.1	E
WB	Left Turn	201	166	82.5%	67.4	14.5	E
	Through	2,025	1,763	87.0%	41.9	16.6	D
	Right Turn	187	155	83.0%	9.8	3.8	A
	Subtotal	2,413	2,084	86.4%	41.5	14.7	D
Total		5,618	5,218	92.9%	50.8	9.0	D

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Option 4 Closure Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 1 **Washington Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	139	91	65.6%	47.5	5.5	D
	Through	207	149	71.8%	32.9	7.5	C
	Right Turn	212	144	68.1%	2.2	0.1	A
	Subtotal	558	384	68.8%	24.6	3.9	C
SB	Left Turn	172	90	52.6%	257.8	90.4	F
	Through	340	119	35.1%	490.9	162.1	F
	Right Turn	227	130	57.3%	218.0	85.8	F
	Subtotal	739	340	46.0%	323.5	111.9	F
EB	Left Turn	165	153	92.6%	65.3	8.9	E
	Through	1,464	1,375	93.9%	47.1	10.4	D
	Right Turn	110	89	81.2%	142.8	88.9	F
	Subtotal	1,739	1,617	93.0%	54.1	13.0	D
WB	Left Turn	189	106	56.3%	236.6	113.8	F
	Through	1,628	1,518	93.3%	39.6	7.2	D
	Right Turn	58	59	101.6%	17.7	4.8	B
	Subtotal	1,875	1,684	89.8%	49.1	9.3	D
Total		4,911	4,025	82.0%	70.0	13.0	E

Intersection 2 **Washington Blvd/Emerald Oak Rd-Diamond Oaks Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	7	2	27.1%	2.5	3.1	A
	Through	405	247	61.0%	4.8	0.5	A
	Right Turn	50	32	63.1%	3.9	1.0	A
	Subtotal	462	280	60.7%	4.7	0.5	A
SB	Left Turn	144	52	35.9%	203.1	40.8	F
	Through	481	239	49.8%	224.3	18.1	F
	Right Turn	14	6	43.4%	108.8	88.0	F
	Subtotal	639	297	46.5%	221.3	14.0	F
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	154	152	98.5%	6.3	1.0	A
	Subtotal	154	152	98.5%	6.3	1.0	A
Total		1,255	729	58.1%	93.0	5.3	F

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Option 4 Closure Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 3 **Washington Blvd/Kaseberg Dr** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	35	22	64.1%	135.8	36.5	F
	Through	452	263	58.2%	220.0	41.1	F
	Right Turn						
	Subtotal	487	285	58.6%	214.0	39.5	F
SB	Left Turn						
	Through	451	222	49.3%	3.9	0.6	A
	Right Turn	30	13	44.3%	2.2	0.8	A
	Subtotal	481	236	49.0%	3.8	0.6	A
EB	Left Turn	10	7	72.2%	249.6	168.6	F
	Through						
	Right Turn	42	35	83.2%	76.6	105.8	F
	Subtotal	52	42	81.1%	99.3	110.3	F
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,020	563	55.2%	115.7	21.3	F

Intersection 4 **Washington Blvd/Sawtell Rd-Derek Pl** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	50	100.3%	20.4	8.2	C
	Through	444	383	86.4%	27.2	25.1	C
	Right Turn	22	23	105.4%	6.0	12.0	A
	Subtotal	516	457	88.5%	25.5	23.2	C
SB	Left Turn	9	5	50.7%	17.5	16.1	B
	Through	466	244	52.3%	6.3	4.1	A
	Right Turn	18	12	65.4%	4.2	5.9	A
	Subtotal	493	260	52.7%	6.5	4.0	A
EB	Left Turn	34	31	90.5%	26.2	14.4	C
	Through	1	0	0.0%	1.0	3.3	A
	Right Turn	25	18	71.4%	4.0	1.3	A
	Subtotal	60	49	81.1%	18.2	9.8	B
WB	Left Turn	37	24	63.7%	13.3	6.1	B
	Through	3	3	101.3%	7.2	7.4	A
	Right Turn	9	8	88.7%	22.1	23.1	C
	Subtotal	49	35	70.6%	14.9	7.2	B
Total		1,118	800	71.5%	18.4	14.9	B

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Option 4 Closure Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 5 **Washington Blvd/Junction Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	508	498	98.1%	15.9	2.4	B
	Through	374	368	98.5%	6.2	1.3	A
	Right Turn						
	Subtotal	882	866	98.2%	11.8	1.6	B
SB	Left Turn	2	0	0.0%	0.8	2.4	A
	Through	396	229	57.8%	16.4	4.5	B
	Right Turn	130	72	55.2%	6.6	1.6	A
	Subtotal	528	301	56.9%	14.1	3.7	B
EB	Left Turn	140	143	101.8%	17.9	3.3	B
	Through	1	2	152.0%	3.9	8.2	A
	Right Turn	239	240	100.3%	1.8	0.2	A
	Subtotal	380	384	101.0%	7.8	1.3	A
WB	Left Turn	4	2	57.0%	14.2	17.3	B
	Through	4	3	76.0%	11.9	14.0	B
	Right Turn	2	3	133.0%	1.6	1.8	A
	Subtotal	10	8	79.8%	15.2	13.6	B
Total		1,800	1,559	86.6%	11.2	1.4	B

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Option 4 Closure Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 311 **Washington Blvd - Stop for NB Traffic** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn Through Right Turn	462	241	52.1%	592.7	72.6	F
	Subtotal	462	241	52.1%	592.7	72.6	F
SB	Left Turn Through Right Turn	481	236	49.0%	5.2	0.4	A
	Subtotal	481	236	49.0%	5.2	0.4	A
EB	Left Turn Through Right Turn						
	Subtotal						
WB	Left Turn Through Right Turn						
	Subtotal						
Total		943	477	50.5%	302.4	38.5	F

APPENDIX E
MITIGATION RESULTS

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Existing Plus Project Conditions**
Volume and Delay by Movement **PM Peak Hour (Mitigated)**

Intersection 1 **Washington Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	263	228	86.7%	124.5	39.9	F
	Through	485	466	96.1%	45.1	3.0	D
	Right Turn	484	482	99.6%	10.3	0.9	B
	Subtotal	1,232	1,176	95.5%	46.3	8.8	D
SB	Left Turn	171	175	102.4%	124.5	25.4	F
	Through	856	809	94.5%	98.7	27.1	F
	Right Turn	32	36	111.6%	57.2	22.4	E
	Subtotal	1,059	1,020	96.3%	101.7	26.7	F
EB	Left Turn	71	70	98.5%	67.3	8.9	E
	Through	1,359	1,307	96.2%	46.0	12.5	D
	Right Turn	209	215	102.9%	41.5	10.2	D
	Subtotal	1,639	1,592	97.1%	46.2	11.5	D
WB	Left Turn	448	431	96.3%	75.1	17.0	E
	Through	1,568	1,511	96.4%	38.4	3.5	D
	Right Turn	57	57	100.0%	17.2	3.1	B
	Subtotal	2,073	2,000	96.5%	45.7	5.7	D
Total		6,003	5,788	96.4%	56.0	7.9	E

Intersection 2 **Washington Blvd/Emerald Oak Rd-Diamond Oaks Rd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	12	10	85.5%	32.6	15.8	C
	Through	1,077	1,042	96.8%	15.7	2.7	B
	Right Turn	91	92	100.6%	9.8	2.7	A
	Subtotal	1,180	1,144	97.0%	15.4	2.5	B
SB	Left Turn	144	129	89.5%	38.0	7.8	D
	Through	1,355	1,301	96.0%	15.5	4.6	B
	Right Turn	14	11	81.4%	8.0	3.7	A
	Subtotal	1,513	1,441	95.3%	17.5	4.1	B
EB	Left Turn	5	5	91.2%	27.7	22.5	C
	Through	2	3	133.0%	29.3	32.2	C
	Right Turn	9	9	97.1%	16.4	13.9	B
	Subtotal	16	16	99.8%	26.9	12.8	C
WB	Left Turn	82	86	104.7%	26.3	6.0	C
	Through	2	3	152.0%	12.6	17.8	B
	Right Turn	150	147	97.8%	11.3	1.5	B
	Subtotal	234	236	100.7%	16.8	2.4	B
Total		2,943	2,837	96.4%	16.7	2.6	B

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Existing Plus Project Conditions**
Volume and Delay by Movement **PM Peak Hour (Mitigated)**

Intersection 3 **Washington Blvd/Kaseberg Dr** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	34	33	98.4%	18.6	7.9	C
	Through	1,170	1,139	97.3%	3.1	0.5	A
	Right Turn						
	Subtotal	1,204	1,172	97.4%	3.5	0.5	A
SB	Left Turn						
	Through	1,416	1,363	96.3%	8.4	1.2	A
	Right Turn	30	31	102.6%	7.6	1.2	A
	Subtotal	1,446	1,394	96.4%	8.4	1.2	A
EB	Left Turn	10	11	110.2%	33.5	26.1	D
	Through						
	Right Turn	42	42	99.5%	17.7	7.6	C
	Subtotal	52	53	101.6%	22.4	10.5	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,702	2,619	96.9%	6.5	0.7	A

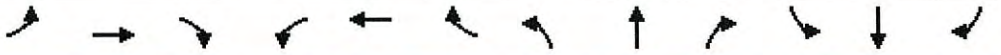
Intersection 4 **Washington Blvd/Sawtell Rd-Derek Pl** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	50	50	99.6%	42.3	7.5	D
	Through	1,123	1,096	97.6%	6.4	0.9	A
	Right Turn	22	25	114.0%	3.5	1.7	A
	Subtotal	1,195	1,170	97.9%	7.9	0.7	A
SB	Left Turn	17	14	84.9%	45.6	19.3	D
	Through	1,407	1,358	96.5%	13.4	2.1	B
	Right Turn	34	37	108.4%	11.8	1.8	B
	Subtotal	1,458	1,409	96.7%	13.7	2.0	B
EB	Left Turn	62	53	85.8%	33.5	8.2	C
	Through	1	0	38.0%	0.1	0.2	A
	Right Turn	25	23	92.7%	16.5	8.7	B
	Subtotal	88	77	87.2%	28.3	5.7	C
WB	Left Turn	35	38	108.6%	33.4	7.8	C
	Through	3	3	88.7%	17.6	27.8	B
	Right Turn	19	21	110.0%	9.5	4.9	A
	Subtotal	57	62	108.0%	25.5	5.3	C
Total		2,798	2,718	97.1%	11.9	1.3	B

SimTraffic Post-Processor **Washington Andora Widening**
Average Results from 10 Runs **Existing Plus Project Conditions**
Volume and Delay by Movement **PM Peak Hour (Mitigated)**

Intersection 5 **Washington Blvd/Junction Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	462	469	101.5%	35.9	2.3	D
	Through	731	714	97.7%	12.3	1.9	B
	Right Turn						
	Subtotal	1,193	1,183	99.2%	21.6	1.9	C
SB	Left Turn	4	4	95.0%	43.8	38.9	D
	Through	920	896	97.4%	28.4	10.9	C
	Right Turn	543	506	93.2%	23.9	8.2	C
	Subtotal	1,467	1,406	95.9%	26.9	9.7	C
EB	Left Turn	461	457	99.1%	32.8	4.9	C
	Through	1	0	0.0%	0.0	0.0	A
	Right Turn	224	215	95.8%	2.1	0.3	A
	Subtotal	686	671	97.9%	23.0	4.1	C
WB	Left Turn	4	3	76.0%	21.1	24.1	C
	Through	4	4	104.5%	15.4	13.9	B
	Right Turn	3	4	139.3%	4.5	6.9	A
	Subtotal	11	11	103.6%	19.4	14.7	B
Total		3,357	3,273	97.5%	24.2	5.1	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	167	91	98	354	659	148	1238	68	737	1279	210
Future Volume (veh/h)	203	167	91	98	354	659	148	1238	68	737	1279	210
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	226	186	20	109	393	409	164	1376	0	819	1421	0
Adj No. of Lanes	1	2	1	1	2	1	1	3	1	2	3	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	1041	461	148	894	395	205	1915	570	803	2515	757
Arrive On Green	0.13	0.29	0.29	0.08	0.25	0.25	0.12	0.38	0.00	0.23	0.49	0.00
Sat Flow, veh/h	1774	3539	1567	1774	3539	1565	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	226	186	20	109	393	409	164	1376	0	819	1421	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1567	1774	1770	1565	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	15.0	4.7	1.1	7.2	11.2	30.3	10.8	27.7	0.0	28.0	23.5	0.0
Cycle Q Clear(g_c), s	15.0	4.7	1.1	7.2	11.2	30.3	10.8	27.7	0.0	28.0	23.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	222	1041	461	148	894	395	205	1915	570	803	2515	757
V/C Ratio(X)	1.02	0.18	0.04	0.74	0.44	1.04	0.80	0.72	0.00	1.02	0.57	0.00
Avail Cap(c_a), veh/h	222	1041	461	207	894	395	266	1915	570	803	2515	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.5	31.6	30.3	53.7	37.7	44.8	51.7	32.0	0.0	46.0	21.3	0.0
Incr Delay (d2), s/veh	65.5	0.1	0.0	4.2	0.4	54.7	9.4	2.4	0.0	36.9	0.9	0.0
Initial Q Delay(d3),s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	2.3	0.5	3.7	5.5	19.0	5.8	13.4	0.0	17.4	11.1	0.0
LnGrp Delay(d),s/veh	118.1	31.7	30.3	58.0	38.1	99.6	61.1	34.3	0.0	82.9	22.2	0.0
LnGrp LOS	F	C	C	E	D	F	E	C		F	C	
Approach Vol, veh/h		432			911			1540			2240	
Approach Delay, s/veh		76.8			68.1			37.2			44.4	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	62.6	18.0	33.0	31.0	48.5	13.0	38.0
Change Period (Y+Rc), s	4.0	6.0	4.0	5.7	4.0	* 6	4.0	5.7
Max Green Setting (Gmax), s	17.0	42.0	14.0	27.3	27.0	* 32	13.0	28.3
Max Q Clear Time (g_c+I1), s	12.8	25.5	17.0	32.3	30.0	29.7	9.2	6.7
Green Ext Time (p_c), s	0.1	14.8	0.0	0.0	0.0	2.5	0.1	5.8

Intersection Summary	
HCM 2010 Ctrl Delay	49.2
HCM 2010 LOS	D

Notes

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Washington Blvd Widening
Option 3 - Mitigation
PM Peak Hour

Intersection 58 **Foothills Blvd/Pleasant Grove Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	493	489	99.2%	96.2	24.6	F
	Through	476	504	105.8%	44.4	4.3	D
	Right Turn	942	910	96.6%	7.6	1.3	A
	Subtotal	1,911	1,902	99.5%	40.2	7.8	D
SB	Left Turn	165	173	104.7%	60.2	8.1	E
	Through	807	834	103.3%	91.3	21.3	F
	Right Turn	173	170	98.2%	3.3	0.5	A
	Subtotal	1,145	1,176	102.7%	74.0	15.8	E
EB	Left Turn	134	143	106.7%	49.6	5.4	D
	Through	891	866	97.2%	45.9	2.4	D
	Right Turn	328	321	97.9%	4.6	0.7	A
	Subtotal	1,353	1,330	98.3%	36.3	1.9	D
WB	Left Turn	1,215	1,036	85.3%	120.0	23.5	F
	Through	1,215	1,096	90.2%	55.8	9.4	E
	Right Turn	42	37	87.4%	15.9	6.5	B
	Subtotal	2,472	2,169	87.7%	86.0	11.9	F
Total		6,881	6,578	95.6%	60.6	5.0	E

Fehr & Peers' Technical Memorandum dated April 10, 2019

FEHR PEERS

TECHNICAL MEMORANDUM

Date: April 10, 2019
To: Zach Siviglia & Garry Horton – Mark Thomas
From: John Gard – Fehr & Peers
Subject: ***Phasing of Washington / Andora Widening Project***

RS16-3431

This memorandum evaluates the effects on the transportation system of separating the Washington / Andora Widening Project into two distinct construction phases. Full buildout of the project was analyzed under cumulative conditions in the *Final Transportation Study for the Washington / Andora Widening Project* (Fehr & Peers, September 18, 2018). The current plan for constructing the project in two phases does not affect or alter that particular analysis.

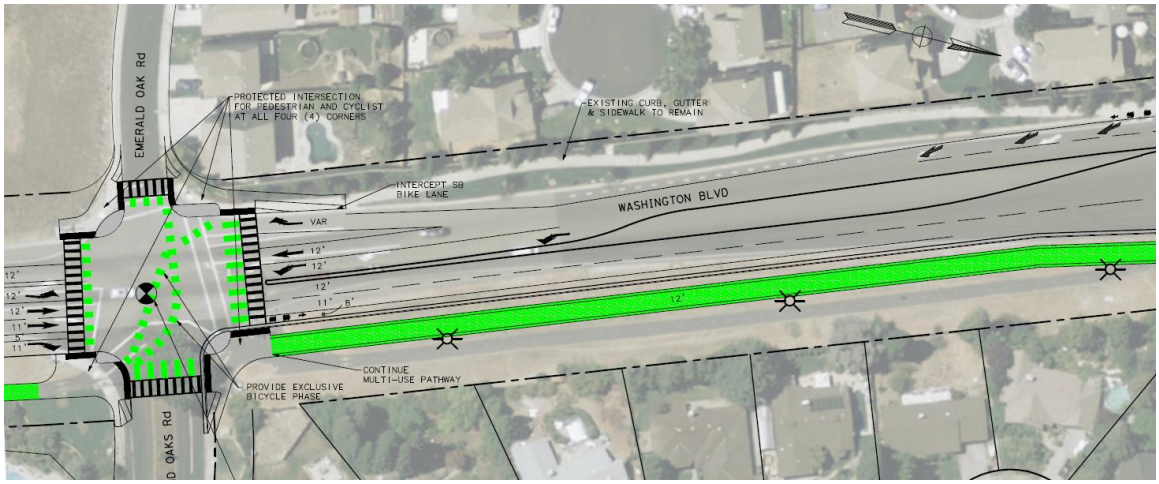
The *Final Transportation Study for the Washington / Andora Widening Project* also analyzed full buildout of the project under existing conditions. The results of that analysis would change if only Phase 1 of the project were considered. The remainder of this memorandum describes Phase 1 of the project, and evaluates how it would affect the transportation system under existing conditions (relative to the effects that were identified for full buildout of the project).

Phase 1 of Washington / Andora Project

Phase 1 would include the widening of Washington Boulevard from two to four lanes from Sawtell Drive to Pleasant Grove Boulevard, with the exception of the UPRR Andora Underpass (and portions of Washington Boulevard immediately to the north and south), which would be completed as part of Phase 2.

The following page contains an image from the Washington / Andora Widening Project (Mark Thomas, March 3, 2019) showing the Phase 1 improvements at the Washington Boulevard/Diamond Oaks Road intersection. Key aspects of this improvement include:

- The second northbound lane would begin a short distance south of Diamond Oaks Road.
- Southbound Washington Boulevard would continue to have two lanes departing Pleasant Grove Boulevard that narrow to a single lane prior to Diamond Oaks Road.
- Washington Boulevard/Diamond Oaks Road would be designed as a 'protected intersection', featuring crosswalks, and bike paths across and within the intersection as shown. These features are intended to enable bicyclists to access the Class I path on the east side of the roadway.



Existing Plus Phase 1 of Washington / Andora Project

Effects on Travel Demand

The *Final Transportation Study for the Washington / Andora Widening Project* concluded that the full Washington / Andora Project would cause the daily traffic volume on Washington Boulevard to increase from 20,300 vehicles per day (existing) to 28,000 vehicles per day, with much of this shift coming from parallel facilities.

By virtue of not widening the roadway to a continuous four-lane facility, Phase 1 will not cause the same degree of volume increase. The following describes the expected travel demand in each direction of Washington Boulevard:

- Northbound travel – a modest increase is expected due to the added capacity provided by the second northbound through lane at Diamond Oaks Road. Northbound traffic often queues back from this intersection through the Andora Underpass during peak periods.
- Southbound travel – little to no change in travel demand is expected because the roadway will feel very similar to how it currently operates. Namely, the lane drop between Pleasant Grove Boulevard and Diamond Oaks Road, combined with queuing from the signal at Diamond Oaks Road becomes a pinch-point during peak periods.

The widening to four lanes from Sawtell Drive to just north of Kaseberg Drive would cause relatively little overall corridor travel increase because it would not be coupled with further widening to the north.

This memo does not attempt to quantify Phase 1's change in travel demand because travel demand models are not capable of accurately predicting shifts in travel for such subtle changes.

Effects on Roadway Operations

The following describes expected traffic conditions in each direction of Washington Boulevard:

- Northbound traffic conditions – Vehicle delays approaching Diamond Oaks Road are expected to be lower than under existing (no project) conditions by virtue of the second northbound through lane being added. Although the added capacity may induce slightly more vehicles per hour to use this route, that increase would be considerably less than the capacity increase provided by the second through lane.
- Southbound traffic conditions – Vehicle delays approaching Diamond Oaks Road would be similar to existing (no project) conditions. However, delays on this approach would likely be greater than for full buildout of the Washington / Andora Widening Project, which would provide a continuous second southbound lane through the intersection and Andora Underpass.

The net effect of the Phase 1 Project at the Washington Boulevard/Diamond Oaks Road intersection would be reduced delays when compared to existing (no project) conditions, but slightly greater delays when compared to an Existing Plus Full Project Buildout scenario. As shown in Table 6 of the *Final Transportation Study for the Washington / Andora Widening Project*, this intersection operated at Level of Service (LOS) B during the AM and PM peak hours under Existing Plus Full Project Buildout conditions. The slight increase in delay would likely maintain LOS B conditions (and certainly maintain a LOS C). Therefore, the Phase 1 Project would not adversely affect operations at this intersection.

Table 6 also notes that Full Buildout under existing conditions would worsen the Washington Boulevard/Pleasant Grove Boulevard intersection from LOS D to E during the PM peak hour. Much of the degraded operations are caused by increases in the southbound through and westbound left-turn movements, which are the result of added capacity on Washington Boulevard. Phase 1 would not degrade this intersection to the same degree by virtue of having little effect on travel demand in the southbound direction of Washington Boulevard.

In summary, Phase 1 would not adversely affect any intersections within the study corridor.

Effects on Bicycle and Pedestrian Travel

Phase 1 would improve travel conditions in the Washington Boulevard corridor for bicyclists and pedestrians over existing conditions. While it would not build all bicycle and pedestrian facilities that would be constructed with Full Buildout, conditions nonetheless would represent an improvement over what currently exists.

Appendix C
Air Quality Analysis Assumptions

Construction Equipment Assumptions for Phase 1

Equipment	Number of equipment pieces per phase			
	Grubbing/ land clearing	Grading/ excavation	Drainage/ utilities/sub-grade	Paving
Crawler Tractor	1			
Excavator	1			
Crawler Tractor		1		
Excavator		1		
Grader		1		
Roller		1		
Loader		1		
Scraper				
Tractors/Backhoe		1		
Air Compressor			1	
Generator Set			1	
Grader			1	
Plate Compactor			1	
Pump				
Forklift				
Tractors/Backhoe			1	
Pavers				1
Paving Equipment				1
Rollers				2
Tractors/Backhoe				1

Construction Modeling Assumptions for Phase 1

Assumption	Project
Construction start date (year)	2020
Number of months of construction	6.5
Project length (miles)	1.5
Total project area (acres)	11.5
Use of water trucks	Yes
Predominant soil type	Weathered Rock
Duration of construction activities per phase	
1. Grubbing/land clearing	1/2 Month
2. Grading/excavation	2 Month
3. Drainage/utilities/sub-grade	2 Months
4. Paving	2 Months
Soil import/export per phase (Total CYs)	
1. Grubbing/land clearing	400 CY
2. Grading/excavation	16,000 CY
3. Drainage/utilities/sub-grade	650 CY
Asphalt import/export per phase	
4. Paving	6,300 CY

Construction Equipment Assumptions for the Proposed Project and Alternative 1 (Phase 2)

Equipment	Number of equipment pieces per phase			
	Grubbing/ land clearing	Grading/ excavation	Drainage/ utilities/sub-grade	Paving
Crawler Tractor	2			
Excavator	2			
Crawler Tractor		1		
Excavator		1		
Grader		2		
Roller		2		
Loader		1		
Scraper		2		
Tractors/Backhoe		4		
Air Compressor			1	
Generator Set			1	
Grader			1	
Plate Compactor			1	
Pump			1	
Forklift			1	
Tractors/Backhoe			2	
Pavers				1
Paving Equipment				1
Rollers				2
Tractors/Backhoe				2

Construction Modeling Assumptions for the Proposed Project and Alternative 1 (Phase 2)

Assumption	Project	Alternative 1
Construction start date (year)	2023	2023
Number of months of construction	13	20
Project length (miles)	0.3 mile	0.3 mile
Total project area (acres)	15 acres	15 acres
Use of water trucks	Yes	Yes
Predominant soil type	Weathered Rock	Weathered Rock
Duration of construction activities per phase		
5. Grubbing/land clearing	1.30 months	2.00 months
6. Grading/excavation	5.85 months	9.00 months
7. Drainage/utilities/sub-grade	3.90 months	6.00 months
8. Paving	1.95 months	3.00 months
Soil import/export per phase (Total CY's)		
5. Grubbing/land clearing	180 cubic yards	180 cubic yards
6. Grading/excavation	92,000 cubic yards	91,000 cubic yards
7. Drainage/utilities/sub-grade	2,000 cubic yards	2,000 cubic yards
Asphalt import/export per phase		
8. Paving	21,900 cubic yards	23,200 cubic yards
Bridge demolition (cubic yards)	850 cubic yards	850 cubic yards

Daily VMT Distribution by Speed Bin

Speed		2016	2016 Plus Project	2035 No Project	2035 Plus Project
>0	<=5	59,504	60,825	142,743	142,894
>5	<=10	215,738	214,724	454,007	455,659
>10	<=15	557,270	555,540	813,036	841,270
>15	<=20	6,322,369	6,313,951	9,592,960	9,479,274
>20	<=25	2,681,083	2,680,514	5,213,647	5,333,591
>25	<=30	3,135,781	3,187,792	4,700,428	4,700,826
>30	<=35	4,763,307	4,780,631	8,342,685	8,266,886
>35	<=40	5,113,326	5,041,862	11,628,882	11,662,611
>40	<=45	4,959,185	4,954,825	7,055,879	7,054,600
>45	<=50	5,380,232	5,397,389	7,706,144	7,627,113
>50	<=55	10,238,611	10,235,833	8,548,859	8,659,579
>55	<=60	5,277,378	5,290,272	5,855,494	5,829,879
>60	<=65	1,521,616	1,517,241	3,723,569	3,724,924
>65	<=70	1,873,052	1,872,721	212,251	212,259
>70	<=75	0	0	0	0
>75		0	0	0	0
Total		**52,098,452**	**52,104,120**	**73,990,584**	**73,991,365**

CTEMFAC2017 Emission Factors, grams per mile (2035)

Speed	ROG	CO	NOx	CO2	CH4	N2O	PM10	PM2.5
0-5	0.40	3.06	1.03	975.05	0.06	0.05	0.21	0.07
5-10	0.28	2.59	0.88	800.00	0.04	0.04	0.21	0.06
10-15	0.18	2.21	0.70	647.17	0.03	0.03	0.20	0.06
15-20	0.12	1.94	0.60	539.85	0.02	0.03	0.19	0.05
20-25	0.09	1.73	0.55	464.51	0.02	0.02	0.19	0.05
25-30	0.07	1.57	0.52	413.64	0.01	0.02	0.19	0.05
30-35	0.06	1.45	0.50	384.08	0.01	0.02	0.19	0.05
35-40	0.05	1.35	0.49	369.86	0.01	0.02	0.19	0.05
40-45	0.05	1.27	0.48	367.95	0.01	0.02	0.19	0.05
45-50	0.05	1.21	0.48	376.29	0.01	0.02	0.19	0.05
50-55	0.05	1.17	0.49	389.92	0.01	0.02	0.19	0.05
55-60	0.05	1.17	0.51	404.64	0.01	0.02	0.19	0.05
60-65	0.06	1.19	0.53	417.75	0.01	0.02	0.19	0.05
65-70	0.06	1.23	0.53	420.97	0.01	0.02	0.19	0.05
70-75	0.06	1.23	0.53	420.97	0.01	0.02	0.19	0.05

CTEMFAC2017 Emission Factors, grams per mile (2016)

Speed	ROG	CO	NOx	CO2	CH4	N2O	PM10	PM2.5
0-5	0.09	1.05	0.66	648.04	0.02	0.03	0.20	0.05
5-10	0.06	0.89	0.51	529.54	0.01	0.03	0.19	0.05
10-15	0.04	0.74	0.37	426.96	0.01	0.02	0.19	0.04
15-20	0.03	0.65	0.29	357.37	0.01	0.02	0.19	0.04
20-25	0.02	0.58	0.24	307.34	0.01	0.02	0.19	0.04
25-30	0.02	0.53	0.19	272.26	0.00	0.02	0.19	0.04
30-35	0.01	0.49	0.14	250.77	0.00	0.01	0.19	0.04
35-40	0.01	0.45	0.11	239.77	0.00	0.01	0.19	0.04
40-45	0.01	0.42	0.09	237.38	0.00	0.01	0.19	0.04
45-50	0.01	0.40	0.08	242.19	0.00	0.01	0.19	0.04
50-55	0.01	0.38	0.09	251.45	0.00	0.01	0.19	0.04
55-60	0.01	0.37	0.10	262.81	0.00	0.01	0.19	0.04
60-65	0.01	0.37	0.12	274.67	0.00	0.01	0.19	0.04
65-70	0.01	0.37	0.12	276.67	0.00	0.01	0.19	0.04
70-75	0.01	0.37	0.12	276.67	0.00	0.01	0.19	0.04

Final Environmental Impact Report

For the Washington Boulevard/ Andora Bridge Improvement Project

September 2019

City of Roseville
Public Works
311 Vernon Street
Roseville, CA 95678

CITY OF ROSEVILLE CALIFORNIA
Public Works

FINAL ENVIRONMENTAL IMPACT REPORT FOR THE WASHINGTON BOULEVARD/ANDORA BRIDGE IMPROVEMENT PROJECT

PREPARED FOR:

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September 2019

ICF. 2019. Final Environmental Impact Report for the Washington Boulevard/Andora Bridge Improvement Project. September. Sacramento, CA. Prepared for: City of Roseville, Roseville, CA.

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Acronyms and Abbreviations

CCR	California Code of Regulations
Central Valley Water Board	Central Valley Regional Water Quality Control Board
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
CPUC	California Public Utilities Commission
Final EIR	Final Environmental Impact Report
I	individual
LA	local agency
LOS	Level of Service
MMRP	Mitigation Monitoring and Reporting Program
Newhall Ranch	*Centers for Biological Diversity et al. vs. California Department of Fish and Wildlife, the Newhall Land and Farming Company* (November 30, 2015, Case No. S217763)
NOD	Notice of Determination
NOP	notice of preparation
NPDES	National Pollutant Discharge Elimination System
OC	oral comments
PRC	Public Resources Code
SA	state agency

Chapter 1
Introduction

This is the Final Environmental Impact Report (Final EIR) for the Washington Boulevard/Andora Bridge Improvement Project.

Purpose of the Final EIR

The purpose of the Final EIR is to present comments received on the Draft EIR (SCH#2016092028), responses to those comments, and any draft EIR text revisions necessary to clarify and/or correct information presented in the Draft EIR, or otherwise address public comments. The Final EIR also contains the Mitigation Monitoring and Reporting Program (MMRP) prepared for the project (Appendix A).

The formal Final EIR consists of two parts: this document and the Draft EIR circulated for public review. This document is referred to as the Final EIR and contains three chapters: Chapter 1, Introduction; Chapter 2, Comments and Responses to Comments; and, Chapter 3, Draft EIR Errata. Taken together, this Final EIR and the Draft EIR constitute the full Final EIR for the project and will be considered by the City Council during their deliberations on the project. The EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 2100-21177) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, Sections 15000-15387).

Background

Summary Description of the Proposed Project

The project proposes improvements along an approximately 1.4-mile section of existing Washington Boulevard right-of-way in the City of Roseville. The project involves widening a 0.85-mile section of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard from two to four lanes and replacing the existing 100-year-old Washington Boulevard Andora Underpass beneath the Union Pacific Rail Road. The project also includes expansion of existing Class 1 bike/pedestrian multi-use trail facilities and related safety enhancements. The Project is currently planned for construction in 2 Phases. Phase 1 includes the majority of road widening (with the exception of at the Andora Underpass), most Class I bike trail and intersection improvements (including a new signal at the Washington Boulevard/Kaseberg Drive intersection) and is proposed for construction in summer 2020. Phase 2 would include completing widening of Washington Boulevard at the Andora Underpass, final drainage improvements including the proposed bio-retention basin, a sound wall on the east side of Washington Boulevard south of Pleasant Grove Boulevard, and improvements at the Washington Boulevard/Pleasant Grove Boulevard intersection. The schedule for Phase 2 construction is currently unknown and is subject to future funding availability.

The project is needed because recurring morning and evening peak-period demand exceeds the current design capacity of Washington Boulevard, creating traffic operation and safety issues for motorists, pedestrians, and cyclists. These issues result in moderate delays, wasted fuel and

safety concerns which are expected to be exacerbated by anticipated increases in traffic from future population and employment growth.

The City's Transportation System 2035 Capital Improvement Program (CIP) identifies improvements to Washington Boulevard, including the widening of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard, to improve traffic circulation and pedestrian traffic through the area. Approximately 18,000 vehicles per day travel through this segment, and the road improvements would enhance accessibility for motorists, pedestrians, and cyclists along Washington Boulevard and nearby intersections.

The proposed project would provide better connectivity between the existing two-lane, 0.85-mile segment of Washington Boulevard and the existing four-lane segments of Washington Boulevard and would provide an evacuation route in case of an emergency. The improvements would also offer a better and more continuous route for pedestrians and bicyclists, who are currently forced to detour off Washington Boulevard and onto Derek Place. The project's major components are shown in Draft EIR Figure 2-1: Project Components and include:

- Widening approximately 0.85 mile of Washington Boulevard from two to four lanes with a raised median separating northbound and southbound traffic (Phase 1).
- Widening the Andora Underpass to a two-span bridge with columns located in the roadway median island to accommodate the additional two lanes (Phase 2).
- Improving the Washington Boulevard/Pleasant Grove Boulevard intersection by lowering the intersection to conform to the new Washington Boulevard road elevation on the south and removing an existing hump across Washington Boulevard (Phase 2).
- Installing a new traffic signal at the Washington Boulevard/Kaseberg Drive intersection (Phase 1 - should appropriate grant funding be obtained).
- Modifying the existing traffic signal at the Washington Boulevard/Diamond Oaks Road intersection to conform to the new four-lane roadway (Phase 1).
- Adding 8-foot-wide Class II (i.e., on-street with appropriate signing and striping) bike lanes along both sides of Washington Boulevard (Phases 1 and 2).
- Extending the existing Class I bike path on the east side of Washington Boulevard from a point approximately 150 south of Diamond Oaks Road to All-America City Boulevard with a 10- to 12-foot-wide path parallel to Washington Boulevard (Phase 1).
- Removing the existing bicycle/pedestrian crossing under UPRR (Phase 2) and providing a new temporary connection between the existing Derek Place bike path and the new Class I bike path along Washington Boulevard (described above) (Phase 1).
- Adding a new 8- to 12-foot-wide multiuse path on the west side of Washington Boulevard between Emerald Oaks Road and Kaseberg Drive (Phases 1 and 2). Portions of this proposed multiuse path may be deferred beyond Phase 2 until additional construction funding is available.
- Conducting floodplain, water quality, and drainage improvements (Phase 1 and 2).
- Relocating existing utilities, including sewer, water, telecommunications, and natural gas (Phases 1 and 2).
- Potentially constructing a sound wall adjacent to residential areas along Washington Boulevard (to be determined during Phase 2).

- Temporarily restriping Foothills Boulevard at Junction Boulevard to provide two left-turn lanes from southbound Foothills Boulevard to eastbound Junction Boulevard to accommodate traffic management during widening of the Andora Underpass (Phase 2).

CEQA and Project Approval Process

The City distributed a notice of preparation (NOP) on September 12, 2016 advising the public and public agencies that an EIR would be prepared for this project. The NOP was distributed for a 30-day comment period that ended October 15, 2016. Comments on the NOP were considered in preparation of the Draft EIR. In addition, the City held a public scoping meeting on September 21, 2016 at which members of the public and public agencies were given the opportunity to review preliminary project plans and offer their comments.

The Draft EIR was subsequently prepared and made available for public review and comment for a period of 45 days beginning June 17, 2019 and ending on August 1, 2019. CEQA requires that before the City can approve the project, it must complete and certify the adequacy of the Final EIR.

The City Council meeting to consider project approval will include the Council's consideration of the Final EIR. The Final EIR was made available for public inspection before the scheduled date of the hearing. The public can submit comments on the Final EIR prior to or during the City Council meeting. Those comments will not be responded to in writing. However, they will be considered by the Council prior to making its decision on the proposed project.

If the project is approved, the City will adopt findings of fact describing how it will address the significant environmental impacts that will result from the project; a statement of overriding considerations describing the economic, legal, social, technological, or other benefits that the project would provide; and a mitigation monitoring and reporting program to ensure that the mitigation measures identified in the Final EIR will be implemented.

After certification of the Final EIR, the City will consider approval of the project. If the City Council approves the project, it may also authorize staff to pursue final design, permitting, and construction funding for phased implementation. It would also file a Notice of Determination (NOD) with the County Clerk and State Clearinghouse to conclude the CEQA process.

Several agencies would be involved in the consideration and approval of certain proposed project elements. Federal, state, and regional agency approvals and permits that would be considered for the proposed project include wetlands verification, water quality, and streambed alteration permits. State and regional responsible agencies and federal agencies with approval authority would include:

Regional and State Responsible Agencies:

- California Department of Fish and Wildlife
- Central Valley Regional Water Quality Control Board
- California Department of Transportation

Federal Agencies:

- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- Federal Highway Administration (NEPA authority delegated to Caltrans)

Contents and Organization of the Final EIR

The Final EIR is organized in three chapters.

- Chapter 1, *Introduction*, describes the intent of the Final EIR, summarizes the opportunities for public involvement to date, and outlines the contents of the Final EIR.
- Chapter 2, *Comments and Responses to Comments*, provides a list of, and includes the written comments of, all agencies, organizations, and individuals that commented on the Draft EIR. Each comment letter is presented with brackets that divide it into individual comments. Each letter is labeled according to the type of commenter (agency, organization, or individual), followed by the letter number and comment number. For example, comments in the first state agency letter are numbered SA1-1, SA1-2, SA1-3, and so on. On July 16, 2019 during the Draft EIR public review and comment period, the proposed project and Draft EIR were presented to the City of Roseville Transportation Commission. During this public meeting, oral comments were received from commissioners and one member of the public. A summary of these oral comments and City staff and consultant responses is presented following the written comments.
- Chapter 3, *Draft EIR Errata*, contains changes made to the text of the Draft EIR in response to comments received during the public review period, or for purposes of clarification or correction. Changes to the Draft EIR text are shown by ~~strikethrough~~ of text that has been deleted and <u>underlining</u> of new text that has been inserted. The revisions contain clarifications and corrections that have been identified, either through public comments or by the City, since publication of the Draft EIR. The text revisions do not result in substantive changes to either the analyses or conclusions presented in the Draft EIR.

  In order to assist the reader, Chapter 3 identifies the location in the Draft EIR where each revision is made, including the paragraph or paragraphs to which the revisions are made to provide context of the revisions.
- Appendix A, *Final Mitigation Monitoring and Reporting Program*, indicates the mitigation measures to be incorporated by the City and specifies the implementation and monitoring responsibilities for each of those measures.

Chapter 2
Comments and Responses

Introduction and Organization of this Chapter

This chapter contains the comments on the Draft EIR received by the City during the EIR's public review period and responses to those comments. Each letter or email has been assigned an index number and a single letter or e-mail may contain several individual comments. Each individual comment has been assigned a number with a corresponding response.

Table 2-1 lists all comments received during the Draft EIR public review and comment period. Comment letters received are numbered according to whether the commenter is a state agency (SA), a local agency (LA), or individual (I). In addition to written comments, oral comments (OC) were also received during a July 17, 2019 City of Roseville Transportation Commission Meeting public hearing. Transportation Commission meeting oral commenters are also listed in Table 2-1. Responses to all written and oral comments are provided below.

Table 2-1. Agencies, Organizations, and Persons Commenting on the Draft EIR

Letter Number	Commenter	Date
Written Comments		
State Agencies		
SA1	Jordan Hensley, Regional Walter Quality Control Board	July 17, 2019
SA2	Marvin Kennix, California Public Utilities Commission	July 30, 2019
Local Agencies		
LA1	Lauren Moore, Placer County Air Pollution Control District	August 18, 2014
Individuals		
I1	Kelly Berg	June 25, 2019
I2	Lisa Tedder	June 25, 2019
I3	Dan Monahan	June 25, 2019
I4	Peter Azevedo	July 22, 2019
City of Roseville Transportation Commission Meeting Oral Comments		
OC-1	Mike Barnbaum, Citizen	July 16, 2019
OC-2	Commissioner Radford	July 16, 2019
OC-3	Commissioner Short	July 16, 2019
OC-4	Commissioner Short	July 16, 2019
OC-5	Commissioner Horton	July 16, 2019
OC-6	Commissioner Short	July 16, 2019
OC-7	Commissioner Horton	July 16, 2019
OC-8	Commissioner Horton	July 16, 2019
OC-9	Commissioner Horton	July 16, 2019
OC-10	Commissioner Horton	July 16, 2019
OC-11	Commissioner Horton	July 16, 2019
OC-12	Commissioner Horton	July 16, 2019
OC-13	Commissioner Groff	July 16, 2019

Written Comments and Responses

The following pages contain the written comment letters received on the Draft EIR followed by responses to individual comments.

Comment Letter SA1

CALIFORNIA Water Boards

GAVIN NEWSOM GOVERNOR

JARED BLUMENFELD SECRETARY FOR ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

17 July 2019

Stefanie Kemen
City of Roseville
311 Vernon Street
Roseville, CA 95678

CERTIFIED MAIL
7017 2620 0001 1359 1311

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, WASHINGTON BOULEVARD/ANDORA BRIDGE IMPROVEMENT PROJECT, SCH#2016092028, PLACER COUNTY

SA1-1

Pursuant to the State Clearinghouse's 17 June 2019 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environmental Impact Report* for the Washington Boulevard/Andora Bridge Improvement Project, located in Placer County.

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

I. Regulatory Setting

Basin Plan

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

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental

Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website: http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/ SA1-1 cont.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

> *Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*
>
> *This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

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

II. Permitting Requirements SA1-2

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at: http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]
The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit
Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

Clean Water Act Section 404 Permit
If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

SA1-2 cont.

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

Clean Water Act Section 401 Permit – Water Quality Certification
If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State
If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:
https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

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

SA1-2 cont.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

SA1-2 cont.

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.

There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: https://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/regulatory_information/for_growers/coalition_groups/ or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100**. Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 11-100 acres are currently $1,277 + $8.53/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Limited Threat General NPDES Permit

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

threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

SA1-2 cont.

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4812 or Jordan.Hensley@waterboards.ca.gov.

Stephanie Sadlock
for Jordan Hensley
Environmental Scientist

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

Responses to Comment Letter SA1 – Jordan Hensley, Regional Walter Quality Control Board

Response to Comment SA1-1

The comment states that the Central Valley Regional Water Quality Control Board (Central Valley Water Board) may need to issue a National Pollutant Discharge Elimination System (NPDES) Program Permit to the project and that the EIR should contain the necessary antidegradation water quality analysis to support this discretionary action under CEQA. Draft EIR **Impact WQ-1 Violation of any water quality standards or waste discharge requirements** (Draft EIR page 3.9-13); **Impact WQ-2 Substantial depletion of groundwater supplies or substation interference with groundwater recharge** (Draft EIR page 3.9-15); **Impact WQ-3 Substantial alteration of existing drainage patterns in a manner that would result in substantial erosion or siltation onsite or offsite** (Draft EIR page 3.9-16) and, **Impact WQ-6 Other substantial degradation of water quality** (Draft EIR page 3.9-19) contains the requested analysis, including analysis of the NPDES Program. The analysis concludes that related impacts are less than significant with implementation of the Best Management Practices identified in the Draft EIR Project Description and on page 3.9-14, and implementation of Mitigation Measure **WQ-2.1 Provide a system to meet NPDES Post-Construction Stormwater Runoff Requirements** (Draft EIR page 3.9-15).

Response to Comment SA1-2

This comment lists various Central Valley Water Board permit requirements that may apply to the project and provides electronic web site links for additional information and permitting resources. As discussed in the Draft EIR's Biological Resources and Hydrology and Water Quality Sections, the project will obtain all necessary resource agency permits including but not limited to a Section 401 and NPDES Program Permits from the Central Valley Water Board.

Comment Letter SA2

STATE OF CALIFORNIA GAVIN NEWSOM, *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

July 30, 2019

Governor's Office of Planning & Research
AUG 02 2019
STATE CLEARINGHOUSE

Stefanie Kemen
City of Roseville
311 Vernon Street
Roseville, California 95678

Re: Washington/Andora Widening Project
SCH 2016092028 — *Draft Environmental Impact Report*

Dear Ms. Kemen:

The California Public Utilities Commission (Commission/CPUC) has jurisdiction over rail crossings (crossings) in California. CPUC ensures that crossings are safely designed, constructed, and maintained. The Commission's Rail Crossings and Engineering Branch (RCEB) is in receipt of the *Draft Environmental Impact Report (DEIR)* for the proposed Washington/Andora Widening Project (Project). City of Roseville (City) is the lead agency. SA2-1

The City proposes to widen a section of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard from two to four lanes and replace the existing 100-year-old Washington Boulevard Andora Underpass (CPUC no. 001C-108.0-B, DOT No. 753227X) beneath the Union Pacific Railroad. During removal of the existing Andora Underpass, the railroad would be detoured to a temporary track, also known as a shoofly. Open space and undeveloped areas on the west side of Washington Boulevard would be used to support the shoofly construction.

If the alterations or reconstruction of the existing underpass grade-separated crossing are exempt from the California Environmental Quality Act (CEQA) pursuant to California Public Resources (PR) Code Section 21080.13 as demonstrated by a Notice of Exemption or other factual environmental information provided by the City, the project may be processed through the General Order (GO) 88-B process as a modification to an existing crossing. The proposed alteration(s) shall also comply with all other applicable Commission GOs. A diagnostic meeting at the proposed crossing site must be attended by representatives from the City, Union Pacific Railroad, and RCEB prior to submittal of the GO 88-B request. RCEB representatives are available to discuss any potential safety impacts or concerns regarding modifications to this crossing. Please continue to keep RCEB informed of the project's development. More information can be found at: http://www.cpuc.ca.gov/crossings.

If you have any questions, please contact Marvin Kennix at (916) 928-3809, or mlk@cpuc.ca.gov.

Sincerely,

Marvin Kennix
Utilities Engineer
Rail Crossings and Engineering Branch
Rail Safety Division

CC: State Clearinghouse, state.clearinghouse@opr.ca.gov
Peggy Ygbuhay, pygbuhay@up.com

Responses to Comment Letter SA2 – Marvin Kennix, California Public Utilities Commission

Response to Comment SA2-1

The California Public Utilities Commission (CPUC) comment letter is not a comment on the adequacy of the Draft EIR. The comment letter describes the process for project compliance with applicable CPUC General Orders and provides a refence link for additional information. The City of Roseville will ensure the Project complies with applicable CPUC General Orders.

Comment Letter LA1

Placer County
AIR POLLUTION CONTROL DISTRICT

110 Maple Street, Auburn, CA 95603 • (530) 745-2330 • Fax (530) 745-2373 • www.placerair.org

Erik C. White, Air Pollution Control Officer

July 8, 2019

Ms. Terri Sherhall
Environmental Coordinator
Roseville Development Services Department
311 Vernon Street
Roseville, CA 95678

Subject: Review of Draft Environmental Impact Report for the Washington Boulevard/Andora Bridge Improvement Project

Dear Ms. Sherhall:

The Placer County Air Pollution Control District (District) thanks you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) prepared for the proposed Washington Boulevard/Andora Bridge Improvement Project (Project). The District has the following comments on the Project's DEIR for your consideration.

1. **Section 3.3.1 (Particulate Matter):** The District believes the following sentence includes a typo and recommends that the highlighted phrase be re-written. LA1-1

   "Other symptoms of exposure may include nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lunch function, and increased respiratory symptoms" (page 3.3-9).

2. **Section 3.7.2 (Greenhouse Gas Emissions, Thresholds of Significance):** The DEIR states that there are "currently no drafted, adopted, or recommended numeric thresholds relevant to the analysis of GHG emissions from transportation projects" (page 3.7-8). LA1-2

   Although it does not address transportation projects specifically, the District's Board-adopted CEQA thresholds for greenhouse gases are applicable for all types of projects that are required to analyze their project-related construction and operational emissions. The followings are the District's Greenhouse Gas Thresholds for CEQA Projects:

Greenhouse Gas Thresholds			
Bright-line Threshold **10,000** MT CO2e/yr			
Efficiency Matrix			
Residential		**Non-residential**	
Urban	**Rural**	**Urban**	**Rural**
(MT CO2e/capita)		(MT CO2e/1,000sf)	
4.5	**5.5**	**26.5**	**27.3**
De Minimis Level **1,100** MT CO2e/yr			

LA1-2 cont.

While the Efficiency Matrix is reserved for typical Land Use Projects, the De Minimis Level and Bright-line Threshold are meant to be used for all CEQA projects. The District recommends that the DEIR includes the District's greenhouse gas CEQA thresholds and supports the City's decision to apply a more restrictive net-zero threshold for the project's related GHG impacts.

3. **Table 3.7-3. GHG Emissions from Construction of the Proposed Project (metric tons per year):** As stated in the DEIR, CO_2 has a Global Warming Potential of 1. That is, 1 metric ton of CO_2 is equal to 1 metric ton of CO_2e. However, Table 3.7-3 consistently provides higher values for CO_2e than CO_2, even though the other greenhouse gases being evaluated have values of zero.

   If all other greenhouse gas emissions are zero, then the District recommends that the value of CO_2 should be equal to that of the CO_2e.

LA1-3

4. **Appendix C: Air Quality Analysis Assumptions:** The assumptions provided in Appendix C are not sufficient to accurately recreate the estimated emissions found in Tables 3.3-5, 3.3-6, 3.3-7, and 3.3-8. The District recommends that the DEIR includes the full Road Construction Emissions Model used for the analyses as an attachment.

LA1-4

Thank you again for the opportunity to review and comment on the DEIR. If you have any questions, please feel free to contact me at 530-745-2376 or lmoore@placer.ca.gov.

Sincerely,

Lauren Moore

Lauren Moore
Air Pollution Control Specialist
Placer County Air Pollution Control District

Cc: Yushuo Chang, Planning and Monitoring Section Manager
Ann Hobbs, Associate Planner

Responses to Comment Letter LA1 – Lauren Moore, Placer County Air Pollution Control District

Response to Comment LA1-1

The text has been revised to “decreased lung function.”

Response to Comment LA1-2

The text has been revised to remove references to thresholds not used in the analysis, including numeric non-zero thresholds. The discussion focuses exclusively on OPR’s and CARB’s analyses of the State’s climate change goals and VMT reduction, which forms the basis for the net zero threshold used to evaluate project emissions. These revisions do not affect the analysis approach or impact determination.

Response to Comment LA1-3

Construction equipment and vehicles would result in emissions of CH4 and N2O, but the values are less than 1. The tables in Chapter 3.7 have been revised to show CH4 and N2O emissions as “<1”.

Response to Comment LA1-4

The RCEM files are available upon request.

Comment Letter I1

From: Kelly Berg <knmnberg@gmail.com>
Sent: Tuesday, June 25, 2019 1:08 PM
To: Shirhall, Terri
Subject: Re: FW: Washington/Andora Phase 1 Exhibit

EXTERNAL: This email originated from outside of the organization. Do not click on any links or open attachments unless you recognize the sender and know the content is safe.

Hi Terri,

Thanks for your time this morning, and for your follow-up. Your planning document clarifies my understanding of the Washington Blvd / Diamond Oaks intersection, and answered my questions regarding the bike trail. For southbound cars stopped at the Diamond Oaks intersection, I'm concerned that there will be insufficient space and time for a smooth blending of the two lanes into one, before the underpass. I vote yes on phase 1. I1-1 I1-2 I1-3

Regards,
Kelly

1

Responses to Comment Letter I1 – Kelly Berg, June 25, 2019

Response to Comment I1-1

This comment is in response to a phone conversation addressing project details and does not address the Draft EIR analysis. No response is necessary.

Response to Comment I1-2

The commenter expresses concern there will be insufficient space and time for a smooth blending of two lanes into one on south bound Washington Boulevard south of Diamond Oaks Road prior to entering the Andora Underpass following Phase 1 improvements.

The traffic operation effects of Phase 1 improvements are addressed in the Fehr Peers *Phasing of Washington/Andora Widening Project* Technical Memorandum dated April 10, 2019 (Draft EIR Appendix B). According to this Technical Memorandum, following Phase 1 improvements, southbound traffic on Washington Boulevard approaching Diamond Oaks Road would be similar to existing (no project) conditions. However, delays on this approach would likely be greater than for full Project buildout which would provide a continuous second southbound lane through the intersection and Andora Underpass.

The net effect of the Phase 1 Project at the Washington Boulevard/Diamond Oak Road intersection and south of the intersection prior to the Andora Underpass would be reduced delays when compared to existing (no project) conditions, but slightly greater delays when compared to an Existing Plus Full Project Buildout scenario. As shown in Draft EIR Table 3.16-8 Peak Hour Intersection Operations - Existing Plus Project Conditions (Draft EIR page 3.16-22), this intersection operated at Level of Service (LOS) B during the AM and PM peak hours under Existing Plus Full Project Buildout Conditions. The slight increase in delay would likely maintain LOS B conditions (and certainly maintain a LOS C). Therefore, according to the Fehr & Peers Technical Memorandum analysis, the net effect of the Phase 1 Project is not expected to adversely affect Washington Boulevard operations south of the Diamond Oaks Road intersection.

Response to Comment I1-3

This comment expresses support for the Phase 1 project. No response is necessary.

Comment Letter I2

From: Lisa Tedder <tedderml@comcast.net>
Sent: Tuesday, June 18, 2019 11:24 AM
To: Shirhall, Terri
Subject: Washington Blvd widening

EXTERNAL: This email originated from outside of the organization. Do not click on any links or open attachments unless you recognize the sender and know the content is safe.

Dear Terri,

We are in receipt of the Notice of Availability of a Draft Environmental Impact Report for the widening of Washington Blvd. While I agree that Washington Blvd does need to be widened, especially under the Union Pacific Railroad crossing, I do feel that the sound wall should be mandatory. The letter I read said that there is only a "potential" to build a sound wall. These people have already had to endure increased noise in their backyards because of the insane population growth in this area and it will only continue to get worse. The least the City can do to help them continue to enjoy their backyards is require that a sound wall be installed. I2-1

Sincerely,
Lisa Tedder
Highland Reserve homeowner

1

Responses to Comment Letter I2 – Lisa Tedder, June 18, 2019

Response to Comment I2-1

According to the traffic noise analysis beginning on Draft EIR page 3.12-17, the proposed project would lead to an increase in traffic in the vicinity of the project area, as detailed in Section 3.16, *Transportation/Traffic*. Most of the noise-sensitive land uses in the project vicinity are residential land uses. According to the City's *General Plan 2035* Maximum Allowable Noise Exposure for Transportation Noise Sources (refer to Table 3.12-5), a noise level of up to 60 L_{dn}/CNEL at "Outdoor Activity Areas" associated with residential land uses is considered compatible (City of Roseville 2016).

As described in the Draft EIR *Methods for Analysis and Assumptions* Noise subsection, if the proposed project would result in traffic noise that exceeds the compatibility guidelines for that land use (e.g., 60 L_{dn}/CNEL for residential land uses) and results in an increase of 3 dB or more, the impact would be considered significant. This is because a change in sound level of 3 dB is considered the threshold of human perception for changes in noise levels. As shown in Draft EIR Table 3.12-11, traffic modeling results indicate that full buildout (Phases 1 and 2 combined) of the proposed project would not result in an increase of 3 dB or more (the delta from existing to existing plus project conditions) at any modeled sensitive receptor.

Because no noise-sensitive receptors would be exposed to a project-related operational traffic noise increase of 3 dB or more in areas where the compatibility standard is exceeded (or in areas where it is not exceeded), the Draft EIR found full buildout (Phases 1 and 2 combined) project traffic noise impacts to be less than significant under CEQA with no mitigation required.

Furthermore, the Fehr & Peers technical memorandum dated April 10, 2019 which reviewed the effects of project phasing on traffic and circulation (Draft EIR Appendix B) confirmed that: 1) Phase 1 improvements alone would not result in operational LOS impacts at study area intersections; and, 2) roadway volumes would be slightly less than those identified for full project buildout (because the Andora Underpass would not be widened). Because operational noise impacts are based on projected traffic volumes and because Phase 1 Washington Boulevard traffic volumes were found to be slightly less than full buildout volumes, Phase 1 operational noise impacts were also considered less than significant.

As noted beginning on Draft EIR page 3.12-19, although operational traffic noise impacts under CEQA as identified in the Draft EIR would be less than significant, a sound wall may be installed adjacent to one residential area based on federal guidelines as discussed in the Washington Boulevard/Andora Bridge Improvement Project Noise Study Report (California Department of Transportation 2017). As discussed in Draft EIR Chapter 2, Project Description, the potential wall would be located along residential property lines to the east of Washington Boulevard between Diamond Oaks Road and an existing concrete masonry wall just south of Pleasant Grove Boulevard. Assuming federal funding is used for the project as proposed, federal traffic noise thresholds would apply and this sound wall would become a requirement and constructed as part of the Phase 2 project.

Comment Letter I3

From: Dan Monahan <danlmonahan@hotmail.com>
Sent: Monday, June 17, 2019 9:57 AM
To: Shirhall, Terri
Subject: EIR Washington Blvd project

EXTERNAL: This email originated from outside of the organization. Do not click on any links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms Shirhall,
As owner of a building in the Pleasant Grove Professional center I have received the notice of the EIR and proposed improvements on Washington Blvd. As I know most comments generally are of a complaint or criticism, I just wanted to say I very much appreciate the project as outlined. Despite the construction nuisances, I think this will help finish off that area of Washington Blvd to the betterment of all. So, this is just a supportive and affirmative note. The complainers represent themselves. I probably represent everybody else who doesn't complain and are happy with the proposal. I3-1
Sincerely,
Dan Monahan
1211 Pleasant Grove Blvd. Suite 120
Roseville, CA 95678

1

Responses to Comment Letter I3 – Dan Monahan, June 17, 2019

Response to Comment I3-1

The commenter expresses support for the proposed Phase 1 project. Comment noted, no response required.

Comment Letter I4

From: tazzy@surewest.net
Sent: Friday, July 19, 2019 1:23 PM
To: Shirhall, Terri
Subject: Washington/Andora Widening Project

EXTERNAL: This email originated from outside of the organization. Do not click on any links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,
My comment on the above mentioned project:
I am glad to see that there are plans on improving the traffic flow on Washington Blvd. mentioned within the project limits. I4-1
Would it be possible to drop Sawtell-Kaseburg Drive widening portion from phase 1 and include it in phase 2 of the project. I believe by widening this area it would cause congestion by dropping one lane in the N/B direction towards the railroad underpass. It would be something similar to what occurs at the N/B SAC 51 (Bus 80) when lanes are dropped prior to the railroad underpass, but with less ADT. I4-2
Thank you,
Peter C. Azevedo

Sent from Mail for Windows 10

1

Responses to Comment Letter I4 – Peter Azevedo

Response to Comment I4-1

The commenter is pleased to see the proposed project's improvement plans. Comment noted.

Response to Comment I4-2

Widening Washington Boulevard through the Kaseberg Drive intersection as part of Phase 1 improvements is necessary to accommodate installation of the new Washington Boulevard/Kaseberg Drive signal. Without this road widening, any time the Washington Boulevard/Kaseberg Drive signal is red for Washington Boulevard traffic, an unacceptable traffic queue or "back up" would occur on Washington in both the northbound and southbound directions. This queuing is mitigated by the proposed Phase 1 road widening which increases Washington Boulevard queuing capacity. See also response to comment I1-2 above.

July 17, 2019 City of Roseville Transportation Commission Meeting Oral Comments and Final EIR Responses

The project and Draft EIR were presented to the City of Roseville Transportation Commission at their July 17, 2019 meeting. Most of the meeting's oral comment was in the form of citizen and commissioner questions and comments regarding the project's: design; funding; Phase 2 construction temporary detour route; right-of-way; the proposed signal at the Washington Boulevard/Kaseberg Drive intersection and related community outreach; "protected" pedestrian signal phasing; other nearby City transportation projects; and, the potential for including construction contract incentives. Clarifying responses to public and commissioner questions on the project and Draft EIR were provided by staff and consultants during the meeting. The most pertinent oral comments, including those that address the Draft EIR, are summarized below followed by the Final EIR response.

Following discussion, the transportation commission discussed its support for the project and unanimously passed a motion to recommend the City Council certify the Final EIR and approve the project.

Responses to all oral comments on the Draft EIR are provided below. First, a summary of the comment is presented followed by the Final EIR response.

Oral Comment 1 – Mike Barnbaum, Resident

The commenter asked if Roseville Transit routes or level of service would be affected during project construction.

Response to OC-1

The City's public transit fixed route service does not include routes that pass through the project corridor and therefore the temporary closure of Washington Boulevard during Phase 2 construction would not directly impact public transit. However fixed route and dial-a-ride service would be subject to short-term construction delays where transit routes utilize intersections along the Phase 2 detour route. Project construction related impacts to detour route intersections are discussed in the Draft EIR's transportation and traffic section as part of the construction closure analysis (see Draft EIR p. 3.16-18 Table 3.16-5). As discussed in the Draft EIR, even with temporary intersection restriping mitigation, PM peak hour delays were determined to be significant and unavoidable at three intersections along the detour route.

Oral Comment 2 – Commissioner Radford, Jr.

The commissioner requested confirmation that the project must be completed within a specified timeframe in order for the City to use the $2.2 million dollars of California Transportation Commission funds for the project.

Response to OC-2

Grant funding was originally awarded contingent on completing the project in a single phase. Constructing the project in two phases as currently proposed requires reconsideration/ approval by the California Transportation Commission. The City plans to make this request at the October 2019 California Transportation Commission meeting.

Oral Comment 3 – Commissioner Short

The commissioner asked why the roundabout planned for the Washington Boulevard/All American City Drive intersection is not included in the EIR.

Response to OC-3

This roundabout has a different funding mechanism and construction schedule and is being processed by the City as a separate project under CEQA.

Oral Comment 4 – Commissioner Short

The commissioner questioned how the diagonal crosswalks would operate and if they would be striped as shown in staff's slide presentation.

Response to OC-4

The crosswalks are proposed to be striped as shown in the staff presentation to better facilitate bicycle and pedestrian travel through the project corridor following Phase 1 improvements. The original project design included bike trails on both sides of Washington Boulevard at the Andora undercrossing. Because widening the undercrossing is required to construct bike trails on both sides of Washington Boulevard (which is cost prohibitive during Phase 1), the revised design incorporates enhanced bike crossings at project intersections, along with specific bike detection and signal phasing that will allow pedestrians and bikes to cross the intersection diagonally during a "protected" pedestrian signal phase. This revision was incorporated in part to demonstrate to the California Transportation Commission that the phased project still delivers to the community the same bike and pedestrian functionality and safety benefits as the original design.

Oral Comment 5 – Commissioner Horton

The commissioner asked which intersections would have enhanced bike crossings.

Response to OC-5

To improve safety and ensure a continuous Class 1 multi-use trail following Phase 1 improvements, the intersections of Washington Boulevard/Diamond Oaks Road and Washington Boulevard/Kaseberg Drive will have striping and special phasing for bicycle/pedestrian diagonal crossings.

Oral Comment 6 – Commissioner Short

The Commenter asked why the striping for bike lanes at intersections crisscross and why there are two separate ones.

Response to OC-6

The proposed striping is intended to better identify the independent signal phase for bike and pedestrian intersection movements for the benefit of all intersection users.

Oral Comment 7 – Commissioner Horton

The Commenter asked what will happen to the existing City operated recycle drop-off site located on the east side of Washington north of All America City Boulevard.

Response to OC-7

Staff is currently exploring design options that would allow the existing recycle drop-off site to be retained. However, if an acceptable design is not identified, the recycle drop-off site will be relocated and addressed as a separate project under CEQA.

Oral Comment 8 – Commissioner Horton

The commissioner would like to see the EIR address the needs for a roundabout at the existing Washington Boulevard/All-America City Boulevard intersection.

Response to OC-8

As discussed above, the Washington Boulevard/All-America City Boulevard roundabout project is being processed as a separate project under CEQA, with independent utility relative to the project. A roundabout is therefore not considered an alternative to the project.

Oral Comment 9 – Commissioner Horton

Commissioner Horton stated he fully supports closing Washington Boulevard during Phase II construction and would like the City to consider incentives to the contractor if they can get the work done sooner.

Response to OC-9

This comment is noted and passed on to the decision makers for consideration.

Oral Comment 10 – Commissioner Horton

The commissioner asked about the detour route and suggested a second right turn lane be considered from westbound Junction Boulevard onto northbound Foothills Boulevard during Phase 2 construction.

Response to OC-10

According to traffic modeling conducted for the project, the only temporary striping modification needed for the Foothills Boulevard/Junction Boulevard intersection during Phase 2 construction is to add an additional left turn lane from southbound Foothills Boulevard onto eastbound Junction Boulevard. The Junction Boulevard westbound right turn to northbound Foothills Boulevard is not a critical turning movement for this intersection and therefore no additional temporary striping modifications are proposed.

Oral Comment 11 – Commissioner Horton

The commissioner Horton asked if is necessary to have the green hash marks (crosswalks) through the intersection(s).

Response to OC-11

See above responses OC-4 and OC-5.

Oral Comment 12 – Commissioner Horton

Commissioner Horton stated he was disappointed that Phase 2 can't be completed sooner and supports approval of Phase 1.

Response to OC-12

Comment noted. This comment is forwarded on to the City Council for their consideration.

Oral Comment 13 – Commissioner Groff

Commissioner Groff asked if the turn pocket on southbound Washington Boulevard to eastbound Diamond Oaks will be extended.

Response to OC-13

This turn pocket will be extended as part of the project.

Oral Comment 14 – Commissioner Groff

Commissioner Groff asked if noise reducing pavement was considered as part of the traffic noise mitigation analysis. If noise reducing pavement were used, could that eliminate the need for a sound wall or reduce the required height?

Response to OC-14

Rubberized asphalt is a mitigation technique used under CEQA to reduce traffic noise. However federal agencies don't allow credit for noise reductions achieved with rubberized asphalt because there is no guarantee it will continue to be used during road maintenance to ensure traffic noise mitigation in perpetuity. Because the project would receive federal funding it is subject to federal regulations and therefore the use of rubberized asphalt is not assumed in the traffic noise analysis.

Oral Comment 15 – Commissioner Groff

Commissioner Groff thanked residents who attended the project's Open House and noted that community input regarding the installation of a traffic signal at the Washington Boulevard/Kaseberg Drive intersection made a difference. Commissioner Groff stated he supports securing funding and moving forward with Phase 1 construction.

Response to OC-15

Comment acknowledged; no response required.

Chapter 3
Draft EIR Errata

This section contains changes to the text of the Draft EIR in response to certain comments or as initiated by city staff. These changes are referenced in the responses to comments in Chapter 2, "Comments and Responses." The changes are presented in the order in which they appear in the Draft EIR and are identified by Draft EIR page number. Text deletions are shown in strikeout (~~strikeout~~) and additions are shown in underline (<u>underline</u>). The changes identified below do not alter the environmental analysis, conclusions of the EIR, or significance determinations; they do not require recirculation of the Draft EIR.

Changes to the Draft EIR

Revisions to the text of the Draft EIR follow. The text revisions are identified by Draft EIR page number and section number, as applicable. Where practical, revisions are included in the full paragraph where they are found in the Draft EIR.

Draft EIR Section 3.3 Air Quality

Subsection 3.3.1 Existing Conditions, Pollutants of Concern, Criteria Pollutants, Particulate Matter, second paragraph (Draft EIR page 3.3-9), is revised as follows:

Particulate Matter consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of particulates are now generally considered: respirable particles with an aerodynamic diameter of 10 micrometers or less, or PM10, and fine particles with an aerodynamic diameter of 2.5 micrometers or less, or PM2.5. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind on arid landscapes also contributes substantially to local particulate loading.

Particulate pollution can be transported over long distances and may adversely affect humans, especially people who are naturally sensitive or susceptible to breathing problems. Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease. Other symptoms of exposure may include nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased ~~lunch~~ <u>lung</u> function, and increased respiratory symptoms. In 2008, CARB estimated that annual PM2.5 emissions for the entire Sacramento Metropolitan Area[1] causes 90 premature deaths, 20 hospital admissions, 1,200 asthma and lower respiratory symptom cases, 110 acute bronchitis cases, 7,900 lost work days, and 42,000 minor restricted activity days (Sacramento Metropolitan Air Quality Management District 2013). Depending on its composition, both PM10 and PM2.5 can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (U.S. Environmental Protection Agency 2019c).

[1] Sacramento Metropolitan Area includes: El Dorado, Sacramento, Yolo counties and portions of Placer and Solano counties.

Section 3.7 Greenhouse Gas Emissions

Subsection 3.7.2 Environmental Impact, Thresholds of Significance, (Draft EIR page 3.7-8), is revised as follows:

to consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence (State CEQA Guidelines Sections 15064.4(a) and 15064.7(c)). The California Supreme Court decision in the *Centers for Biological Diversity et al. vs. California Department of Fish and Wildlife, the Newhall Land and Farming Company* (November 30, 2015, Case No. S217763) confirmed that there are multiple potential pathways for evaluating project-level GHG emissions consistent with CEQA, depending on the circumstances of a given project, including reliance on numeric thresholds and compliance with regulatory programs.

~~There are currently no drafted, adopted or numeric thresholds relevant to the analysis of GHG emissions from transportation projects.~~ Within the transportation sector, about two-thirds of GHG emissions come from on-road passenger vehicles (i.e., light-duty vehicles). Between 2013 and 2016, statewide passenger vehicle GHG emissions increased 7 percent, mainly due to VMT growth outpacing improvements in fuel efficiency of the vehicle fleet (CARB 20188). CARB's 2017 Scoping Plan recognizes that while vehicle technologies and low carbon fuels will continue to reduce transportation sector emissions, VMT reductions are necessary to achieve California's 2030 GHG reduction target. While CARB's climate change planning scenarios show that California can meet its GHG goals despite an increase of about 6.5% in total statewide VMT between existing conditions (2015-2018 average) and 2050, substantial VMT reduction relative to business-as-usual conditions (i.e., the future forecast with no action to reduce GHG emissions) is required (CARB 2019).

As discussed in Section 3.7.1, *Existing Conditions*, California adopted SB 375 to integrate transportation planning, regional housing allocation, and GHG reduction. The GHG reduction targets adopted by CARB and incorporated by MPOs in their RTP/SCS were expected to achieve much of the required VMT reduction needed for the State to meet their long-term GHG reduction targets. Yet a recent CARB assessment makes clear that the state "is not on track to meet greenhouse gas reductions expected under SB 375" (CARB 2018c). Accordingly, while SACOG's EIR for their 2035 MTP/SCS demonstrates that the proposed land use changes and transportation projects would achieve CARB's 2010 SB 375 GHG targets for the Sacramento region, based on recent CARB (2018b, 2019) analysis, additional GHG reduction may needed to meet the state's climate change objectives. SACOG is currently working on their 2020 MTP/SCS, which will address CARB's updated and more stringent 2018 SB 375 GHG targets, as well as potentially deeper VMT and GHG reductions called for under SB 743 and recent CARB climate change analysis. Adoption of the 2020 MTP/SCS is expected in February 2020.

~~In absence of an applicable numeric threshold or regional plan reflective of~~ Considering CARB's and OPR's current recommendations for VMT and GHG reduction, and the fact that the 2020 MTP/SCS has not been adopted, the City has determined that for the purposes of this analysis, any increase in GHG emissions above net zero (0) would result in a significant impact. A project-level net zero threshold represents a conservative assessment considering that the project is part of the region's larger land use and transportation network, and

Section 3.7 Greenhouse Gas Emissions

Subsection 3.7.2 Environmental Impact, Table 3.7-3. GHG Emissions from Construction of the Proposed Project (metric tons per year) (Draft EIR page 3.7-9), is revised as follows:

Table 3.7-3. GHG Emissions from Construction of the Proposed Project (metric tons per year)

Year	Source	CO_2	CH_4	N_2O	CO_2e
2020	Phase 1 Construction	278	<u><1</u>~~0~~	<u><1</u>~~0~~	284
2023	*Phase 2 Construction*	*868*	*<u><1</u>~~0~~*	*<u><1</u>~~0~~*	*886*
	Traffic Detour	*380*	*<u><1</u>~~0~~*	*<u><1</u>~~0~~*	*386*
	Total	1,247	<u><1</u>~~0~~	<u><1</u>~~0~~	1,272
2024	Phase 2 Construction	207	<u><1</u>~~0~~	<u><1</u>~~0~~	212
Total (all years)		1,733	<u><1</u>~~0~~	<u><1</u>~~0~~	1,767

GHG = greenhouse gas
CO_2 = carbon dioxide
CH_4 = methane
N_2O = nitrous oxide
CO_2e = carbon dioxide equivalent

Section 3.7 Greenhouse Gas Emissions

Subsection 3.7.2 Environmental Impact, Table 3.7-4. Estimated Greenhouse Gas Emissions from Project Operation (metric tons per year) (Draft EIR page 3.7-10), is revised as follows:

Table 3.7-4. Estimated Greenhouse Gas Emissions from Project Operation (metric tons per year)

Condition	Annual VMT	CO_2	CH_4	N_2O	CO_2e
2016 Existing	18,078,162,844	7,519,026	220	395	7,642,102
2016 Existing Plus Project	18,080,129,640	7,520,172	220	395	7,643,268
Cumulative (2035) No Project	25,674,732,648	7,003,174	102	372	7,116,456
Cumulative (2035) Plus Project	25,675,003,655	7,003,344	102	372	7,116,626
Incremental Project Impact					
2016 Existing Plus Project vs. 2016 Existing	1,966,796	1,146	<u><1</u>~~0~~	<1	1,165
Cumulative (2035) Plus Project vs. Cumulative (2035) No Project	271,007	170	<u><1</u>~~0~~	<1	170
Cumulative Change					
Cumulative (2035) Plus Project vs. 2016 Existing	7,596,840,811	-515,682	-117	-23	-525,476

VMT = vehicle miles traveled
CO_2 = carbon dioxide
CH_4 = methane
N_2O = nitrous oxide
CO_2e = carbon dioxide equivalent

Appendix A

CEQA Mitigation Monitoring and Reporting Program for the Washington Boulevard/Andora Bridge Improvement Project

CEQA Mitigation Monitoring and Reporting Program for the Washington Boulevard/Andora Bridge Improvement Project

September 2019

Washington Boulevard/Andora Bridge Improvement Project

SCH # 2016092028

MITIGATION MONITORING AND REPORTING PROGRAM

Introduction

Public Resources Code section 21081.6 and section 15097 of the California Environmental Quality Act (CEQA) Guidelines require public agencies to adopt a monitoring or reporting program for projects approved on the basis of an environmental impact report that requires implementation of mitigation measures as part of project approval.

The following is the Mitigation Monitoring and Reporting Program (MMRP) for the Washington Boulevard/Andora Bridge Improvement Project (proposed project). The intent of the MMRP is to aid the City of Roseville with its implementation and monitoring of mitigation measures adopted from the Washington Boulevard/Andora Bridge Improvement Project Final Environmental Impact Report (EIR).

Mitigation Measures

The following mitigation measures are from the Washington Boulevard/Andora Bridge Improvement Project Final EIR and are the responsibility of the City to implement. The MMRP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

MMRP Components

The components of the attached table, which contains applicable mitigation measures, are addressed briefly, below.

Impact: This column summarizes the impact stated in the Final EIR.

Mitigation Measure: All mitigation measures identified in the Washington Boulevard/Andora Bridge Improvement Project Draft EIR are presented, as revised in the Final EIR.

Action(s): For every mitigation measure, one or more actions are described. The actions delineate the means by which the mitigation measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure for specifics.

Implementing Party: This item identifies the entity that will undertake the required action.

Timing: Implementation of the action must occur prior to or during some part of project approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party: The City of Roseville Department of Public Works is primarily responsible for ensuring that mitigation measures are successfully implemented. Within the City of Roseville, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project. Other agencies, such as the California Department of Fish and Game, may also be responsible for monitoring the implementation of mitigation measures. As a result, more than one monitoring party may be identified.

Washington Boulevard/Andora Bridge Improvement Project, Mitigation Monitoring and Reporting Program					
Impact	**Mitigation Measures**	**Action(s)**	**Implementing Party**	**Timing**	**Monitoring Party**
Visual/Aesthetics					
Impact AES-5: Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area	**Mitigation Measure AES-5.1: Minimize Fugitive Light from Portable Sources Used for Construction** At a minimum, the construction contractor will minimize project-related light and glare to the maximum extent feasible, given safety considerations. Color-corrected halide lights will be used. Portable lights will be operated at the lowest allowable wattage while meeting safety requirements and portable lighting will only be raised to a height required to adequately aluminate the work area. All construction lights will be directed downward toward work activities and away from the night sky and particularly residential areas, to the maximum extent possible. The number of nighttime lights used will be minimized to the greatest extent possible.	Minimize project-related light and glare to the maximum extent feasible,	Construction Contractor	During night construction work	City of Roseville Development Services Department
Biological Resources					
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	**Mitigation Measure BIO-1.1: Install Fencing and/or Flagging to Protect Sensitive Biological Resources** Prior to construction, the City's contractor will install high-visibility orange construction fencing and/or flagging, as appropriate, along the perimeter of the work area adjacent to Environmentally Sensitive Areas (ESAs) (e.g., riparian vegetation, wetlands, streams, special-status species habitat, elderberry shrub, and active bird nests). The City will ensure that the final construction plans show the locations where fencing will be installed. The plans also will define the fencing installation procedure. The City or contractor (at the discretion of the City) will ensure that the fencing is maintained throughout the duration of the construction period. If the fencing is removed, damaged, or otherwise compromised during the construction period, construction activities will cease until the fencing is repaired or replaced. The project's special provisions package will provide clear language regarding acceptable fencing material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within ESAs. All temporary fencing will be removed upon completion of construction.	Identify ESAs on improvement plans, protect in the field during construction and identify and limit construction site boundaries the field.	Design team and Contractor	Plan check and construction	City of Roseville Development Services Department
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	**Mitigation Measure BIO-1.2: Conduct Environmental Awareness Training for Construction Personnel** Before any work occurs within the project limits, including equipment staging, grading, and tree and/or vegetation removal (clear and grub), the City will retain a qualified biologist (familiar with the resources in the area) to conduct a mandatory contractor/worker environmental awareness training for construction personnel. The awareness training will be provided to all construction personnel (contractors and subcontractors) prior to beginning construction to brief them on the need to avoid effects on sensitive biological resources adjacent to construction areas and the penalties for not complying with applicable state and federal laws and permit requirements. The biologist will inform all construction personnel about the life history and habitat requirements of special-status species with potential for occurrence onsite, the importance of maintaining habitat, and the terms and conditions of the Biological Opinion or other authorizing document (e.g. letter of concurrence). The environmental training will also cover general restrictions and guidelines that must be followed by all construction personnel to reduce or avoid effects on sensitive biological resources during project construction.	Conduct environmental awareness training for construction personnel.	City of Roseville Development Services Department	Prior to construction	City of Roseville Development Services Department
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	**Mitigation Measure BIO-1.3: Retain a Qualified Biologist to Conduct Preconstruction Surveys and Periodic Monitoring during Construction in Sensitive Habitats** The City will retain a qualified biologist to conduct periodic site visits during construction activities that involve ground disturbance (e.g., vegetation removal, grading, excavation, shoofly track construction) within or adjacent to ESAs. The timing and frequency of this monitoring will be determined through coordination with the City or as determined by the project permits. The purpose of the monitoring is to ensure that measures identified in this report are properly implemented to avoid and minimize effects on sensitive biological resources and to ensure that the project complies with all applicable permit requirements and agency conditions of approval. The biologist will ensure that fencing around ESAs remains in place during construction and that no construction personnel, equipment, or runoff/sediment from the construction area enters ESAs.	Conduct Preconstruction Surveys and Periodic Monitoring during Construction in Sensitive Habitats	City of Roseville Development Services Department	Prior to construction	City of Roseville Development Services Department
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	**Mitigation Measure BIO-1.4: Protect Water Quality and Minimize Sedimentation Runoff in Wetlands and Non-Wetland Waters** The City will comply with all construction site BMPs specified in the Storm Water Pollution Prevention Plan, and any other permit conditions to minimize the introduction of construction-related contaminants and mobilization of sediment in wetlands and non-wetland waters in and adjacent to the project area. These BMPs will address soil stabilization, sediment control, wind erosion control, vehicle tracking control, non-stormwater management, and waste management practices. The BMPs will be based on the best conventional and best available technology. The City will obtain a Section 401 Water Quality Certification from the Central Valley RWQCB and a Lake or Streambed Alteration Agreement from CDFW, which will contain BMPs and water quality measures to ensure the protection of water quality. These permit condition and BMPs will be implemented as part of the project.	Implement water quality BMPs and applicable resource permit conditions consistent with the project's approved Storm Water Pollution Prevention Plan and this MMRP.	Contractor	During construction	City of Roseville Development Services Department

Washington Boulevard/Andora Bridge Improvement Project, Mitigation Monitoring and Reporting Program					
Impact	**Mitigation Measures**	**Action(s)**	**Implementing Party**	**Timing**	**Monitoring Party**
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	**Mitigation Measure BIO-1.5: Compensate for Direct Impacts on Vernal Pool Branchiopod Habitat (Phase 2)** The City will compensate for direct impacts on vernal pool fairy shrimp and vernal pool tadpole shrimp (vernal pool branchiopod) habitat by purchasing the appropriate habitat credits at a USFWS-approved mitigation or conservation bank. The habitat impacts will be mitigated at a 2:1 ratio (2 acres preserved for every 1 acre affected). Mitigation and conservation banks in Placer County that sell vernal pool branchiopod credits are Locust Road Mitigation Bank, Toad Hill Ranch Mitigation Bank, and Western Placer Schools Conservation Bank. Based on the current project design, the City will purchase 0.16 acre of mitigation credits to compensate for direct impacts on 0.08 acre of vernal pool branchiopod habitat. The mitigation ratio and associated acreage may be modified based on the Biological Opinion, which will dictate the ultimate compensation for this federally listed species	Purchase mitigation credits to compensate for impacts to vernal pool branchiopod habitat.	City of Roseville Development Services Department	Prior to impacts to vernal pool branchiopod habitat	City of Roseville Development Services Department
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	**Mitigation Measure BIO-1.6: Install a No-Disturbance Buffer around the Elderberry Shrub (Phase 2)** In conjunction with Mitigation Measure BIO-1.1, *Install Fencing and/or Flagging to Protect Sensitive Biological Resources*, the City will ensure that a minimum 4-foot-tall, temporary plastic mesh-type construction fence (Tensor Polygrid or equivalent) is installed between the work area and the elderberry shrub to be protected. In addition to the exclusion fencing, k-rail (concrete or plastic) will be installed between the elderberry shrub and the work area to protect this shrub from inadvertent damage during construction and removal of the shoofly track. The biologist shall monitor the installation of k-rail protection. This fencing is intended to prevent encroachment by construction vehicles and personnel. The exact location of the fencing and k-rail shall be determined by a qualified biologist, with the goal of protecting habitat for valley elderberry longhorn beetle. The fencing shall be strung tightly on posts set at a maximum interval of 10 feet. The fencing shall be checked regularly and maintained until all construction is complete. This exclusion fencing shall be marked by a sign stating: *This is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the federal Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment.* No construction activity, including grading, will be allowed until this condition is satisfied. The fencing and a note reflecting this condition will be shown on the construction plans and specifications.	Install protections for elderberry shrubs, including fending, k-rail and signage. Regularly inspect protections and exclude construction vehicles and personnel from the area.	Qualified biologist, Contractor and Construction Inspector	Prior to Phase 2 construction of shoefly	City of Roseville Development Services Department
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	**Mitigation Measure BIO-1.7: Conduct a Preconstruction Survey for Northern Western Pond Turtle and Exclude Turtles from the Work Area** To avoid and minimize impacts on northern western pond turtles, the City will retain a qualified wildlife biologist to conduct a preconstruction survey within 48 hours of disturbance in suitable aquatic and upland habitats. The survey objectives are to determine the presence or absence of pond turtles in the vicinity of the construction work area and to determine if additional monitoring for pond turtles is necessary during construction to avoid entrapment of pond turtles during installation of stream diversion materials. If possible, the survey will be timed to coincide with the time of day and year when turtles are most likely to be active (during the cooler part of the day from 8:00 a.m. to 12:00 p.m. during spring, summer, and late summer). Prior to conducting presence/absence surveys, the biologist will locate the microhabitats for turtle basking (logs, rocks, and brush thickets) and determine a location to quietly observe turtles. The survey will include a 15-minute wait time after arriving on site to allow startled turtles to return to open basking areas. The survey will consist of a minimum 15-minute observation time per area where turtles could be observed. If turtles are observed during the preconstruction survey or at any time during construction and they cannot be avoided, they will be either hand-captured or trapped and then relocated outside the construction area to appropriate aquatic habitat by a biologist with a valid memorandum of understanding from CDFW and as determined during coordination with CDFW. If an active turtle nest is found, the biologist will coordinate with CDFW to determine the appropriate avoidance measures.	Perform preconstruction surveys for northern western pond turtle and exclude turtles from the work area	Qualified biologist	Prior to construction	City of Roseville Development Services Department
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	**Mitigation Measure BIO-1.8: Conduct Vegetation Removal during the Non-breeding Season and Conduct Preconstruction Surveys for Nesting Migratory Birds and Raptors** Where vegetation removal is required to construct project features, the City will conduct this activity during the nonbreeding season for migratory birds and raptors (generally between September 1 and February 28), to the extent feasible. If construction activities (including vegetation removal) cannot be confined to the nonbreeding season, the City will retain a qualified wildlife biologist with knowledge of the relevant species to conduct nesting surveys before the start of construction. The migratory bird and raptor nesting surveys will include a minimum of two separate surveys to look for active migratory bird and raptor nests. Surveys will include a search of all trees and shrubs that provide suitable nesting habitat in the construction area. In addition, a 500-foot area around the construction area will be surveyed for nesting raptors and a 50-foot area around the construction area will be surveyed for songbirds. One survey should occur within 14 days prior to construction and the second survey within 48 hours prior to the start of construction or vegetation removal. If no active nests are detected during these surveys, no additional measures are required. If an active nest is found in the survey area, a no-disturbance buffer will be established around the nest site to avoid disturbance or destruction of the nest until the end of the breeding season (August 31) or until after a qualified wildlife biologist determines that the young have fledged and moved out of the project area (this date varies by species). The extent of these buffers will be determined by the biologist in coordination with USFWS and CDFW, and will depend on the level of construction disturbance, line-of-sight between the nest and the	Conduct vegetation removal during the non-breeding season and/or conduct preconstruction surveys for nesting migratory birds and raptors and protect active nests in consultation with CDFW.	Contractor and City of Roseville Development Services Department	Conduct vegetation removal during the non-breading season (between September 1 and February 28) or conduct nesting surveys to determine allowable construction work windows.	City of Roseville Development Services Department

Washington Boulevard/Andora Bridge Improvement Project, Mitigation Monitoring and Reporting Program					
Impact	**Mitigation Measures**	**Action(s)**	**Implementing Party**	**Timing**	**Monitoring Party**
	disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. Suitable buffer distances may vary between species.				
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	**Mitigation Measure BIO-1.9: Conduct Preconstruction Surveys for Roosting Bats and Implement Protection Measures** To obtain the highest likelihood of detection, the following preconstruction bat surveys will be conducted within and adjacent to the construction area for each construction season. If the surveys determine that bats are roosting in the construction area, the City will implement the protective measures described below. • Conduct Preconstruction Tree Surveys Prior to tree removal or pruning, qualified biologists will examine trees to be removed or pruned for suitable bat roosting habitat. High-value habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, and larger snags,) will be identified, and the area around these features will be searched for bats and bat sign (e.g., guano, culled insect parts, and staining). All mature broadleaf trees should be considered potential habitat for solitary foliage-roosting bat species. If bat sign is detected, biologists will conduct evening visual emergence survey of the source habitat feature, from a half hour before sunset to 1–2 hours after sunset for a minimum of 2 nights during the season that construction would be taking place. Night-vision goggles and/or full-spectrum acoustic detectors will be used during emergence surveys to assist in species identification. All emergence surveys will be conducted during favorable weather conditions (calm nights with temperatures conducive to bat activity and no precipitation predicted). Survey methodology may be supplemented as new research identifies advanced survey techniques and equipment that would aid in bat detections. • Identify Protective Measures for Bats Using Trees If it is determined that bats are using trees within or adjacent to the construction area as roost sites, the City (or its designated contractor) will coordinate with CDFW to identify protective measures to avoid and minimize impacts on roosting bats based on the type of roost and timing of activities. These measures could include the following measures. • If feasible, tree removal and pruning of trees containing an active roost will be avoided between April 1 and September 15 (the maternity period) to avoid impacts on reproductively active females and dependent young. • If a maternity roost is located, whether solitary or colonial, that roost will remain undisturbed until September 15 or until a qualified biologist has determined that the roost is no longer active. • If avoidance of nonmaternity roost trees is not possible, tree removal or pruning will be monitored by a qualified biologist. Prior to removal or pruning, the tree will be gently shaken, and several minutes should pass before felling trees or pruning limbs to allow bats time to arouse and leave the tree. The tree then will be removed in pieces, rather than felling the entire tree. The biologists will search downed vegetation for dead and injured bats. The presence of dead or injured bats that are species of special concern will be reported to CDFW. • Conduct Preconstruction Surveys of Culverts Prior to any work to replace, extend, or remove culverts, a qualified biologist will inspect box and pipe culverts for the presence of roosting bats. The biologist will conduct a daytime inspection/survey of box culverts for bat sign or occupancy to determine whether the structure is being used as a roost. Biologists conducting daytime surveys will listen for audible bat calls and will use the naked eye, binoculars, telescoping inspection mirror, and a high-powered spotlight to inspect culverts, and mud nests if present, for bats. Surfaces and the ground around the culvert will be surveyed for bat sign, such as guano, staining, and prey remains. Pipe culverts will be inspected from the exterior using the methods listed. If no suitable features are found, and no bats or bat sign are present, then a preconstruction survey within 24 hours prior to construction will be conducted. If suitable features are found, and bats or bat sign are present, additional surveys may be conducted to determine how the culvert is used by bats (i.e., whether it is used as a night roost, maternity roost, migration stopover, or for hibernation). • Implement Protective Measures for Bats Using Culverts To avoid disturbance, injury, or mortality of bats utilizing culverts for roosting, the City (or its contractor) will conduct all work on these structures during the day (to the extent possible and where appropriate). If this is not possible, portable lights will be used to illuminate the roosting areas prior to and after sunset to deter bats from roosting during nights when work will occur.	Conduct preconstruction surveys for roosting bats and implement protection measures in consultation with CDFW.	City of Roseville Development Services Department	Prior to construction of culverts and/or vegetation removal	City of Roseville Development Services Department

Washington Boulevard/Andora Bridge Improvement Project, Mitigation Monitoring and Reporting Program					
Impact	**Mitigation Measures**	**Action(s)**	**Implementing Party**	**Timing**	**Monitoring Party**
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	**Mitigation Measure BIO-1.10: Modify Existing Structures during the Non-Breeding Season for Structure-Nesting Migratory Birds or Implement Exclusion Measures to Deter Nesting** To avoid impacts on nesting swallows and other structure-nesting migratory birds that are protected under the Migratory Bird Treaty Act and the California Fish and Game Code, the City will modify existing structures after the conclusion of the bird nesting period (February 1 through August 31). Construction, modification, or disturbance of existing box culvert structures after the nesting period has concluded is strongly preferred; however, if this is not possible, the City will implement the following avoidance measures. Prior to the start of each phase of construction, the City (or its contractor) will hire a qualified wildlife biologist to inspect any box culvert that would be modified or disturbed during the nonbreeding season (September 1 through February 1). If nests are found and are determined to be inactive (abandoned), they shall be removed. After inactive nests are removed and prior to construction from February 1 to August 31, the undersides of the portion of the culvert to be modified or disturbed will be covered with a suitable exclusion material that will prevent birds from nesting (i.e., 0.5- to 0.75-inch mesh netting, plastic tarp, expandable foam sealant, or other suitable material safe for wildlife). All exclusion devices will be installed before February 1 and will be monitored throughout the breeding season (typically several times a week). The exclusion material will be anchored so that swallows cannot attach their nests to the structures through gaps in the net. Exclusion devices for birds will be installed in a manner that does not entrap day- roosting bats. As an alternative to installing exclusion materials on a culvert, the City may hire a qualified biologist or qualified wildlife management specialist to remove nests as the birds construct them and before any eggs are laid. Visits to the site would need to occur daily throughout the breeding season (February 1 through August 31) because swallows can complete a nest in a 24-hour period. If exclusion material is not installed on structures prior to February 1 or manual removal of nests is not conducted daily, and migratory birds colonize a culvert, removal or modification to that portion of the culvert may not occur until after August 31, or until a qualified biologist has determined that the young have fledged and the nest is no longer in use. If appropriate steps are taken to prevent swallows from constructing new nests as described in the preceding measures, work can proceed at any time of the year.	Modify existing structures during the non-breeding season for structure-nesting migratory birds and/or implement exclusionary measures to deter nesting; and/or, conduct appropriate nesting surveys to confirm nesting absence prior to demolition/construction.	Qualified Biologist, Contractor and City of Roseville Development Services Department	Conduct structure demolition (Andora Bridge) and/or modifications (i.e., culvert extensions) during the non-breading season (between September 1 and February 28); or, conduct nesting surveys to determine allowable construction work windows.	City of Roseville Development Services Department
Impact BIO-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	**Mitigation Measure BIO-2.1: Compensate for the Loss of Riparian Communities** To compensate for the total loss of approximately 1.73 acres of riparian communities, prior to commencement of each construction phase, the City will purchase credits at an approved mitigation bank to ensure no net loss of riparian habitat functions and values. The City will purchase credits at a 3:1 ratio, which would require purchasing a total of approximately 5.19 acres of riparian habitat credits from an approved mitigation bank. This ratio and acreage will be confirmed during the review of future engineering drawings for each project phase and may be modified during the CDFW Section 1602 permitting process (if actual increase or decrease) which will dictate the ultimate compensation. The City will provide written evidence to the resource agencies that compensation has been established through the purchase of mitigation credits. The amount to be paid will be the fee that is in effect at the time the fee is paid.	Purchase mitigation credits to compensate for impacts to riparian communities.	City of Roseville Development Services Department	Prior to impacts to riparian habitat	City of Roseville Development Services Department
Impact BIO-3: Have a substantial adverse effect on federally protected wetlands and non-wetland waters as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, streams etc.) through direct removal, filling, hydrological interruption, or other means	**Mitigation Measure BIO-3.1: Avoid and Minimize Disturbance of Waters of the United States/Waters of the State** To the extent possible, the City will avoid and minimize impacts on waters of the United States and waters of the State by implementing the following measures. These measures will be incorporated into contract specifications and implemented by the construction contractor. • Avoid construction activities in saturated or ponded natural wetlands and drainages during the wet season (spring and winter) to the maximum extent possible. • Stabilize streams/drainages immediately upon completion of construction activities. Other waters of the United States will be restored in a manner that encourages vegetation to re-establish to its pre-project condition and reduces the effects of erosion on the drainage system. • Remove any trees, shrubs, debris, or soils that are inadvertently deposited below the OHWM of streams/drainages in a manner that minimizes disturbance of the bed and bank. • Complete all activities promptly to minimize their duration and resultant impacts.	Ensure contract specifications include requirements to minimize impacts to waters of the U.S. and of the State during construction.	Design team, City of Roseville Development Services Department	At plan check and during construction.	City of Roseville Development Services Department
Impact BIO-3: Have a substantial adverse effect on federally protected wetlands and non-wetland waters as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, streams etc.) through direct removal, filling, hydrological interruption, or other means	**Mitigation Measure BIO-3.2: Compensate for the Permanent Loss of Waters of the United States/Waters of the State** To compensate for the total (Phases 1 and 2) permanent loss of approximately 0.19 acre of waters of the United States and waters of the State, prior to each project phase and consistent with permit requirements the City will purchase credits at an approved mitigation bank to ensure no net loss of wetland functions and values. Mitigation banks with service areas for Placer County that sell credits that satisfy USACE wetland and USFWS requirements include Sacramento River Ranch Mitigation Bank, Locust Road Mitigation Bank, and Toad Hill Ranch Mitigation Bank. The wetland compensation ratio will be a minimum of 1:1 (1 acre of wetland habitat credit for every 1 acre of impact) to ensure no net loss of wetland habitat functions and values. The City will also implement the conditions and requirements of state and federal permits that will be obtained for the proposed project. The actual mitigation ratio and associated credit acreage may be modified based on USACE and RWQCB permitting which will dictate the ultimate compensation for permanent impacts to waters of the United States/waters of the State.	Purchase mitigation credits to compensate for impacts to waters of the U.S/waters of the State.	City of Roseville Development Services Department	Prior to impacts to waters	City of Roseville Development Services Department

Washington Boulevard/Andora Bridge Improvement Project, Mitigation Monitoring and Reporting Program					
Impact	**Mitigation Measures**	**Action(s)**	**Implementing Party**	**Timing**	**Monitoring Party**
Cultural and Tribal Resources					
Impact CUL-2: Potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5	**Mitigation Measure CUL-2.1: Stop Work if Cultural Resources are Encountered During Ground-Disturbing Activities** If buried cultural resources such as chipped or ground stone, historic debris, or building foundations, are inadvertently discovered during ground-disturbing activities, work will stop in that area and within a 100-foot radius of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop a response plan, with appropriate treatment measures, in consultation with the City, SHPO, and other appropriate agencies. Preservation in place shall be the preferred treatment method per State CEQA Guidelines Section 15126.4(b) (avoidance, open space, capping, easement). Data recovery of important information about the resource, research, or other actions determined during consultation, is allowed if it is the only feasible treatment method.	Stop work if cultural resources are encountered during ground-disturbing activities and have a qualified archaeologist evaluate the find and develop a response plan.	Contractor, Qualified Archaeologist, and City of Roseville Development Services Department	During construction	Contractor, City of Roseville Development Services Department
Impact CUL-3: Disturbance of any human remains, including those interred outside of formal cemeteries	**Mitigation Measure CUL-3.1: Implement appropriate treatment for discovery of human remains** In the event that human remains are discovered, all work will cease in the vicinity (minimum of 100 feet) of the find and the Placer County coroner will be notified immediately. If the coroner determines the remains to be Native American in origin, the coroner will be responsible for notifying the NAHC, which will appoint a MLD (Public Resources Code Section 5097.99). The City and MLD will make all reasonable efforts to develop an agreement for the dignified treatment of human remains and associated or unassociated funerary objects (14 CCR 15064.5[d]). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. The MLD will have 48 hours after notification by the NAHC to make their recommendation (Public Resources Code Section 5097.98). If the MLD does not agree to the reburial method, the project will follow Public Resources Code Section 5097.98(b), which states, “The landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.”	Implement appropriate treatment for discovery of human remains and contact the Placer County coroner. If remains are Native American, the coroner shall contact the NAHC which will appoint an MLD to provide treatment recommendations. Develop an agreement for the dignified treatment of human remains and associated or unassociated funerary objects and implement provision of the agreement.	Qualified Archaeologist, County Coroner, NAHC, MLD, and City of Roseville Development Services Department	During construction	City of Roseville Development Services Department
Geology and Soils					
Impact GEO-4: Placement of project-related facilities on expansive soil, creating substantial risks to life or property	**Mitigation Measure GEO-4.1: Prepare Soil Report or Geotechnical Investigation and Implement Recommendations** The City will ensure that a soil report or geotechnical investigation be prepared that identifies the locations of expansive soils on the site. The project design will include the recommendations of the studies, such as a soil replacement and lime treatment, to avoid the effects of excessive soil expansion and contract on pavements, sound walls, and project elements.	Prepare a soil report or geotechnical Investigation and implement design and construction recommendations.	Design engineer, City of Roseville Development Services Department	At plan check and during construction.	City of Roseville Development Services Department
Impact GEO-6: Direct or indirect destruction of a unique paleontological resource or site or unique geologic feature	**Mitigation Measure GEO-6.1: Cease Work until Review Conducted by Qualified Paleontologist and Recommendations Implemented** Should any evidence of paleontological materials (e.g., fossils) be encountered during grading and excavation, work will be suspended within 100 feet of the find, and the City will be immediately notified. At that time, the City will coordinate all necessary investigations of the site with a qualified paleontologist to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. The contractor will implement any measures deemed necessary by the paleontologist for the protection of paleontological resources.	Stop work if paleontological materials are encountered during construction and have a qualified paleontologist assess the resource, provide proper management recommendations and implement recommendations.	Contractor, Qualified Paleontologist, and City of Roseville Development Services Department	During construction	Contractor, City of Roseville Development Services Department
Impact GEO-6: Direct or indirect destruction of a unique paleontological resource or site or unique geologic feature	**Mitigation Measure GEO-6.2: Prepare and Implement a Worker Education Program for those Involved with Earthwork** A worker education program, prepared by a qualified professional paleontologist, will review applicable local, state, and federal ordinances, laws, and regulations pertaining to paleontological resources, the types of fossils that can be encountered and their general appearance, discuss site avoidance requirements and notification procedures to be followed in the event that unanticipated paleontological resource is found during construction, and discussion disciplinary and other actions that can be taken against persons violating such laws**.**	Prepare and implement a worker education program for those involved with earthwork.	Contractor and City of Roseville Development Services Department	Prior to and during construction	City of Roseville Development Services Department
Hazards and Hazardous Materials					
Impact HAZ-1: Creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, including lead based paint, aerially deposited lead, traffic striping, and treated wood waste	**Mitigation Measure HAZ-1.1: Develop a Lead Abatement Plan** Any thermoplastic traffic striping, soils affected by lead, and painted concrete on the Andora Underpass to be removed for disposal, or other waste material from the painted portions of the bridge (e.g., sandblasting waste) must be handled and disposed of prior to demolition or significant renovation. The abatement plan will provide for a California-certified asbestos consultant and California Department of Health Services-certified lead project designer to prepare hazardous materials specifications for abatement of the LBP, ADL, and traffic striping. This specification should be the basis for selecting qualified contractors to perform the proposed lead abatement work. Abatement of hazardous materials will be completed prior to any work on structures and facilities.	Prepare and implement a lead abatement plan.	Contractor and City of Roseville Development Services Department	Prior to and during construction	City of Roseville Development Services Department

Washington Boulevard/Andora Bridge Improvement Project, Mitigation Monitoring and Reporting Program					
Impact	**Mitigation Measures**	**Action(s)**	**Implementing Party**	**Timing**	**Monitoring Party**
Impact HAZ-1: Creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, including lead based paint, aerially deposited lead, traffic striping, and treated wood waste	**Mitigation Measure HAZ-1.2: Perform Soil Testing and Appropriately Dispose of Soils Contaminated with ADL** Construction contract specifications will provide that if soils adjacent to the roadway are to be disturbed, the City or its contractors will conduct further investigations and screening for ADL to assess the extent of hazardous ADL concentrations within the project alignment along shoulder areas on both sides of Washington Boulevard, beyond the Andora Underpass. If soils contain ADL in excess of established thresholds, soils will be handled in a manner compliant with the City CUPA regulatory requirements and disposed of properly.	Perform soil testing and appropriately dispose of soils contaminated with ADL.	Contractor and City of Roseville Development Services Department	Prior to and during construction	City of Roseville Development Services Department
Hydrology and Water Quality					
Impact WQ-2: Substantial depletion of groundwater supplies or substantial interference with groundwater recharge Impact WQ-3: Substantial alteration of existing drainage patterns in a manner that would result in substantial erosion or siltation onsite or offsite Impact WQ-4: Substantial alteration of existing drainage patterns in a manner that would result in flooding onsite or offsite	**Mitigation Measure WQ-2.1: Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements** **(Note: Mitigation Measures WQ-2.1 also applies to Impact GEO-2)** The City will prepare a post-construction stormwater management plan as a separate document to demonstrate how the integrated measures of each construction phase will satisfy NPDES requirements. The post-construction requirements of the West Placer Stormwater Quality Design Manual, which was prepared consistent with the State of California Phase II Small MS4 General Permit, are: • Infiltrate impervious surface runoff on-site from the post-construction 85th percentile 24-hour storm event. • Treatment of runoff that cannot be infiltrated on-site shall follow EPA guidance regarding green infrastructure to the extent feasible (U.S. Environmental Protection Agency 2008). • Where the addition of traffic lanes results in an alteration equal to or greater than 50% of the impervious surface of an existing street or road, runoff from the entire project (consisting of all existing, new, and/or replaced impervious surfaces) must be included in the treatment system design. • Where the addition of traffic lanes results in an alteration of less than 50% of the impervious surface of an existing street or road, only runoff from the new, and/or replaced impervious surface must be included in the treatment system design.	Prepare a post-construction stormwater management plan to demonstrate how the integrated measures of each construction phase will satisfy NPDES requirements consistent with the West Placer Stormwater Quality Design Manual.	City of Roseville Development Services Department	Prior to each construction phase.	City of Roseville Development Services Department
Noise					
Impact NOI-1: Exposure of persons to or generation of noise levels in excess of applicable standards Impact NOI-4: : Creation of a substantial temporary or periodic increase in existing ambient noise levels in the project vicinity.	**Mitigation Measure NOI-1.1: Employ Noise-Reducing Construction Practices** **(Note: Mitigation Measure NOI-1.1 also applies to Impact NOI-4)** When possible, the use of noise-generating construction equipment will be avoided outside of exempt hours in the City of Roseville. When not possible, construction contractors will specify noise-reducing construction practices that will be employed to reduce construction noise from construction activities that would occur during non-exempt hours. Measures specified by the contractors will be reviewed and approved by the City prior to construction activities. Measures that can be used to limit noise include, but are not limited to, those listed below. • Locate construction equipment as far as feasible from noise-sensitive uses. • Require that all construction equipment powered by gasoline or diesel engines have sound control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation. • Do not idle inactive construction equipment for prolonged periods (i.e., more than 5 minutes). • Prohibit gasoline or diesel engines from having unmuffled exhaust systems. • Ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, intake silencers, ducts, engine enclosures, acoustically attenuating shields or shrouds) wherever feasible.	Employ noise-reducing construction practices; City to review and approve contractor proposed methods.	Contractor, City of Roseville Development Services Department	Prior to and during construction	City of Roseville Development Services Department
Impact NOI-2: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels	**Mitigation Measure NOI-2.1: Construction Vibration Control Measures** A construction vibration control plan will be prepared to reduce construction vibration levels at the adjacent residential land uses. The plan will require that the construction contractor conduct project construction such that groundborne vibration generated by construction is not readily perceptible at the adjacent residences (less than 0.04 PPV in/sec), where feasible. Measures specified by the contractors will be reviewed and approved by the City for feasibility prior to construction activities utilizing a pile driver or vibratory roller. Measures that can be employed to reduce vibration include: • Operating heavy equipment as far as practical from residential uses. • The use of smaller equipment or equipment that generates less vibration (e.g. using a non-vibratory roller in place of a vibratory roller) when construction activity must occur within approximately 80 feet of an existing residence. • Limiting pile-driving activity to the extent feasible, and implementing “quiet” pile-driving technology (such as predrilling piles or using sonic or vibratory pile drivers) to the extent possible.	Employ vibration-reducing construction practices; City to review and approve contractor proposed methods.	Contractor, City of Roseville Development Services Department	Prior to and during construction	City of Roseville Development Services Department

Washington Boulevard/Andora Bridge Improvement Project, Mitigation Monitoring and Reporting Program					
Impact	**Mitigation Measures**	**Action(s)**	**Implementing Party**	**Timing**	**Monitoring Party**
Transportation/Traffic					
Impact TRA-1: Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system	**Mitigation Measure TRA-1.1: Modify Traffic Signal Timing at the Washington Boulevard/Pleasant Grove Boulevard Intersection by Shifting 6 Seconds of Green Light Time from the Northbound Left-Turn Movement to the Southbound Through Movement (Phase 2)** This mitigation measure will reallocate green light time on the Washington Boulevard north/south approaches to better match travel demand. It will not alter green light time, splits, or offsets on the coordinated east/west Pleasant Grove Boulevard approaches. Table 3.16-9 shows that this mitigation will reduce the PM peak hour delay from 70 to 56 seconds per vehicle (see the transportation study in Appendix B). Although operations would technically remain in the LOS E range, the delay at the Washington Boulevard/Pleasant Grove Boulevard intersection would be within 1 second of LOS D, which is considered acceptable. Nonetheless, this impact would remain significant and unavoidable	Modify traffic signal timing at the Washington Boulevard/Pleasant Grove Boulevard intersection by shifting 6 seconds of green light time from the northbound left-turn movement to the southbound through movement.	City of Roseville Development Services Department	Following Phase 2 improvements	City of Roseville Development Services Department

CEQA FINDINGS OF FACT

and

STATEMENT OF OVERRIDING CONSIDERATIONS

OF THE CITY COUNCIL OF THE CITY OF ROSEVILLE

for the

WASHINGTON BOULEVARD/ANDORA BRIDGE IMPROVEMENT PROJECT

September 2019

1 INTRODUCTION

The environmental impact report (EIR) prepared for the Washington Boulevard/Andora Bridge Improvement Project (project) addresses the potential environmental effects associated with constructing and operating a road widening project along a 1.4-mile section of Washington Boulevard between All-America City Boulevard and Pleasant Grove Boulevard in the City of Roseville. These findings have been prepared to comply with requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations Section 15000 et seq.). These findings refer to the Notice of Preparation (NOP) or Final EIR where the material appears in either of those documents. Otherwise, references are to the Draft EIR.

CEQA generally requires that a lead agency must take reasonable efforts to mitigate or avoid significant environmental impacts when approving a project. In order to effectively evaluate any potentially significant environmental impacts of a proposed project, an EIR must be prepared. The EIR is an informational document that serves to inform the agency decision-making body and the public in general of any potentially significant environmental impacts. The preparation of an EIR also serves as a medium for identifying possible methods of minimizing any significant effects and assessing and describing a reasonable range of potentially feasible alternatives to the project.

The EIR for this project was prepared by the City of Roseville (City) as the "lead agency" in accordance with CEQA and has been prepared to identify and assess the anticipated effects of the project. The City, as the lead agency, has the principal responsibility for approval of the project.

2 TERMINOLOGY OF FINDINGS

CEQA requires that, for each significant environmental effect identified in an EIR for a proposed project, the approving agency decision-making body must issue a written finding reaching one or more of the three allowable conclusions:

1. Changes or alterations which avoid or mitigate the significant environmental effects as identified in the EIR have been required or incorporated into the project;
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and such changes have been adopted by such other agency or can and should be adopted by such other agency; or
3. Specific economic, legal, social, technological, or other considerations, including consideration for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Draft EIR (PRC Section 21081, subds. (a)(1)–(a)(3); see also CEQA Guidelines, Section15091, subds. (a)(1)–(a)(3)).

For purposes of these findings, the terms listed below will have the following definitions:

- "Mitigation measures" shall constitute the "changes or alterations" discussed above.
- "Avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level.
- "Feasible," pursuant to the CEQA Guidelines, means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

- "Selected Project" refers to the Transportation Commission-recommended selection for the proposed project which includes temporary closure of Washington Boulevard to reduce the duration of Phase 2 construction. An alternative construction approach that maintains one-lane controlled traffic conditions during construction, is described and analyzed in the Draft and Final EIR as Alternative 1.

3 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The Washington Boulevard/Andora Bridge Widening Improvement Project is a road and railroad bridge widening project proposed along a 1.4-mile section of Washington Boulevard between All-America City Boulevard and Pleasant Grove Boulevard in the City of Roseville (City). The project includes road and railroad bridge widening, drainage, intersection and signalization improvements, as well as bike/pedestrian improvements designed to improve safety for the traveling public. The proposed Class 1 trail would provide a continuous multi-use trail for pedestrians, bicyclists, and other non-motorized vehicle users and would connect neighborhoods, parks, schools, businesses, and natural areas, with other planned Class 1 facilities and the on-street bikeway/pedestrian system north and south of project.

3.2 THE PROJECT

The project proposes improvements along an approximately 1.4-mile section of existing Washington Boulevard right-of-way in the City of Roseville. The project involves widening a 0.85-mile section of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard from two to four lanes and replacing the existing 100-year-old Washington Boulevard Andora Underpass beneath the Union Pacific Rail Road (UPRR). The project also includes expansion of existing Class 1 bike/pedestrian multi-use trail facilities and related safety enhancements.

The project is currently planned for construction in 2 Phases. Phase 1 includes most of the road widening (with the exception of at the Andora Underpass), most Class I bike trail and intersection improvements (including a new signal at the Washington Boulevard/Kaseberg Drive intersection) and is proposed for construction in summer 2020. Phase 2 would include completing widening of Washington Boulevard at the Andora Underpass, final drainage improvements including the proposed bio-retention basin, a sound wall on the east side of Washington Boulevard south of Pleasant Grove Boulevard, and improvements at the Washington Boulevard/Pleasant Grove Boulevard intersection. The schedule for Phase 2 construction is currently unknown and subject to funding availability.

The project is needed because recurring morning and evening peak-period demand exceeds the current design capacity of Washington Boulevard, creating traffic operation and safety issues for motorists, pedestrians, and cyclists. These issues result in moderate delays, wasted fuel and safety concerns which are expected to be exacerbated by anticipated increases in traffic from future population and employment growth.

The City's Transportation System 2035 Capital Improvement Program (CIP) identifies improvements to Washington Boulevard, including the widening of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard, to improve traffic circulation and pedestrian traffic through the area. Approximately 18,000 vehicles per day travel through this segment, and the road improvements would enhance accessibility for motorists, pedestrians, and cyclists along Washington Boulevard and nearby intersections.

The proposed project would provide better connectivity between the existing two-lane, 0.85-mile segment of Washington Boulevard and the existing four-lane segments of Washington Boulevard and would provide an evacuation route in case of an emergency. The improvements would also offer a better and more continuous route for pedestrians and bicyclists, who are currently forced to detour off Washington Boulevard and onto Derek Place. The project's major components include:

- Widening approximately 0.85 mile of Washington Boulevard from two to four lanes with a raised median separating northbound and southbound traffic (Phase 1).
- Widening the Andora Underpass to a two-span bridge with columns located in the roadway median island to accommodate the additional two lanes (Phase 2).
- Improving the Washington Boulevard/Pleasant Grove Boulevard intersection by lowering the intersection to conform to the new Washington Boulevard road elevation on the south and removing an existing hump across Washington Boulevard (Phase 2).
- Installing a new traffic signal at the Washington Boulevard/Kaseberg Drive intersection (Phase 1 - should appropriate grant funding be obtained).
- Modifying the existing traffic signal at the Washington Boulevard/Diamond Oaks Road intersection to conform to the new four-lane roadway (Phase 1).
- Adding 8-foot-wide Class II (i.e., on-street with appropriate signing and striping) bike lanes along both sides of Washington Boulevard (Phases 1 and 2).
- Extending the existing Class I bike path on the east side of Washington Boulevard from a point approximately 150 south of Diamond Oaks Road to All-America City Boulevard with a 10- to 12-foot-wide path parallel to Washington Boulevard (Phase 1).
- Removing the existing bicycle/pedestrian crossing under UPRR (Phase 2) and providing a new temporary connection between the existing Derek Place bike path and the new Class I bike path along Washington Boulevard (described above) (Phase 1).
- Adding a new 8- to 12-foot-wide multiuse path on the west side of Washington Boulevard between Emerald Oaks Road and Kaseberg Drive (Phases 1 and 2). Portions of this proposed multiuse path may be deferred beyond Phase 2 until additional construction funding is available.
- Conducting floodplain, water quality, and drainage improvements (Phase 1 and 2).
- Relocating existing utilities, including sewer, water, telecommunications, and natural gas (Phases 1 and 2).
- Potentially constructing a sound wall adjacent to residential areas along Washington Boulevard (to be determined during Phase 2).
- Temporarily restriping Foothills Boulevard at Junction Boulevard to provide two left-turn lanes from southbound Foothills Boulevard to eastbound Junction Boulevard to accommodate traffic management during widening of the Andora Underpass (Phase 2).

3.3 PROJECT SITE

The proposed project is in the City of Roseville, Placer County, along an approximately 1.45-mile segment of Washington Boulevard between All-America City Boulevard on the south and Pleasant

Grove Boulevard on the north (see Draft EIR Figure 1-2). At the southern end of the project area, the UPRR line runs along the east side of Washington Boulevard, crosses over the road just south of South Branch Pleasant Grove Creek and continues along the west side of the road toward Pleasant Grove Boulevard. The southern end of the project area includes commercial development to the east (followed by the railroad and then residential uses) and the Placer County Fairgrounds and All-American Speedway to the west. North of Junction Boulevard, the project area is bordered by commercial development to the east and residential areas to the west. The Diamond Oaks and Kaseberg-Kingswood neighborhoods are adjacent to the central and northern portions of the project area. City-designated General Open Space lands occupy the area immediately west and north of the Andora Underpass. Residential development is present on both sides of Washington Boulevard between the Andora Underpass and Pleasant Grove Boulevard. An existing Class I (i.e., off-street) bike path along the east side of Washington Boulevard connects Diamond Oaks Road to Derek Place and an existing Class I path extends approximately 1,200 feet south of Junction Boulevard to Corporation Yard Road on the east side of Washington Boulevard. Draft EIR Figure 2-1 shows an overview of the proposed project and existing conditions.

3.4 PROJECT OBJECTIVES

The purpose of the proposed project is to improve existing and future traffic; enhance access and safety for motorists, pedestrians, and cyclists; and meet railroad clearance requirements. The proposed project would also provide better connectivity between the existing two-lane, 0.85-mile segment of Washington Boulevard and the existing four-lane segments of Washington Boulevard, and would provide an evacuation route in case of an emergency. In addition, the improvements would offer a better and more continuous route for pedestrians and bicyclists, who are currently forced to detour off Washington Boulevard onto Derek Place.

The project is needed because recurring morning and evening peak-period traffic demand exceeds the current design capacity of Washington Boulevard, creating traffic operation and safety issues for motorists, pedestrians, and cyclists. These issues result in moderate delays and wasted fuel, which are expected to be exacerbated by anticipated increases in traffic from future population and employment growth.

The proposed project's objectives are as follows:

- Implement the adopted CIP improvements for the segment of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard.
- Improve vehicular traffic flow along Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard by widening the road and the Andora Underpass.
- Enhance access and safety along this segment of Washington Boulevard for motorists, pedestrians, and cyclists by widening the boulevard and adding a signal at the Washington Boulevard/Kaseberg Drive intersection.
- Provide a better and more continuous route for pedestrians and bicyclists on Washington Boulevard than the existing detour onto the more isolated Derek Place and extend the existing Class I bike trail south to All-America City Boulevard.
- Provide a consistent four-lane roadway along this length of Washington Boulevard by connecting the existing four-lane segments on either side of Sawtell Road and Pleasant Grove Boulevard.
- Improve traffic safety by alleviating the Andora Underpass' existing substandard vertical clearance and width.

Direct consideration of cost is not required under CEQA. However, efforts to attain this objective are part of the design process employed by the City in meeting its health, welfare and economic obligations to the citizens of Roseville.

3.5 PROJECT CONSTRUCTION

Construction of the project would require removal of vegetation, wetlands and existing features including demolition of the existing Union Pacific Andora Underpass, grading, placement of aggregate base material for road widening and temporary railroad shoefly track, construction of drainage improvements, multi-use trials, intersection, sound wall and signal improvements.

The project would include construction staging areas where equipment would be temporarily stored during project construction. The construction staging areas would occur on City owned property and/or within the City's existing right-of-way or on property acquired by the City or its contractor for temporary construction use.

The project is proposed to be constructed in two phases. Phase 1 mostly includes the majority of road widening (with the exception of widening at the Andora Underpass) and most Class I bike trail and intersection improvements (including the new signal at the Washington Boulevard/Kaseberg Drive intersection). Phase I would be constructed during summer 2020. Phase 2 would include completing the widening of Washington Boulevard at the Andora Underpass, final drainage improvements including the proposed bio-retention basin, sound wall installation, and improvements at the Washington Boulevard/Pleasant Grove Boulevard intersection. The schedule for Phase 2 construction is currently unknown and subject to funding availability.

3.6 REQUIRED DISCRETIONARY ACTIONS

The City of Roseville is the lead agency for the project. As required by Section 15124(d)(1)(B) of the CEQA Guidelines, the EIR must contain a list of permits and other approvals required to implement the project. The project requires the following approvals:

- **EIR Certification**. Before the City can approve the project, the City Council must certify that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Roseville. Approval of the project also requires adoption of a Mitigation Monitoring and Reporting Program, which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment. The City will also adopt CEQA Findings of Fact regarding any significant effects on the environment and, for any effects determined to be significant and unavoidable, a Statement of Overriding Considerations, as part of project approval. Action by the City Council follows a recommendation from the City of Roseville Transportation Commission. The City will file a Notice of Determination with the County Clerk and State Clearinghouse to conclude the CEQA process.

- **Project Approval.** After certification of the EIR, the City Council will consider approval of the proposed project or Alternative 1: One Lane Closure During Construction. If the City Council approves the project with or without Alternative 1, staff will proceed with final design and permitting and return to City Council for bid authorization and construction contract award.

Several agencies would be involved in the consideration and approval of project elements. Federal, state, and regional agency approvals and permits that would be considered for the project would include wetlands verification, encroachment, water quality, and streambed alteration permits. State and regional responsible agencies and federal agencies with approval authority would include:

- Regional and State Responsible Agencies:
  - California Department of Fish and Wildlife
  - Central Valley Regional Water Quality Control Board
  - California Department of Transportation (Caltrans)
- Federal Agencies:
  - U.S. Army Corps of Engineers
  - U.S. Fish and Wildlife Service
  - Federal Highway Administration (NEPA authority delegated to Caltrans)

4 ENVIRONMENTAL REVIEW PROCESS

In accordance with PRC Section 21092 and CCR Section 15082, the City issued a Notice of Preparation (NOP) on September 12, 2016 to inform agencies and the general public that an EIR was being prepared and to invite comments on the scope and content of the document. The NOP was submitted to the State Clearinghouse, posted on the City of Roseville website (http://www.roseville.ca.us/transportation/bikeways/dc_study.asp), made available at the City Clerk's office and the City of Roseville Permit Center, and distributed directly to potential responsible and trustee agencies. The NOP was circulated for 30 days, through October 15, 2016. In accordance with PRC Section 21083.9 and CCR Section 15082(c), a noticed scoping meeting for the EIR occurred on September 21, 2016 at 6:00 p.m. at Cirby Elementary School, 814 Darling Way, Roseville, CA 95678.

The City also held a public scoping meeting on September 21, 2016, to solicit verbal and written comments from the public and public agencies. Final EIR Table 1-1 summarizes all comments received during the Notice of Preparation comment period, including those received at the September 21, 2016 public scoping meeting, via email and U.S. Mail. Appendix A contains the full Notice of Preparation, a comprehensive Public Scoping Meeting summary report, and all NOP comment letters received via U.S. Mail.

The Draft EIR was published on June 17, 2019. A CEQA Notice of Completion and copies of the Draft EIR were filed with the State Clearinghouse. A 45-day public review period for the Draft EIR was provided, ending on August 1, 2019. The Notice of Availability and the Draft EIR are posted on the City's website. A public hearing during the public comment period was held at the City of Roseville Transportation Commission meeting on July 16, 2019. The City published the Final EIR for the project in September 2019. The Final EIR includes comments received on the Draft EIR, responses to issues raised in the comments, and revisions to the text of the Draft EIR. The Final EIR and the Draft EIR constitute the EIR for the project.

5 RECORD OF PROCEEDINGS

For the purposes of CEQA, and the findings herein set forth, the administrative record for the project consists of those items listed in PRC Section 21167.6, subdivision (e). The record of proceedings for the City's decision on the project consists of the following documents, at a minimum:

- The NOP and all other public notices issued by the City in conjunction with the project;
- The Draft EIR for the project and all documents relied upon or incorporated by reference;
- All comments submitted by agencies or members of the public during the 45-day comment period on the Draft EIR;

- The Final EIR for the project, including comments received on the Draft EIR; the City's responses to those comments; technical appendices; and all documents relied upon or incorporated by reference;
- The mitigation monitoring and reporting program (MMRP) for the project;
- All findings and resolutions adopted by the City in connection with the project, and all documents cited or referred to therein;
- The Transportation Commission staff report for July 16, 2019;
- Minutes and/or transcripts of the Transportation Commission public meeting held on July 16, 2019;
- The City Council staff report;
- Minutes and/or transcripts of the City Council public meeting held to certify the Final EIR;
- All other reports, studies, memoranda, maps, staff reports, or other planning documents relating to the project prepared by the City or consultants to the City with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the project;
- All resolutions or findings adopted by the City regarding the project, and all staff reports, analyses, and summaries related to the adoption of those resolutions or findings;
- The City's General Plan and all updates and related environmental analyses;
- Relevant sections of the City's Zoning Code;
- Any documents expressly cited in these findings, in addition to those cited above; and
- Any other materials required for the record of proceedings by PRC Section 21167.6, subdivision (e).

Pursuant to Guidelines Section 15091(e), the administrative record of these proceedings is located at, and may be obtained from, the City's Development Services Department at 311 Vernon Street, Roseville, CA 95678. The custodian of these documents and other materials is the City Clerk.

The City Council has relied on all of the documents listed above in reaching its decisions on the project even if not every document was formally presented to the City Council or City Staff as part of the City files generated in connection with the project. Without exception, any documents set forth above not found in the project files fall into one of two categories. Many of them reflect prior planning or legislative decisions with which the City Council was aware in approving the project. (See *City of Santa Cruz v. Local Agency Formation Commission* (1978) 76 Cal.App.3d 381, 391-392; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, fn. 6.) Other documents influenced the expert advice provided to City Staff or consultants, who then provided advice to the City Council as the final decision-making body.

For that reason, such documents form part of the underlying factual basis for the City Council's decisions relating to approval of the project. (See PRC, Section 21167.6, subd. (e)(10); *Browning-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal.App.3d 852, 866; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 153, 155.)

6 FINDINGS REQUIRED UNDER CEQA

PRC Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute provides that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to provide that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or

such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in PRC Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. As noted earlier, the first such finding is that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR. The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and such changes have been adopted by such other agency or can and should be adopted by such other agency. The third potential conclusion is that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR (CEQA Guidelines Section 15091). PRC Section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors." CEQA Guidelines Section 15364 adds another factor: "legal" considerations.

The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 (*City of Del Mar*); (*Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1509 [court upholds CEQA findings rejecting alternatives in reliance on applicant's project objectives]; see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 *(CNPS) ["*an alternative 'may be found infeasible on the ground it is inconsistent with the project objectives as long as the finding is supported by substantial evidence in the record'"] (quoting Kostka & Zischke, *Practice Under the Cal. Environmental Quality Act* [Cont.Ed.Bar 2d ed. 2009] (*Kostka*), Section 17.309, p. 825); In *re Bay- Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165, 1166 (*Bay-Delta*) ["[i]n the CALFED program, feasibility is strongly linked to achievement of each of the primary program objectives"; "a lead agency may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal"].) Moreover, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (*City of Del Mar*, *supra*, 133 Cal.App.3d at p. 417; see also *CNPS*, *supra,* 177 Cal.App.4th at p. 1001 *["an alternative that 'is impractical or undesirable from a policy standpoint' may be rejected as infeasible"*] [quoting Kostka, *supra,* Section 17.29, p. 824]; *San Diego Citizenry Group v. County of San Diego* (2013) 219 Cal.App.4th 1, 17.)

For purposes of these findings (including Table 1 as described below), the term "avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less-than-significant level. Although CEQA Guidelines Section 15091 requires only that approving agencies specify that a particular significant effect is "avoid[ed] *or* substantially lessen[ed]," these findings, for purposes of clarity, in each case will specify whether or not the effect in question has been "avoided" (i.e., reduced to a less-than-significant level).

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency (CEQA Guidelines Section15091, subd. (a), (b)).

The California Supreme Court has stated, "[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Goleta II*, *supra*, 52 Cal.3d at p. 576.)

The EIR identified four environmental issue areas (aesthetics, greenhouse gas emissions, noise, and transportation/traffic) with subject to significant and unavoidable impacts resulting from the selected project, and thus a Statement of Overriding Considerations has been prepared.

7 LEGAL EFFECT OF FINDINGS

These findings constitute the City's best efforts to set forth the evidentiary and policy bases for its decision to approve the selected project in a manner consistent with the requirements of CEQA. To the extent that these findings conclude that various mitigation measures outlined in the Final EIR are feasible and have not been modified, superseded or withdrawn, the City hereby binds itself to implement these measures. These findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the City adopts a resolution approving the project.

8 MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the selected project and is being approved by the City Council by the same Resolution that has adopted these findings. The City will use the MMRP to track compliance with project mitigation measures. The MMRP will remain available for public review during the compliance period. The MMRP is Appendix A to the Final EIR and is approved in conjunction with certification of the EIR and adoption of these Findings of Fact.

9 SIGNIFICANT EFFECTS AND MITIGATION MEASURES

9.1 TABLE OF IMPACTS, MITIGATION MEASURES AND CEQA FINDINGS

The City Council's findings with respect to the selected project's significant effects and mitigation measures are set forth in the table attached to these findings ("Table 1"). The findings set forth in the table are hereby incorporated by reference and the Council adopts all of the mitigation measures identified therein. This table does not attempt to describe the full analysis of each environmental impact contained in the EIR. Instead, the table provides a summary description of each impact, describes the applicable mitigation measures identified in the Draft or Final EIR and adopted by the City Council, and states the City Council's findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Draft and Final EIRs, and these findings hereby incorporate by reference the discussion and analysis in those documents supporting the EIR's determinations regarding mitigation measures and the selected project's impacts and mitigation measures designed to address those impacts. In making these findings, the City Council ratifies, adopts, and incorporates into these findings the analysis and explanation in the Draft and Final EIRs, and ratifies, adopts, and incorporates in these findings the

determinations and conclusions of the Draft and Final EIRs relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

10 FINDINGS REGARDING RECIRCULATION OF THE DRAFT EIR

The City Council adopts the following findings with respect to whether to recirculate the Draft EIR. Under Section 15088.5 of the CEQA Guidelines, recirculation of an EIR is required when "significant new information" is added to the EIR after public notice is given of the availability of the Draft EIR for public review but prior to certification of the Final EIR. The term "information" can include changes in the project or environmental setting, as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that (CEQA Guidelines Section 15088.5):

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
4. The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. The above standard is "not intend[ed] to promote endless rounds of revision and recirculation of EIRs." (*Laurel Heights Improvement Assn. v. Regents of the University of California* (1993) 6 Cal. 4th 1112, 1132.) "Recirculation was intended to be an exception, rather than the general rule." (*Ibid.*)

The City Council recognizes that the Final EIR contains responses to comments received, the MMRP, and modifications to the Draft EIR. The information contained within the Final EIR involves no "significant new information" triggering recirculation because the information did not result in any new significant environmental effects or any substantial increase in the severity of any previously identified significant effects and did not otherwise trigger recirculation. Under such circumstances, the City finds that recirculation of the EIR is not required.

11 PROJECT ALTERNATIVES

11.1 BASIS FOR ALTERNATIVES

As discussed previously, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where significant environmental impacts will not occur. As is evident from the text of the EIR and the attached table

describing the disposition of the significant effects of the project, most significant effects of the selected project have been avoided (that is, rendered less than significant) by the adoption of feasible mitigation measures. There are seven total impacts to four environmental issue areas that remain significant and unavoidable.

Under CEQA, project alternatives are developed in order to give agency decision-makers options for reducing or eliminating significant environmental effects of proposed projects while still meeting most, if not all, of the basic project objectives. "Alternatives and mitigation measures have the same function – diminishing or avoiding adverse environmental effects." (*Laurel Heights Improvement Association v. Regents of the University of California* (1988) 47 Cal.3d 376, 403.) The City Council sets forth below its reasons for concluding that all such alternatives are infeasible within the meaning of CEQA.

11.2 ALTERNATIVES CONSIDERED AND DISMISSED FROM FURTHER CONSIDERATION

As noted previously, the purpose of an alternatives analysis is to develop alternatives to a proposed project that substantially lessen at least one of the significant environmental effects identified as a result of the project, while still meeting most, if not all, of the basic project objectives. The State CEQA Guidelines state that an EIR should identify alternatives that were initially considered by the lead agency but were rejected as infeasible and explain the reasons for the determination (Section 15126.6[c]). As described in the Draft EIR, the City conducted an extensive public outreach/planning process as part of consideration of alternatives for the project. This included holding public workshops to present alternative construction approaches that involve varying degrees of temporary construction closure and detours. Public feedback was requested, and polling results were used to define the EIR's proposed project and alternatives.

11.3 ALTERNATIVES CONSIDERED IN THE EIR

The alternatives analyzed in the Draft EIR are briefly described below.

- Alternative 1 – One Lane Closure during Construction
- Alternative 2 – No Project

11.3.1 No Project Alternative

DESCRIPTION

Under the No Project Alternative, the Washington Boulevard/Andora Bridge Improvement Project would not be constructed. Washington Boulevard between Pleasant Grove Boulevard and All-America City Boulevard, including the Andora Underpass, would remain a 2-lane facility with limited bike and pedestrian facilities.

COMPARATIVE ANALYSIS OF ENVIRONMENTAL EFFECTS

The No Project Alternative would produce no changes on the project site, because the site would remain in its current condition, effectively eliminating the project impacts discussed in the Draft EIR. There would be no air emissions associated with project construction and there would be no increases in short-term construction-related transportation/traffic, aesthetic, noise, or vibration impacts. There would be no potential for construction-related disturbance of special-status plant or animal species or

their habitat or disturbance or loss of riparian, wetlands or other waters of the U.S. There would be no potential to unearth any unknown subsurface cultural or historic resources. Roadway operations under the no project (cumulative 2035) condition would result in marginally greater NOx and carbon monoxide and GHG emissions than under the proposed project. The No Project alternative would also result in a greater degradation of both AM and PM peak hour operations than would the proposed project at the intersections of Washington Boulevard with Pleasant Grove Boulevard, Diamond Oaks Road/Emerald Oak Road, and Junction Boulevard. Finally, bike/pedestrian multi-use trail connections and related safety enhancements would not be made.

FEASIBILITY/RELATIONSHIP TO PROJECT OBJECTIVES

The purpose and objectives of the proposed project are to improve existing and future traffic circulation; enhance access and safety for motorists, pedestrians, and cyclists; and meet railroad clearance requirements. The No Project Alternative would not meet the project's most basic objectives. It would not:

- Improve vehicular traffic flow along Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard by widening the road and the Andora Underpass.
- Enhance access and safety along this segment of Washington Boulevard for motorists, pedestrians, and cyclists by widening the boulevard and adding a signal at the Washington Boulevard/Kaseberg Drive intersection.
- Provide a better and more continuous route for pedestrians and bicyclists on Washington Boulevard than the existing detour onto the more isolated Derek Place and extend the existing Class I bike trail south to All-America City Boulevard.
- Provide a consistent four-lane roadway along this length of Washington Boulevard by connecting the existing four-lane segments on either side of Sawtell Road and Pleasant Grove Boulevard.

The City Council finds these project objectives related to providing improved roadway level of service and developing a continuous Class 1 trail alignment compelling. Because the No Project Alternative would not meet the project's basic objectives, the City Council rejects the No Project Alternative set forth and evaluated in the EIR because this alternative fails to meet objectives for the project. Therefore, the City finds that there is substantial evidence, including evidence of economic, legal, social, technological, and other considerations described under CEQA Guidelines Section 15091(a)(3), that make this alternative infeasible. In making this determination, the City Council is aware that CEQA defines "feasibility" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors."

11.3.2 Alternative 1: One Lane Closure

DESCRIPTION

Alternative 1 is designed to satisfy the project objectives (see draft EIR Section S.3, *Project Objectives*), while avoiding or minimizing environmental impacts associated with the project. The alignment and associated project components of Alternative 1 are the same as those described for the proposed project and involve the same improvements to Washington Boulevard; however, Alternative 1 differs in its construction approach, including traffic diversion and schedule. The primary difference from the proposed project is that it would leave one lane open during construction and would require an estimated 20 to 24 months to construct because a temporary railroad bridge is required over Washington Boulevard to maintain train traffic.

COMPARATIVE ANALYSIS OF ENVIRONMENTAL EFFECTS

Alternative 1 would reduce the impacts on traffic and intersections caused by rerouting existing traffic from Washington Boulevard to other streets during its multi-month closure during construction of the proposed new Andora Undercrossing. Alternative 1 would reduce the substantial increases in project-related traffic on the parallel segment of Foothills Boulevard and Diamond Oaks Road east of Washington Boulevard. Alternative 1 would also reduce the project's effects on the following intersections during the construction closure of Washington Boulevard.

- Foothills Boulevard/Pleasant Grove Boulevard—westbound left-turn movement.
- Foothills Boulevard/Junction Boulevard—southbound left-turn movement and westbound right-turn movement during the PM peak hour.
- Roseville Parkway/Reserve Drive—eastbound right-turn movement and northbound left-turn movement during the PM peak hour.
- Roseville Parkway/Galleria Boulevard—northbound left-turn movement during the PM peak hour.

Under Alternative 1, Washington Boulevard vehicular traffic would be allowed to pass through the project site under the control of one-way flagging operations during some of the construction phases. However, the travelling public would still be significantly delayed during construction of Alternative 1 because it would not be possible to maintain two lanes of traffic flow during most of the construction period; therefore, more than half of the normal traffic would use an alternative route.

FEASIBILITY/RELATIONSHIP TO PROJECT OBJECTIVES

Alternative 1 would be similar to the proposed project and would meet most of the following project objectives in a similar manner.

- Improve vehicular traffic flow along Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard by widening the road and the Andora Underpass.
- Enhance access and safety along this segment of Washington Boulevard for motorists, pedestrians, and cyclists by widening the boulevard and adding a signal at the Washington Boulevard/Kaseberg Drive intersection.
- Provide a better and more continuous route for pedestrians and bicyclists on Washington Boulevard than the existing detour onto the more isolated Derek Place and extend the existing Class I bike trail south to All-America City Boulevard.
- Provide a consistent four-lane roadway along this length of Washington Boulevard by connecting the existing four-lane segments on either side of Sawtell Road and Pleasant Grove Boulevard.

As described in the EIR, because the location and physical characteristics would be the same, Alternative 1 (one lane closure during construction) and the proposed project would generally result in the same types and levels of both construction and operational impacts on most resources. For all other resources, nearly all impacts would be comparable for Alternative 1 and the proposed project. Exceptions to these similarities are primarily associated with full closure of Washington Boulevard under the proposed project and the longer duration of construction under Alternative 1. These exceptions include nighttime lighting during construction, air quality impacts associated with construction emissions, construction noise impacts, and traffic delays during construction. Nighttime construction lighting would have a marginally more severe impact under Alternative 1 because

Alternative 1's extended construction period (20 months) would result in a longer period of construction lighting on the project site. Likewise, construction-related air quality impacts of Alternative 1 would be slightly greater than those of the proposed project. During construction, Alternative 1 would generate slightly higher emissions of nitrogen oxides (NO_x) and particulate matter 2.5 microns in diameter or smaller than the proposed project, but would not generate emissions of reactive organic gases (ROG), NO_X, or particulate matter 10 microns in diameter or smaller in excess of PCAPCD's thresholds. Under Alternative 1, construction noise would last for a longer period than under the proposed project, resulting in marginally greater impacts. Because Washington Boulevard would be reduced to a single lane of alternating northbound and southbound traffic from south of Diamond Oaks Road to beyond the railroad bridge for a distance of 1,400 feet, traffic delays during Alternative 1's 20-month construction period would correspond to an LOS F condition. In addition, congestion caused by queuing during LOS F conditions would result in significant ingress and egress delays for residents of Diamond K Estates, which has a single stop sign controlled point of access from Washington Boulevard at Kaseberg Drive. Because traffic would degrade to a LOS F condition, Alternative 1 construction activities would have a similar impact on traffic operations (LOS F compared with road closure and therefore no LOS) as the proposed project. There would be two notable differences. First, under the proposed project, one lane of through traffic would be maintained under controlled conditions, which would benefit local traffic. Second, LOS impacts of the proposed project along the temporary detour route would be reduced slightly under Alternative 1 because maintaining one lane of through traffic at the construction site would reduce detour route average daily traffic and related intersection LOS impacts.

The above tradeoffs between the proposed project and Alternative 1 were shared with the public during community outreach and workshops conducted prior to release of the Draft EIR. Because of the expedited construction scheduled and public support expressed for it, the proposed project includes the "full closure" construction approach.

Therefore, the City Council rejects Alternative 1 as set forth and evaluated in the EIR because the City finds that there is substantial evidence, including evidence of economic, legal, ***social***, technological, and other considerations described under CEQA Guidelines Section 15091(a)(3), that make this alternative infeasible. In making this determination, the City Council is aware that CEQA defines "feasibility" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors." In this instance, the City Council defers to social input received during community outreach which favored a shorter construction schedule with slightly greater impacts over the marginal transportation benefits that might be achieved by maintaining one-lane controlled-traffic conditions during Phase 2 reconstruction of the Andora Underpass.

11.3.3 Alternatives Conclusion

As explained above, the City Council selects the proposed Project as set forth and fully evaluated in the Final EIR. The following Statement of Overriding Considerations applies to the selected project, which includes the temporary closure of Washington Boulevard during Phase 2 construction of the UPRR Andora Underpass.

12 STATEMENT OF OVERRIDING CONSIDERATIONS

In determining whether to approve a project, CEQA requires all public agencies to balance the benefits of a project against its unavoidable environmental impacts. The City Council approves the selected project despite the significant unavoidable adverse impacts identified in the EIR. The EIR consists of: the Draft EIR and appendices, the Draft EIR technical appendices, and the Final EIR and appendices.

The EIR determined that the selected project is expected to result in seven significant and unavoidable impacts as noted in Table 1 and discussed below.

12.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS OF THE PROJECT

The EIR identifies the following significant and unavoidable impacts for the selected project:

Aesthetics

- Impact AES-5: Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area

Greenhouse Gas Emissions

- Impact GHG-1: Generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases

Noise

- Impact NOI-1: Exposure of persons to or generation of noise levels in excess of applicable standards
- Impact NOI-2: Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels
- Impact NOI-4: Creation of a substantial temporary or periodic increase in existing ambient noise levels in the project vicinity

Transportation/Traffic

- Impact TRA-1: Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system

12.2 BENEFITS OF THE PROJECT

Pursuant to PRC Section 21081 and Section 15093 of the State CEQA Guidelines, the City Council of the City of Roseville adopts and makes the following statement of overriding considerations regarding the remaining significant unavoidable impacts of the selected project, as discussed above, and the anticipated economic, social, and other benefits of the project.

The City Council finds and determines that (1) the majority of the significant impacts of the selected project will be reduced to acceptable levels by implementation of the mitigation measures recommended in these findings (see Table 1 below); (2) the City Council's approval of the selected project will result in seven significant adverse environmental effects that cannot be avoided or reduced to a less-than-significant level even with the incorporation of all feasible mitigation measures into the project; and (3) there are no other feasible mitigation measures or feasible project alternatives that will

further mitigate, avoid, or reduce to a less-than-significant level the remaining significant environmental impact.

In light of the environmental, social, economic, and other considerations identified in the findings above, and the considerations set forth below related to this project, this City Council chooses to approve the selected project because, in its view, the economic, social, technological, and other benefits resulting from the selected project substantially outweigh the project's significant and unavoidable adverse environmental effects.

The following statements identify the reasons why, in the City Council's judgment, the benefits of the selected project outweigh the significant and unavoidable impacts. The substantial evidence supporting the enumerated benefits of the project can be found in the preceding findings, which are herein incorporated by reference; in the project itself; and in the record of proceedings as defined above. The overriding consideration set forth below constitutes a separate and independent ground for finding that the benefits of the selected project outweigh its significant adverse environmental effect and is an overriding consideration warranting approval.

12.2.1 Implementation of the City of Roseville Transportation System Capital Improvement Program and Bicycle Master Plan

The City of Roseville's Transportation System Capital Improvement Program (CIP) identifies various transportation improvements needed to accommodate future transportation demands on the City's roadway system consistent with planned growth within and outside the City. The CIP is periodically updated to respond to changing conditions and to assure the development of an adequate transportation system consistent with the City's Level of Service (LOS) Policy. The roadway improvements called for in the Washington Boulevard/Andora Bridge Improvement Project are consistent with the CIP and are necessary to ensure consistency with CIP LOS policy at City buildout.

The City's 2008 Bicycle Master Plan (BMP) provides the blueprint for development of over 28 miles of Class I trails in Roseville, including new Class I facilities along Washington Boulevard through the project area. The Washington Boulevard/Andora Bridge Improvement Project advances the BMP vision for Class 1 trail facilities through the project corridor and would result in a safe, comfortable, and convenient bicycle route in an area of the City with limited existing options for pedestrians and bicyclists.

12.2.2 Minimal Difference Between Proposed/Selected Project and Alternative 1: One Lane Closure

As discussed above in Section 11.3.2, the City Council prefers the Proposed Project over Alternative 1 because the EIR identifies minimal difference in overall environmental impact between the two. Furthermore, there is substantial evidence, including evidence of *social* considerations described under CEQA Guidelines Section 15091(a)(3), that make this alternative infeasible. In this instance, the City Council defers to social input received during community outreach which favored a shorter construction schedule with slightly greater impacts over the marginal transportation benefits that might be achieved by maintaining one-lane controlled-traffic conditions during Phase 2 reconstruction of the Andora Underpass.

12.2.3 Conclusion

Having reduced many of the effects of the project by adopting all feasible mitigation measures and balancing the benefits of the project against the selected project's significant and unavoidable adverse environmental impacts, the City Council hereby determines that the specific overriding social, environmental, and economic benefits of the project set forth above outweigh the potential unavoidable adverse effects of the project on the environment. The City Council finds that the overriding considerations set forth above constitutes a separate and independent basis for finding that the benefits of the project outweigh the unavoidable adverse environmental effects, and warrants approval of the selected project.

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
4.1 Aesthetics			
Impact AES-1: Temporary visual impacts caused by construction activities	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact AES-2: Have a substantial adverse effect on a scenic vista	None required	NI	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact AES-3: Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings along a scenic highway	None required	NI	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact AG-4: Result in the loss of forest land or conversion of forest land to non-forest use	None required	NI	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact AES-5: Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area	**Mitigation Measure AES-5.1: Minimize Fugitive Light from Portable Sources Used for Construction** At a minimum, the construction contractor will minimize project-related light and glare to the maximum extent feasible, given safety considerations. Color-corrected halide lights will be used. Portable lights will be operated at the lowest allowable wattage while meeting safety requirements and portable lighting will only be raised to a height required to adequately aluminate the work area. All construction lights will be directed downward toward work activities and away from the night sky and particularly residential areas, to the maximum extent possible. The number of nighttime lights used will be minimized to the greatest extent possible.	SU	**Finding:** Compliance with Mitigation Measure AES-5.1 which has been required or incorporated into the project, would reduce impacts of fugitive light from portable sources associated with construction activities, but not to a less-than-significant level. The City Council, therefore, finds that there are no feasible changes or alterations that could be incorporated into the project to avoid the significant environmental effect as identified in the EIR.

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
			Explanation/Facts in Support of Finding: There are no other feasible mitigation measures or feasible project alternatives that will further mitigate, avoid, or reduce to a less-than-significant level this temporarily significant environmental impact. This City Council chooses to approve the project because, in its view, the economic, social, technological, and other benefits resulting from the project substantially outweigh the significant and unavoidable short-term construction-related aesthetic impact, per the Overriding Considerations described above.
4.2 Agriculture and Forestry Resources			
Impact AG-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact AG-2: Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact AG-3: Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
Government Code Section 51104[g])			
Impact AG-4: Result in the loss of forest land or conversion of forest land to non-forest use	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact AG-5: Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Air Quality			
Impact AQ-1: Conflict with or obstruct implementation of the applicable air quality plan	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact AQ-2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact AQ-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
Impact AQ-4: Expose sensitive receptors to substantial pollutant concentrations	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact AQ-5: Create objectionable odors affecting a substantial number of people	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.3 Biological Resources			
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	**Mitigation Measure BIO-1.1: Install Fencing and/or Flagging to Protect Sensitive Biological Resources** Prior to construction, the City's contractor will install high-visibility orange construction fencing and/or flagging, as appropriate, along the perimeter of the work area adjacent to Environmentally Sensitive Areas (ESAs) (e.g., riparian vegetation, wetlands, streams, special-status species habitat, elderberry shrub, and active bird nests). The City will ensure that the final construction plans show the locations where fencing will be installed. The plans also will define the fencing installation procedure. The City or contractor (at the discretion of the City) will ensure that the fencing is maintained throughout the duration of the construction period. If the fencing is removed, damaged, or otherwise compromised during the construction period, construction activities will cease until the fencing is repaired or replaced. The project's special provisions package will provide clear language regarding acceptable fencing material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within ESAs. All temporary fencing will be removed upon completion of construction. **Mitigation Measure BIO-1.2: Conduct Environmental Awareness Training for Construction Personnel** Before any work occurs within the project limits, including equipment staging, grading, and tree and/or vegetation removal (clear and grub), the City will retain a qualified biologist (familiar with the resources in the area) to conduct a mandatory contractor/worker environmental awareness	LTS	**Finding:** Compliance with Mitigation Measures Bio-1.1 through 1.10, which have been required or incorporated into the project, will reduce this impact to a less-than-significant level by implementing measures to avoid, minimize and protect sensitive, or special status species during construction. The City Council hereby directs that these mitigation measures be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Project implementation would result in the direct and indirect removal of sensitive species habitat and ground disturbance that could lead to water quality impacts. Significant impacts would be reduced to a less-than-significant level by

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	training for construction personnel. The awareness training will be provided to all construction personnel (contractors and subcontractors) prior to beginning construction to brief them on the need to avoid effects on sensitive biological resources adjacent to construction areas and the penalties for not complying with applicable state and federal laws and permit requirements. The biologist will inform all construction personnel about the life history and habitat requirements of special-status species with potential for occurrence onsite, the importance of maintaining habitat, and the terms and conditions of the Biological Opinion or other authorizing document (e.g. letter of concurrence). The environmental training will also cover general restrictions and guidelines that must be followed by all construction personnel to reduce or avoid effects on sensitive biological resources during project construction. **Mitigation Measure BIO-1.3: Retain a Qualified Biologist to Conduct Preconstruction Surveys and Periodic Monitoring during Construction in Sensitive Habitats** The City will retain a qualified biologist to conduct periodic site visits during construction activities that involve ground disturbance (e.g., vegetation removal, grading, excavation, shoofly track construction) within or adjacent to ESAs. The timing and frequency of this monitoring will be determined through coordination with the City or as determined by the project permits. The purpose of the monitoring is to ensure that measures identified in this report are properly implemented to avoid and minimize effects on sensitive biological resources and to ensure that the project complies with all applicable permit requirements and agency conditions of approval. The biologist will ensure that fencing around ESAs remains in place during construction and that no construction personnel, equipment, or runoff/sediment from the construction area enters ESAs. **Mitigation Measure BIO-1.4: Protect Water Quality and Minimize Sedimentation Runoff in Wetlands and Non-Wetland Waters** The City will comply with all construction site BMPs specified in the Storm Water Pollution Prevention Plan, and any other permit conditions to minimize the introduction of construction-related contaminants and mobilization of sediment in wetlands and non-wetland waters in and adjacent to the project area. These BMPs will address soil stabilization, sediment control, wind erosion control, vehicle tracking control, non-		requiring the protection of environmentally sensitive areas that would not need to be disturbed, training construction workers on the site's environmental sensitivities, conducting pre-construction surveys for sensitive species, installing and maintaining water quality protection devices, compensating for direct impacts on vernal pool branchiopod habitat, installing no-disturbance buffers around elderberry shrups, conducting vegetation removal and modifying existing structures during the non-breading season. (Draft EIR pp. 3.4-34 through 3.4-45)

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	stormwater management, and waste management practices. The BMPs will be based on the best conventional and best available technology. The City will obtain a Section 401 Water Quality Certification from the Central Valley RWQCB and a Lake or Streambed Alteration Agreement from CDFW, which will contain BMPs and water quality measures to ensure the protection of water quality. These permit condition and BMPs will be implemented as part of the project. **Mitigation Measure BIO-1.5: Compensate for Direct Impacts on Vernal Pool Branchiopod Habitat** The City will compensate for direct impacts on vernal pool fairy shrimp and vernal pool tadpole shrimp (vernal pool branchiopod) habitat by purchasing the appropriate habitat credits at a USFWS-approved mitigation or conservation bank. The habitat impacts will be mitigated at a 2:1 ratio (2 acres preserved for every 1 acre affected). Mitigation and conservation banks in Placer County that sell vernal pool branchiopod credits are Locust Road Mitigation Bank, Toad Hill Ranch Mitigation Bank, and Western Placer Schools Conservation Bank. Based on the current project design, the City will purchase 0.16 acre of mitigation credits to compensate for direct impacts on 0.08 acre of vernal pool branchiopod habitat. The mitigation ratio and associated acreage may be modified based on the Biological Opinion, which will dictate the ultimate compensation for this federally listed species. **Mitigation Measure BIO-1.6: Install a No-Disturbance Buffer around the Elderberry Shrub** In conjunction with Mitigation Measure BIO-1.1, Install Fencing and/or Flagging to Protect Sensitive Biological Resources, the City will ensure that a minimum 4-foot-tall, temporary plastic mesh-type construction fence (Tensor Polygrid or equivalent) is installed between the work area and the elderberry shrub to be protected. In addition to the exclusion fencing, k-rail (concrete or plastic) will be installed between the elderberry shrub and the work area to protect this shrub from inadvertent damage during construction and removal of the shoofly track. The biologist shall monitor the installation of k-rail protection. This fencing is intended to prevent encroachment by construction vehicles and personnel. The exact location of the fencing and k-rail shall be determined by a qualified biologist, with the goal of protecting habitat for		

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	valley elderberry longhorn beetle. The fencing shall be strung tightly on posts set at a maximum interval of 10 feet. The fencing shall be checked regularly and maintained until all construction is complete. This exclusion fencing shall be marked by a sign stating: *This is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the federal Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment.* No construction activity, including grading, will be allowed until this condition is satisfied. The fencing and a note reflecting this condition will be shown on the construction plans and specifications. **Mitigation Measure BIO-1.7: Conduct a Preconstruction Survey for Northern Western Pond Turtle and Exclude Turtles from the Work Area** To avoid and minimize impacts on northern western pond turtles, the City will retain a qualified wildlife biologist to conduct a preconstruction survey within 48 hours of disturbance in suitable aquatic and upland habitats. The survey objectives are to determine the presence or absence of pond turtles in the vicinity of the construction work area and to determine if additional monitoring for pond turtles is necessary during construction to avoid entrapment of pond turtles during installation of stream diversion materials. If possible, the survey will be timed to coincide with the time of day and year when turtles are most likely to be active (during the cooler part of the day from 8:00 a.m. to 12:00 p.m. during spring, summer, and late summer). Prior to conducting presence/absence surveys, the biologist will locate the microhabitats for turtle basking (logs, rocks, and brush thickets) and determine a location to quietly observe turtles. The survey will include a 15-minute wait time after arriving on site to allow startled turtles to return to open basking areas. The survey will consist of a minimum 15-minute observation time per area where turtles could be observed. If turtles are observed during the preconstruction survey or at any time during construction and they cannot be avoided, they will be either hand-captured or trapped and then relocated outside the construction area to appropriate aquatic habitat by a biologist with a valid memorandum of understanding from CDFW and as determined during coordination with		

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	CDFW. If an active turtle nest is found, the biologist will coordinate with CDFW to determine the appropriate avoidance measures. **Mitigation Measure BIO-1.8: Conduct Vegetation Removal during the Non-breeding Season and Conduct Preconstruction Surveys for Nesting Migratory Birds and Raptors** Where vegetation removal is required to construct project features, the City will conduct this activity during the nonbreeding season for migratory birds and raptors (generally between September 1 and February 28), to the extent feasible. If construction activities (including vegetation removal) cannot be confined to the nonbreeding season, the City will retain a qualified wildlife biologist with knowledge of the relevant species to conduct nesting surveys before the start of construction. The migratory bird and raptor nesting surveys will include a minimum of two separate surveys to look for active migratory bird and raptor nests. Surveys will include a search of all trees and shrubs that provide suitable nesting habitat in the construction area. In addition, a 500-foot area around the construction area will be surveyed for nesting raptors and a 50-foot area around the construction area will be surveyed for songbirds. One survey should occur within 14 days prior to construction and the second survey within 48 hours prior to the start of construction or vegetation removal. If no active nests are detected during these surveys, no additional measures are required. If an active nest is found in the survey area, a no-disturbance buffer will be established around the nest site to avoid disturbance or destruction of the nest until the end of the breeding season (August 31) or until after a qualified wildlife biologist determines that the young have fledged and moved out of the project area (this date varies by species). The extent of these buffers will be determined by the biologist in coordination with USFWS and CDFW, and will depend on the level of construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. Suitable buffer distances may vary between species. **Mitigation Measure BIO-1.9: Conduct Preconstruction Surveys for Roosting Bats and Implement Protection Measures** To obtain the highest likelihood of detection, the following preconstruction bat surveys will be conducted within and adjacent to the construction area		

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	for each construction season. If the surveys determine that bats are roosting in the construction area, the City will implement the protective measures described below. • Conduct Preconstruction Tree Surveys Prior to tree removal or pruning, qualified biologists will examine trees to be removed or pruned for suitable bat roosting habitat. High-value habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, and larger snags,) will be identified, and the area around these features will be searched for bats and bat sign (e.g., guano, culled insect parts, and staining). All mature broadleaf trees should be considered potential habitat for solitary foliage-roosting bat species. If bat sign is detected, biologists will conduct evening visual emergence survey of the source habitat feature, from a half hour before sunset to 1–2 hours after sunset for a minimum of 2 nights during the season that construction would be taking place. Night-vision goggles and/or full-spectrum acoustic detectors will be used during emergence surveys to assist in species identification. All emergence surveys will be conducted during favorable weather conditions (calm nights with temperatures conducive to bat activity and no precipitation predicted). Survey methodology may be supplemented as new research identifies advanced survey techniques and equipment that would aid in bat detections. • Identify Protective Measures for Bats Using Trees If it is determined that bats are using trees within or adjacent to the construction area as roost sites, the City (or its designated contractor) will coordinate with CDFW to identify protective measures to avoid and minimize impacts on roosting bats based on the type of roost and timing of activities. These measures could include the following measures. o If feasible, tree removal and pruning of trees containing an active roost will be avoided between April 1 and September 15 (the maternity period) to avoid impacts on reproductively active females and dependent young.		

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	○ If a maternity roost is located, whether solitary or colonial, that roost will remain undisturbed until September 15 or until a qualified biologist has determined that the roost is no longer active. ○ If avoidance of nonmaternity roost trees is not possible, tree removal or pruning will be monitored by a qualified biologist. Prior to removal or pruning, the tree will be gently shaken, and several minutes should pass before felling trees or pruning limbs to allow bats time to arouse and leave the tree. The tree then will be removed in pieces, rather than felling the entire tree. The biologists will search downed vegetation for dead and injured bats. The presence of dead or injured bats that are species of special concern will be reported to CDFW. • Conduct Preconstruction Surveys of Culverts Prior to any work to replace, extend, or remove culverts, a qualified biologist will inspect box and pipe culverts for the presence of roosting bats. The biologist will conduct a daytime inspection/survey of box culverts for bat sign or occupancy to determine whether the structure is being used as a roost. Biologists conducting daytime surveys will listen for audible bat calls and will use the naked eye, binoculars, telescoping inspection mirror, and a high-powered spotlight to inspect culverts, and mud nests if present, for bats. Surfaces and the ground around the culvert will be surveyed for bat sign, such as guano, staining, and prey remains. Pipe culverts will be inspected from the exterior using the methods listed. If no suitable features are found, and no bats or bat sign are present, then a preconstruction survey within 24 hours prior to construction will be conducted. If suitable features are found, and bats or bat sign are present, additional surveys may be conducted to determine how the culvert is used by bats (i.e., whether it is used as a night roost, maternity roost, migration stopover, or for hibernation). • Implement Protective Measures for Bats Using Culverts		

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	To avoid disturbance, injury, or mortality of bats utilizing culverts for roosting, the City (or its contractor) will conduct all work on these structures during the day (to the extent possible and where appropriate). If this is not possible, portable lights will be used to illuminate the roosting areas prior to and after sunset to deter bats from roosting during nights when work will occur. **Mitigation Measure BIO-1.10: Modify Existing Structures during the Non-Breeding Season for Structure-Nesting Migratory Birds or Implement Exclusion Measures to Deter Nesting** To avoid impacts on nesting swallows and other structure-nesting migratory birds that are protected under the Migratory Bird Treaty Act and the California Fish and Game Code, the City will modify existing structures after the conclusion of the bird nesting period (February 1 through August 31). Construction, modification, or disturbance of existing box culvert structures after the nesting period has concluded is strongly preferred; however, if this is not possible, the City will implement the following avoidance measures. • Prior to the start of each phase of construction, the City (or its contractor) will hire a qualified wildlife biologist to inspect any box culvert that would be modified or disturbed during the nonbreeding season (September 1 through February 1). If nests are found and are determined to be inactive (abandoned), they shall be removed. • After inactive nests are removed and prior to construction from February 1 to August 31, the undersides of the portion of the culvert to be modified or disturbed will be covered with a suitable exclusion material that will prevent birds from nesting (i.e., 0.5- to 0.75-inch mesh netting, plastic tarp, expandable foam sealant, or other suitable material safe for wildlife). All exclusion devices will be installed before February 1 and will be monitored throughout the breeding season (typically several times a week). The exclusion material will be anchored so that swallows cannot attach their nests to the structures through gaps in the net. • Exclusion devices for birds will be installed in a manner that does not entrap day- roosting bats.		

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	• As an alternative to installing exclusion materials on a culvert, the City may hire a qualified biologist or qualified wildlife management specialist to remove nests as the birds construct them and before any eggs are laid. Visits to the site would need to occur daily throughout the breeding season (February 1 through August 31) because swallows can complete a nest in a 24-hour period. • If exclusion material is not installed on structures prior to February 1 or manual removal of nests is not conducted daily, and migratory birds colonize a culvert, removal or modification to that portion of the culvert may not occur until after August 31, or until a qualified biologist has determined that the young have fledged and the nest is no longer in use. • If appropriate steps are taken to prevent swallows from constructing new nests as described in the preceding measures, work can proceed at any time of the year.		
Impact BIO-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	**Mitigation Measure BIO-1.1: Install Fencing and/or Flagging to Protect Sensitive Biological Resources** **Mitigation Measure BIO-1.2: Conduct Environmental Awareness Training for Construction Personnel** **Mitigation Measure BIO-1.3: Retain a Qualified Biologist to Conduct Preconstruction Surveys and Periodic Monitoring during Construction in Sensitive Habitats** **Mitigation Measure BIO-2.1: Compensate for the Loss of Riparian Communities** To compensate for the total loss of approximately 1.73 acres of riparian communities, prior to commencement of each construction phase, the City will purchase credits at an approved mitigation bank to ensure no net loss of riparian habitat functions and values. The City will purchase credits at a 3:1 ratio, which would require purchasing a total of approximately 5.19 acres of riparian habitat credits from an approved mitigation bank. This ratio and acreage will be confirmed during the review of future engineering drawings for each project phase and may be modified during the CDFW Section 1602 permitting process (if actual increase or	LTS	**Finding:** Compliance with Mitigation Measures BIO-1.1 through 1.3, and BIO-2.1 which have been required or incorporated into the project, will reduce this impact to a less-than-significant level by implementing measures to avoid, minimize and protect sensitive, or special status species during construction and by requiring compensation for direct loss of riparian habitat. The City Council hereby directs that these mitigation measures be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	decrease) which will dictate the ultimate compensation. The City will provide written evidence to the resource agencies that compensation has been established through the purchase of mitigation credits. The amount to be paid will be the fee that is in effect at the time the fee is paid.		**Explanation/Facts in Support of Finding:** Project implementation would result in the direct and indirect removal of riparian habitat and ground disturbance could lead to water quality impacts. Significant impacts would be reduced to a less-than-significant level by requiring the protection of environmentally sensitive areas that would not need to be disturbed, training construction workers on the site's environmental sensitivities, conducting pre-construction surveys and installing and maintaining water quality protection devices. Permanent impacts to riparian habitat would be mitigated by purchase of riparian habitat mitigation credits from an agency approved mitigation bank. (Draft EIR pp. 3.4-45 through 3.4-47)
Impact BIO-3: Have a substantial adverse effect on federally protected wetlands and non-wetland waters as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, streams etc.) through direct removal, filling, hydrological interruption, or other means	**Mitigation Measure BIO-1.1: Install Fencing and/or Flagging to Protect Sensitive Biological Resources** **Mitigation Measure BIO-1.2: Conduct Environmental Awareness Training for Construction Personnel** **Mitigation Measure BIO-1.3: Retain a Qualified Biologist to Conduct Preconstruction Surveys and Periodic Monitoring during Construction in Sensitive Habitats** **Mitigation Measure BIO-1.4: Protect Water Quality and Minimize Sedimentation Runoff in Wetlands and Non-Wetland Waters** **Mitigation Measure BIO-3.1: Avoid and Minimize Disturbance of Waters of the United States/Waters of the State** To the extent possible, the City will avoid and minimize impacts on waters of the United States and waters of the State by implementing the following	LTS	**Finding:** Compliance with Mitigation Measures BIO-1.1 through 1.4, and BIO-3.1 and 3.2 which have been required or incorporated into the project, will reduce this impact to a less-than-significant level by implementing measures to avoid, minimize and protect sensitive, or special status species during construction and by requiring the minimization of impacts and compensation for any direct loss of waters of the U.S. The City Council hereby directs that these mitigation measures be adopted. The City Council, therefore, finds that changes or alterations have been required in, or

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	measures. These measures will be incorporated into contract specifications and implemented by the construction contractor. Avoid construction activities in saturated or ponded natural wetlands and drainages during the wet season (spring and winter) to the maximum extent possible. Stabilize streams/drainages immediately upon completion of construction activities. Other waters of the United States will be restored in a manner that encourages vegetation to re-establish to its pre-project condition and reduces the effects of erosion on the drainage system. Remove any trees, shrubs, debris, or soils that are inadvertently deposited below the OHWM of streams/drainages in a manner that minimizes disturbance of the bed and bank. Complete all activities promptly to minimize their duration and resultant impacts. **Mitigation Measure BIO-3.2: Compensate for the Permanent Loss of Waters of the United States/Waters of the State** To compensate for the total (Phases 1 and 2) permanent loss of approximately 0.19 acre of waters of the United States and waters of the State, prior to each project phase and consistent with permit requirements the City will purchase credits at an approved mitigation bank to ensure no net loss of wetland functions and values. Mitigation banks with service areas for Placer County that sell credits that satisfy USACE wetland and USFWS requirements include Sacramento River Ranch Mitigation Bank, Locust Road Mitigation Bank, and Toad Hill Ranch Mitigation Bank. The wetland compensation ratio will be a minimum of 1:1 (1 acre of wetland habitat credit for every 1 acre of impact) to ensure no net loss of wetland habitat functions and values. The City will also implement the conditions and requirements of state and federal permits that will be obtained for the proposed project. The actual mitigation ratio and associated credit acreage may be modified based on USACE and RWQCB permitting which will dictate the ultimate compensation for permanent impacts to waters of the United States/waters of the State.		incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Project implementation would result in the direct and indirect removal of waters of the U.S. and ground disturbance could lead to water quality impacts. Significant impacts would be reduced to a less-than-significant level by requiring the protection of environmentally sensitive areas that would not need to be disturbed, training construction workers on the site's environmental sensitivities, conducting pre-construction surveys and installing and maintaining water quality protection devices. Permanent and indirect impacts to waters of the U.S. would be mitigated by purchase of riparian habitat mitigation credits from an agency approved mitigation bank to achieve no net loss consistent with agency requirements. (Draft EIR pp. 3.4-45 through 3.4-47)

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
Impact BIO-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact BIO-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.4 Cultural and Tribal Resources			
Impact CUL-1: Potential to cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact CUL-2: Potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5	**Mitigation Measure CUL-2.1: Stop Work if Cultural Resources are Encountered During Ground-Disturbing Activities** If buried cultural resources such as chipped or ground stone, historic debris, or building foundations, are inadvertently discovered during ground-disturbing activities, work will stop in that area and within a 100-foot radius of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop a response plan, with appropriate treatment measures, in consultation with the City, SHPO, and other appropriate agencies. Preservation in place shall be the preferred treatment method per State CEQA Guidelines Section 15126.4(b) (avoidance, open space, capping, easement). Data recovery of important information about the resource, research, or other actions determined during consultation, is allowed if it is the only feasible treatment method.	LTS	**Finding:** Compliance with Mitigation Measure CUL-2.1, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by stopping work if any resources are unearthed during construction, suspending all activities within 100 feet of the find and contacting the appropriate agencies. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
			Explanation/Facts in Support of Finding: Construction of the proposed project could result in the discovery of unknown subsurface resources. Significant impacts associated with the potential disturbance of unknown cultural or archeological resources would be reduced to a less-than-significant level by ensuring any finds are preserved, recorded and/or recovered as appropriate as determined by a qualified archaeologist. (Draft EIR, pp. 3.5-50 through 3.5-51)
Impact CUL-3: Disturbance of any human remains, including those interred outside of formal cemeteries	**Mitigation Measure CUL-3.1: Implement appropriate treatment for discovery of human remains** In the event that human remains are discovered, all work will cease in the vicinity (minimum of 100 feet) of the find and the Placer County coroner will be notified immediately. If the coroner determines the remains to be Native American in origin, the coroner will be responsible for notifying the NAHC, which will appoint a MLD (Public Resources Code Section 5097.99). The City and MLD will make all reasonable efforts to develop an agreement for the dignified treatment of human remains and associated or unassociated funerary objects (14 CCR 15064.5[d]). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. The MLD will have 48 hours after notification by the NAHC to make their recommendation (Public Resources Code Section 5097.98). If the MLD does not agree to the reburial method, the project will follow Public Resources Code Section 5097.98(b), which states, "The landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."	LTS	**Finding:** Compliance with Mitigation Measure CUL-3.1, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by contacting the MLD and appropriate agencies to determine appropriate treatment. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Construction of the proposed project could result in the discovery of unknown Native American remains. This impact is reduced to a less-than-significant level by ensuring Native American burials/remains are treated with appropriate dignity and relocated

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
			as necessary so as not to be subject to further subsurface disturbance as determined by a qualified archaeologist and the NLD. (Draft EIR, pp. 3.5-51 through 3.5-52)
Impact CUL-4: Potential to cause a substantial adverse change in the significance of a tribal cultural resource pursuant to Public Resources Code Section 21074	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.5 Geology and Soils			
Impact GEO-1: Exposure of people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact GEO-2: Potential to result in substantial soil erosion or the loss of topsoil	**Mitigation Measure WQ-2.1: Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements** The City will prepare a post-construction stormwater management plan as a separate document to demonstrate how the integrated measures of each construction phase will satisfy NPDES requirements. The post-construction requirements of the West Placer Stormwater Quality Design Manual, which was prepared consistent with the State of California Phase II Small MS4 General Permit, are: • Infiltrate impervious surface runoff on-site from the post-construction 85th percentile 24-hour storm event. • Treatment of runoff that cannot be infiltrated on-site shall follow EPA guidance regarding green infrastructure to the extent feasible (U.S. Environmental Protection Agency 2008). • Where the addition of traffic lanes results in an alteration equal to or greater than 50% of the impervious surface of an existing street or road, runoff from the entire project (consisting of all	LTS	**Finding:** Compliance with Mitigation Measure WQ-2.1, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by requiring development and implementation of a stormwater management plan per the West Placer Stormwater Quality Design Manual, which was prepared consistent with the State of California Phase II Small MS4 General Permit. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	existing, new, and/or replaced impervious surfaces) must be included in the treatment system design. • Where the addition of traffic lanes results in an alteration of less than 50% of the impervious surface of an existing street or road, only runoff from the new, and/or replaced impervious surface must be included in the treatment system design.		significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Construction of the proposed project will require soil disturbance including grading and trenching which could result in water quality impacts. This impact is reduced to a less-than-significant level by preparing and implementing a stormwater management plan. (Draft EIR, pp. 3.9-15 through 3.0-16)
Impact GEO-3: Placement of project-related facilities on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact GEO-4: Placement of project-related facilities on expansive soil, creating substantial risks to life or property	**Mitigation Measure GEO-4.1: Prepare Soil Report or Geotechnical Investigation and Implement Recommendations** The City will ensure that a soil report or geotechnical investigation be prepared that identifies the locations of expansive soils on the site. The project design will include the recommendations of the studies, such as a soil replacement and lime treatment, to avoid the effects of excessive soil expansion and contract on pavements, sound walls, and project elements.	LTS	**Finding:** Compliance with Mitigation Measure GEO-4.1, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by requiring preparation of a site-specific soil/geotechnical report and implementing report recommendations as part of project design and construction. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
			significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Construction of the proposed project will require appropriate foundation design and soil engineering to ensure structural integrity given the site contains expansive soils. This impact is reduced to a less-than-significant level by preparing a soil/geotechnical report and implementing its recommendations. (Draft EIR, p. 3.6-11)
Impact GEO-5: Placement of facilities on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact GEO-6: Direct or indirect destruction of a unique paleontological resource or site or unique geologic feature	**Mitigation Measure GEO-6.1: Cease Work until Review Conducted by Qualified Paleontologist and Recommendations Implemented** Should any evidence of paleontological materials (e.g., fossils) be encountered during grading and excavation, work will be suspended within 100 feet of the find, and the City will be immediately notified. At that time, the City will coordinate all necessary investigations of the site with a qualified paleontologist to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. The contractor will implement any measures deemed necessary by the paleontologist for the protection of paleontological resources.	LTS	**Finding:** Compliance with Mitigation Measure GEO-6.1 and GEO-6.2, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by stopping work if any paleontological resources are unearthed during construction, suspending all activities within 100 feet of the find, contacting the appropriate agencies, and educating construction workers on the types of fossils that can be encountered and their general appearance. The City Council hereby directs that this mitigation measure be

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	Mitigation Measure GEO-6.2: Prepare and Implement a Worker Education Program for those Involved with Earthwork A worker education program, prepared by a qualified professional paleontologist, will review applicable local, state, and federal ordinances, laws, and regulations pertaining to paleontological resources, the types of fossils that can be encountered and their general appearance, discuss site avoidance requirements and notification procedures to be followed in the event that unanticipated paleontological resource is found during construction, and discussion disciplinary and other actions that can be taken against persons violating such laws.		adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Construction of the proposed project could result in the discovery of unknown subsurface paleontological resources. Significant impacts associated with the potential disturbance of unknown paleontological resources would be reduced to a less-than-significant level by ensuring any finds are preserved, recorded and/or recovered as appropriate as determined by a qualified paleontologist. (Draft EIR, pp. 3.6-12 through 3.6-13)
4.6 Greenhouse Gas			
Impact GHG-1: Generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	None available	SU	**Finding:** The project would increase VMT, resulting in a slight increase in GHG emission compared with no project conditions. No project level mitigation is available to reduce this impact. The City Council, therefore, finds that there are no feasible changes or alterations that could be incorporated into the project to avoid the significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** There are no other feasible mitigation measures or feasible project alternatives that will further mitigate,

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
			avoid, or reduce to a less-than-significant level this significant environmental impact. This City Council chooses to approve the project because, in its view, the economic, social, technological, and other benefits resulting from the project substantially outweigh the significant and unavoidable greenhouse gas impacts, per the Overriding Considerations described above.
Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases	None available	SU	**Finding:** The project would increase VMT, resulting in a slight increase in GHG emission compared with no project conditions. Because implementation of the project would increase GHG emissions relative to no project conditions, the project would be inconsistent with SACOG's 2016 MTP/SCS, a significant impact. No project level mitigation is available to reduce this impact. The City Council, therefore, finds that there are no feasible changes or alterations that could be incorporated into the project to avoid the significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** There are no other feasible mitigation measures or feasible project alternatives that will further mitigate, avoid, or reduce to a less-than-significant level this significant environmental impact.

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
			This City Council chooses to approve the project because, in its view, the economic, social, technological, and other benefits resulting from the project substantially outweigh the significant and unavoidable greenhouse gas impacts, per the Overriding Considerations described above.
4.7 Hazards and Hazardous Materials			
Impact HAZ-1: Creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, including lead based paint, aerially deposited lead, traffic striping, and treated wood waste	**Mitigation Measure HAZ-1.1: Develop a Lead Abatement Plan** Any thermoplastic traffic striping, soils affected by lead, and painted concrete on the Andora Underpass to be removed for disposal, or other waste material from the painted portions of the bridge (e.g., sandblasting waste) must be handled and disposed of prior to demolition or significant renovation. The abatement plan will provide for a California-certified asbestos consultant and California Department of Health Services-certified lead project designer to prepare hazardous materials specifications for abatement of the LBP, ADL, and traffic striping. This specification should be the basis for selecting qualified contractors to perform the proposed lead abatement work. Abatement of hazardous materials will be completed prior to any work on structures and facilities. **Mitigation Measure HAZ-1.2: Perform Soil Testing and Appropriately Dispose of Soils Contaminated with ADL** Construction contract specifications will provide that if soils adjacent to the roadway are to be disturbed, the City or its contractors will conduct further investigations and screening for ADL to assess the extent of hazardous ADL concentrations within the project alignment along shoulder areas on both sides of Washington Boulevard, beyond the Andora Underpass. If soils contain ADL in excess of established thresholds, soils will be handled in a manner compliant with the City CUPA regulatory requirements and disposed of properly.	LTS	**Finding:** Compliance with Mitigation Measures HAZ-1.1 and HAZ-1.2, which have been required or incorporated into the project, will reduce this impact to a less-than-significant level by developing and implementing measures to address painted concrete and soils affected by lead and by testing potentially contaminated soils and properly disposing of any soils that test positive for contamination. The City Council hereby directs that these mitigation measures be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Project implementation would result in demolition of the existing Andora Bridge which includes lead based paint and removal of pavement and disturbance of soils that

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
			contain ADL. Significant impacts would be reduced to a less-than-significant level by requiring development and implementation of a lead abatement plan and soil testing program. Project construction would proceed according to the plan and any identified contaminated soils would be appropriately removed and disposed of. (Draft EIR pp. 3.8-11 through 3.8-13)
Impact HAZ-2: Creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact HAZ-3: Emission of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact HAZ-4: Placement of project-related facilities on a site that is included on a list of hazardous materials sites, and resulting creation of a significant hazard to the public or the environment	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
Impact HAZ-5: Placement of project-related facilities within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, resulting in a safety hazard for people residing or working in the project area	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact HAZ-6: Placement of project-related facilities in the vicinity of a private airstrip, resulting in a safety hazard for people residing or working in the project area	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact HAZ-7: Impairment of implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact HAZ-8: Exposure of people or structures to a significant risk involving wildland fires	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.8 Hydrology and Water Quality			
Impact WQ-1: Violation of any water quality standards or waste discharge requirements	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact WQ-2: Substantial depletion of groundwater supplies or substantial interference with groundwater recharge	**Mitigation Measure WQ-2.1: Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements**	LTS	**Finding:** Compliance with Mitigation Measure WQ-2.1, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by requiring

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	The City will prepare a post-construction stormwater management plan as a separate document to demonstrate how the integrated measures of each construction phase will satisfy NPDES requirements. The post-construction requirements of the West Placer Stormwater Quality Design Manual, which was prepared consistent with the State of California Phase II Small MS4 General Permit, are: Infiltrate impervious surface runoff on-site from the post-construction 85th percentile 24-hour storm event. Treatment of runoff that cannot be infiltrated on-site shall follow EPA guidance regarding green infrastructure to the extent feasible (U.S. Environmental Protection Agency 2008). Where the addition of traffic lanes results in an alteration equal to or greater than 50% of the impervious surface of an existing street or road, runoff from the entire project (consisting of all existing, new, and/or replaced impervious surfaces) must be included in the treatment system design. Where the addition of traffic lanes results in an alteration of less than 50% of the impervious surface of an existing street or road, only runoff from the new, and/or replaced impervious surface must be included in the treatment system design.		development and implementation of a stormwater management plan per the West Placer Stormwater Quality Design Manual, which was prepared consistent with the State of California Phase II Small MS4 General Permit. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Construction of the proposed project will require soil disturbance including paving which could result in drainage pattern impacts. This impact is reduced to a less-than-significant level by preparing and implementing a stormwater management plan that addresses the introduction of new impervious surfaces and requirements for stormwater treatment. (Draft EIR, pp. 3.9-15 through 3.0-16)
Impact WQ-3: Substantial alteration of existing drainage patterns in a manner that would result in substantial erosion or siltation onsite or offsite	**Mitigation Measure WQ-2.1: Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements** The City will prepare a post-construction stormwater management plan as a separate document to demonstrate how the integrated measures of each construction phase will satisfy NPDES requirements. The post-construction requirements of the West Placer Stormwater Quality Design Manual, which was prepared consistent with the State of California Phase II Small MS4 General Permit, are: Infiltrate impervious surface runoff on-site from the post-construction 85th percentile 24-hour storm event.	LTS	**Finding:** Compliance with Mitigation Measure WQ-2.1, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by requiring development and implementation of a stormwater management plan per the West Placer Stormwater Quality Design Manual, which was prepared consistent with the State of California Phase II Small MS4 General Permit.

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	Treatment of runoff that cannot be infiltrated on-site shall follow EPA guidance regarding green infrastructure to the extent feasible (U.S. Environmental Protection Agency 2008). Where the addition of traffic lanes results in an alteration equal to or greater than 50% of the impervious surface of an existing street or road, runoff from the entire project (consisting of all existing, new, and/or replaced impervious surfaces) must be included in the treatment system design. Where the addition of traffic lanes results in an alteration of less than 50% of the impervious surface of an existing street or road, only runoff from the new, and/or replaced impervious surface must be included in the treatment system design.		The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Construction of the proposed project will require soil disturbance including paving which could result in drainage pattern impacts. This impact is reduced to a less-than-significant level by preparing and implementing a stormwater management plan that addresses the introduction of new impervious surfaces and requirements for stormwater treatment. (Draft EIR, pp. 3.9-16 through 3.0-17)
Impact WQ-4: Substantial alteration of existing drainage patterns in a manner that would result in flooding onsite or offsite	**Mitigation Measure WQ-2.1: Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements** The City will prepare a post-construction stormwater management plan as a separate document to demonstrate how the integrated measures of each construction phase will satisfy NPDES requirements. The post-construction requirements of the West Placer Stormwater Quality Design Manual, which was prepared consistent with the State of California Phase II Small MS4 General Permit, are: Infiltrate impervious surface runoff on-site from the post-construction 85th percentile 24-hour storm event. Treatment of runoff that cannot be infiltrated on-site shall follow EPA guidance regarding green infrastructure to the extent feasible (U.S. Environmental Protection Agency 2008). Where the addition of traffic lanes results in an alteration equal to or greater than 50% of the impervious surface of an existing street or road, runoff from the entire project (consisting of all existing, new, and/or	LTS	**Finding:** Compliance with Mitigation Measure WQ-2.1, which has been required or incorporated into the project, will reduce this impact to a less-than-significant level by requiring development and implementation of a stormwater management plan per the West Placer Stormwater Quality Design Manual, which was prepared consistent with the State of California Phase II Small MS4 General Permit. The City Council hereby directs that this mitigation measure be adopted. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	replaced impervious surfaces) must be included in the treatment system design. Where the addition of traffic lanes results in an alteration of less than 50% of the impervious surface of an existing street or road, only runoff from the new, and/or replaced impervious surface must be included in the treatment system design.		significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** Construction of the proposed project will require soil disturbance including paving which could result in drainage pattern impacts. This impact is reduced to a less-than-significant level by preparing and implementing a stormwater management plan that addresses the introduction of new impervious surfaces and requirements for stormwater treatment. (Draft EIR, p. 3.9-17)
Impact WQ-5: Creation of or contribution to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact WQ-6: Other substantial degradation of water quality	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact WQ-7: Placement of housing within a 100-year flood hazard area	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact WQ-8: Placement of structures that would impede or redirect floodflows within a 100-year flood hazard area	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002;

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
			CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact WQ-9: Exposure of people or structures to significant risk involving flooding, including flooding as a result of the failure of a levee or dam	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact WQ-10: Contribution to inundation by seiche, tsunami, or mudflow	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.9 Land Use and Planning			
Impact LU-1: Physical division of an established community	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact LU-2: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact LU-3: Conflict with any applicable habitat conservation plan or natural community conservation plan	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
4.10 Mineral Resources			
Impact MIN-1: Contribution to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact MIN-2: Contribution to the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.11 Noise			
Impact NOI-1: Exposure of persons to or generation of noise levels in excess of applicable standards	**Mitigation Measure NOI-1.1: Employ Noise-Reducing Construction Practices** When possible, the use of noise-generating construction equipment will be avoided outside of exempt hours in the City of Roseville. When not possible, construction contractors will specify noise-reducing construction practices that will be employed to reduce construction noise from construction activities that would occur during non-exempt hours. Measures specified by the contractors will be reviewed and approved by the City prior to construction activities. Measures that can be used to limit noise include, but are not limited to, those listed below. Locate construction equipment as far as feasible from noise-sensitive uses. Require that all construction equipment powered by gasoline or diesel engines have sound control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation. Do not idle inactive construction equipment for prolonged periods (i.e., more than 5 minutes). Prohibit gasoline or diesel engines from having unmuffled exhaust systems.	SU	**Finding:** The project could require night work to complete the railroad shoefly installation and removal. Because this work could occur during nighttime hours and would not be exempt by ordinance, related noise impacts could be significant. Mitigation measure NOI-1.1 would minimize construction noise, however not to a less than significant level. No project level mitigation is available to reduce this impact to less than significant. The City Council, therefore, finds that there are no feasible changes or alterations that could be incorporated into the project to avoid the significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** There are no other feasible mitigation measures or feasible project alternatives that will further mitigate,

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	Ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, intake silencers, ducts, engine enclosures, acoustically attenuating shields or shrouds) wherever feasible.		avoid, or reduce to a less-than-significant level this significant environmental impact. This City Council chooses to approve the project because, in its view, the economic, social, technological, and other benefits resulting from the project substantially outweigh the significant and unavoidable construction noise impacts, per the Overriding Considerations described above. (Draft EIR, pp. 3.12-12 through 3.0-20)
Impact NOI-2: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels	**Mitigation Measure NOI-2.1: Construction Vibration Control Measures** A construction vibration control plan will be prepared to reduce construction vibration levels at the adjacent residential land uses. The plan will require that the construction contractor conduct project construction such that groundborne vibration generated by construction is not readily perceptible at the adjacent residences (less than 0.04 PPV in/sec), where feasible. Measures specified by the contractors will be reviewed and approved by the City for feasibility prior to construction activities utilizing a pile driver or vibratory roller. Measures that can be employed to reduce vibration include: • Operating heavy equipment as far as practical from residential uses. • The use of smaller equipment or equipment that generates less vibration (e.g. using a non-vibratory roller in place of a vibratory roller) when construction activity must occur within approximately 80 feet of an existing residence. • Limiting pile-driving activity to the extent feasible, and implementing "quiet" pile-driving technology (such as predrilling piles or using sonic or vibratory pile drivers) to the extent possible.	SU	**Finding:** The project requires vibratory equipment for soil compaction and possibly for sheet pile driving at the Andora Bridge site. Construction vibration impacts related to annoyance at adjacent residences would be potentially significant impacts. Mitigation measure NOI-2.1 would minimize construction vibration impacts, however not to a less than significant level. No project level mitigation is available to reduce this impact to less than significant. The City Council, therefore, finds that there are no feasible changes or alterations that could be incorporated into the project to avoid the significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** There are no other feasible mitigation measures or feasible project alternatives that will further mitigate, avoid, or reduce to a less-than-

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
			significant level this significant environmental impact. This City Council chooses to approve the project because, in its view, the economic, social, technological, and other benefits resulting from the project substantially outweigh the significant and unavoidable construction vibration impacts, per the Overriding Considerations described above. (Draft EIR, pp. 3.12-12 through 3.0-20)
Impact NOI-3: Generation of a substantial permanent increase in existing ambient noise levels in the project vicinity	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact NOI-4: Creation of a substantial temporary or periodic increase in existing ambient noise levels in the project vicinity	**Mitigation Measure NOI-1.1: Employ Noise-Reducing Construction Practices** When possible, the use of noise-generating construction equipment will be avoided outside of exempt hours in the City of Roseville. When not possible, construction contractors will specify noise-reducing construction practices that will be employed to reduce construction noise from construction activities that would occur during non-exempt hours. Measures specified by the contractors will be reviewed and approved by the City prior to construction activities. Measures that can be used to limit noise include, but are not limited to, those listed below. Locate construction equipment as far as feasible from noise-sensitive uses. Require that all construction equipment powered by gasoline or diesel engines have sound control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation. Do not idle inactive construction equipment for prolonged periods (i.e., more than 5 minutes).	SU	**Finding:** The project could require night work to complete the railroad shoefly installation and removal. Because this work could occur during nighttime hours, would not be exempt by ordinance, and would generate a substantial temporary periodic increase, the noise impact is considered significant. Mitigation measure NOI-1.1 would minimize construction noise, however not to a less than significant level. No project level mitigation is available to reduce this impact to less than significant. The City Council, therefore, finds that there are no feasible changes or alterations that could be incorporated into the project to avoid the significant

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
	Prohibit gasoline or diesel engines from having unmuffled exhaust systems. Ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, intake silencers, ducts, engine enclosures, acoustically attenuating shields or shrouds) wherever feasible.		environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** There are no other feasible mitigation measures or feasible project alternatives that will further mitigate, avoid, or reduce to a less-than-significant level this significant environmental impact. This City Council chooses to approve the project because, in its view, the economic, social, technological, and other benefits resulting from the project substantially outweigh the significant and unavoidable construction noise impacts, per the Overriding Considerations described above. (Draft EIR, pp. 3.12-12 through 3.0-20)
Impact NOI-5: Presence of project-related activities within an airport land use plan area or within 2 miles of a public airport or public use airport, resulting in exposure of people residing or working in the project area to excessive noise levels	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact NOI-6: Presence of project-related activities in the vicinity of a private airstrip, resulting of exposure to people residing or working in the project area to excessive noise levels	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
4.12 Population and Housing			
Impact POP-1: Creation of substantial population growth either directly or indirectly	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact POP-2: Displacement of a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact POP-3: Displacement of a substantial number of people, necessitating the construction of replacement housing elsewhere	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.13 Public Services			
Impact PS-1: Creation of a need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for fire protection, police protection, schools, parks, or other public facilities	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.14 Recreation			
Impact REC-1: Increased use of existing recreational facilities, resulting in substantial physical deterioration	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
Impact REC-2: Construction or expansion of recreational facilities that might have an adverse physical effect on the environment	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
4.15 Transportation/Traffic			
Impact TRA-1: Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system	**Mitigation Measure TRA-1.1: Modify Traffic Signal Timing at the Washington Boulevard/Pleasant Grove Boulevard Intersection by Shifting 6 Seconds of Green Light Time from the Northbound Left-Turn Movement to the Southbound Through Movement** This mitigation measure will reallocate green light time on the Washington Boulevard north/south approaches to better match travel demand. It will not alter green light time, splits, or offsets on the coordinated east/west Pleasant Grove Boulevard approaches. Table 3.16-9 shows that this mitigation will reduce the PM peak hour delay from 70 to 56 seconds per vehicle (see the transportation study in Appendix B). Although operations would technically remain in the LOS E range, the delay at the Washington Boulevard/Pleasant Grove Boulevard intersection would be within 1 second of LOS D, which is considered acceptable. Nonetheless, this impact would remain significant and unavoidable.	SU	**Finding:** The proposed project would cause worsening of PM peak hour operations from LOS D to LOS E at the Washington Boulevard/Pleasant Grove Boulevard intersection which would be a significant impact. Implementation of Mitigation Measure TRA-1.1 would reduce this impact, however not to a less than significant level. No project level mitigation is available to reduce this impact to less than significant. The City Council, therefore, finds that there are no feasible changes or alterations that could be incorporated into the project to avoid the significant environmental effect as identified in the EIR. **Explanation/Facts in Support of Finding:** There are no other feasible mitigation measures or feasible project alternatives that will further mitigate, avoid, or reduce to a less-than-significant level this significant environmental impact. This City Council chooses to approve the project because, in its view, the economic, social, technological, and other benefits resulting from the project substantially outweigh the

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
			significant and unavoidable peak hour operation level of service impacts, per the Overriding Considerations described above. (Draft EIR, pp. 3.12-12 through 3.0-20)
Impact TRA-2: Conflict with an applicable congestion management program	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact TRA-3: Potential to cause a change in air traffic patterns that results in substantial safety risks	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact TRA-4: Substantial increase in hazards because of a design feature (e.g., sharp curves, dangerous intersections) or incompatible uses (e.g., farm equipment)	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact TRA-5: Cause inadequate emergency access	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact TRA-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	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
4.16 Utility and Services Systems			
Impact UT-1: Exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact UT-2: Construction of new water or wastewater treatment facilities or expansion of existing facilities, with the potential to cause significant environmental effects	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact UT-3: Construction of new stormwater drainage facilities, or expansion of existing facilities, with the potential to cause significant environmental effects	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact UT-4: Creation of a need for new or expanded entitlements or resources for sufficient water supply	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact UT-5: Project-related exceedance of existing wastewater treatment capacity	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)
Impact UT-6: Project-related exceedance of the relevant landfill's permitted capacity	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)

Table 1 Selected Project Impacts and Findings of Fact

Impacts	Mitigation Measures	Significance after Mitigation	Findings of Fact
Impact UT-7: Inconsistency with federal, state, and local statutes and regulations related to solid waste	None required	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (PRC Section 21002; CEQA Guidelines, Sections 15126.4, subd. (a)(3), 15091.)

MARK THOMAS

CITY OF ROSEVILLE CALIFORNIA

WASHINGTON/ANDORA WIDENING PROJECT

COUNCIL COMMUNICATION

CC #: 0351
File #: 0721-05

Title:	Maidu Park Bike Trail Reconstruction and Resurfacing Project Phase 1 - Notice of Completion
Contact:	Cathy Gosalvez 916-746-1300 cgosalvez@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 7.7.

RECOMMENDATION TO COUNCIL

Staff recommends the City Council accept the Maidu Park Bike Trail Reconstruction and Resurfacing Project Phase 1 as complete and adopt a resolution authorizing the Public Works Director to execute the Notice of Completion.

BACKGROUND

The Maidu Park Bike Trail Reconstruction and Resurfacing Project provides needed maintenance for the paved trail located along the perimeter of Maidu Regional Park and the various interior trails that connect the Park's facilities with Maidu Elementary School and the Maidu Museum and Historical Site.

Construction of the project consists of two phases: Phase 1 consisted of patching several sections of asphalt trail and an application of a Type 1 slurry seal treatment over a majority of the existing trail. Phase 2 will be constructed at a future date and includes the removal and reconstruction of approximately 4,600 linear feet of trail along McLaren Drive, and the removal and reconstruction of pedestrian access ramps to meet current Americans with Disabilities Act (ADA) regulations.

The Public Works Department/Engineering Division has made the final inspection of the Maidu Park Bike Trail Reconstruction and Resurfacing Project Phase 1 and has found the work to be completed in accordance with the improvement plans and City Specifications and is now ready for acceptance. As required by the Specifications and Faithful Performance Bond, the Contractor shall guarantee the installation of all improvements for a period of 12 months from the date of the Notice of Completion.

FISCAL IMPACT

The project was awarded at the July 17, 2019 council meeting for $178,000.00 with a construction

contingency (change order authority) of 15% ($26,700.00). The final construction cost was $172,390.00, a decrease of $5,610 under the bid amount. The cost savings was a result of quantity changes in the construction bid items.

The project is funded with local transportation funds. No General Fund resources were used for this project.

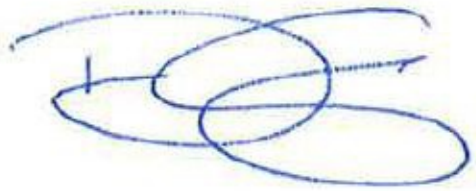
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. Acceptance of a Notice of Completion meets the above criteria and is not subject to CEQA. No additional environmental review is required.

Respectfully Submitted,

Cathy Gosalvez, Assistant Engineer

Jason Shykowski, Public Works Director



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Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-449

Notice of Completion

Location Map

RESOLUTION NO. 19-449

ACCEPTING THE PUBLIC WORK KNOWN AS MAIDU PARK BIKE TRAIL RECONSTRUCTION AND RESURFACING PROJECT, APPROVING THE "NOTICE OF COMPLETION", AND AUTHORIZING THE PUBLIC WORKS DIRECTOR TO EXECUTE SAID NOTICE ON BEHALF OF THE CITY OF ROSEVILLE

BE IT RESOLVED by the City Council of the City of Roseville as follows:

1. The "Notice of Completion" on file in the City Clerk's Department relative to that public work known as Maidu Park Bike Trail Reconstruction and Resurfacing Project, has been approved and the public work accepted.

2. The Public Works Director is hereby authorized and directed to execute said Notice on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2019, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

RECORDING REQUESTED BY AND WHEN
RECORDED MAIL TO:

CITY CLERK
CITY OF ROSEVILLE
311 VERNON STREET
ROSEVILLE, CA 95678

Exempt from recording fees
Pursuant to Gov't Code §27383

NOTICE OF COMPLETION

NOTICE IS HEREBY GIVEN that the public work of improvement known as the Maidu Park Bike Trail Reconstruction and Resurfacing, Phase 1 Project was completed and accepted by the City of Roseville on _____. The location is situated in the City of Roseville, County of Placer, State of California and is indicated on the attached map, marked as Exhibit "A" and incorporated herein by this reference. The real property herein described is owned by the City of Roseville, 311 Vernon Street, Roseville CA 95678.

The direct/general contractor on said project was Sierra Asphalt, Inc..

The surety on said project was Merchants Bonding Company (Mutual)

_____.

_____

Jason Shykowski

Public Works Director
City of Roseville
Owner

ATTEST:

_____

Sonia Orozco, City Clerk

State of California)
County of Placer)

I, Jason Shykowski, being first duly sworn, depose and say: I am the Public Works Director of the City of Roseville, a municipal corporation in the State of California, owner of the property described in the above Notice. I am duly authorized to make this verification for and on behalf of the City of Roseville. I have read the Notice of Completion and know its contents and the facts stated therein are true.

_____

Jason Shykowski

Public Works Director
City of Roseville

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Placer)

Subscribed and sworn to (or affirmed) before me on this _____ day of _____,

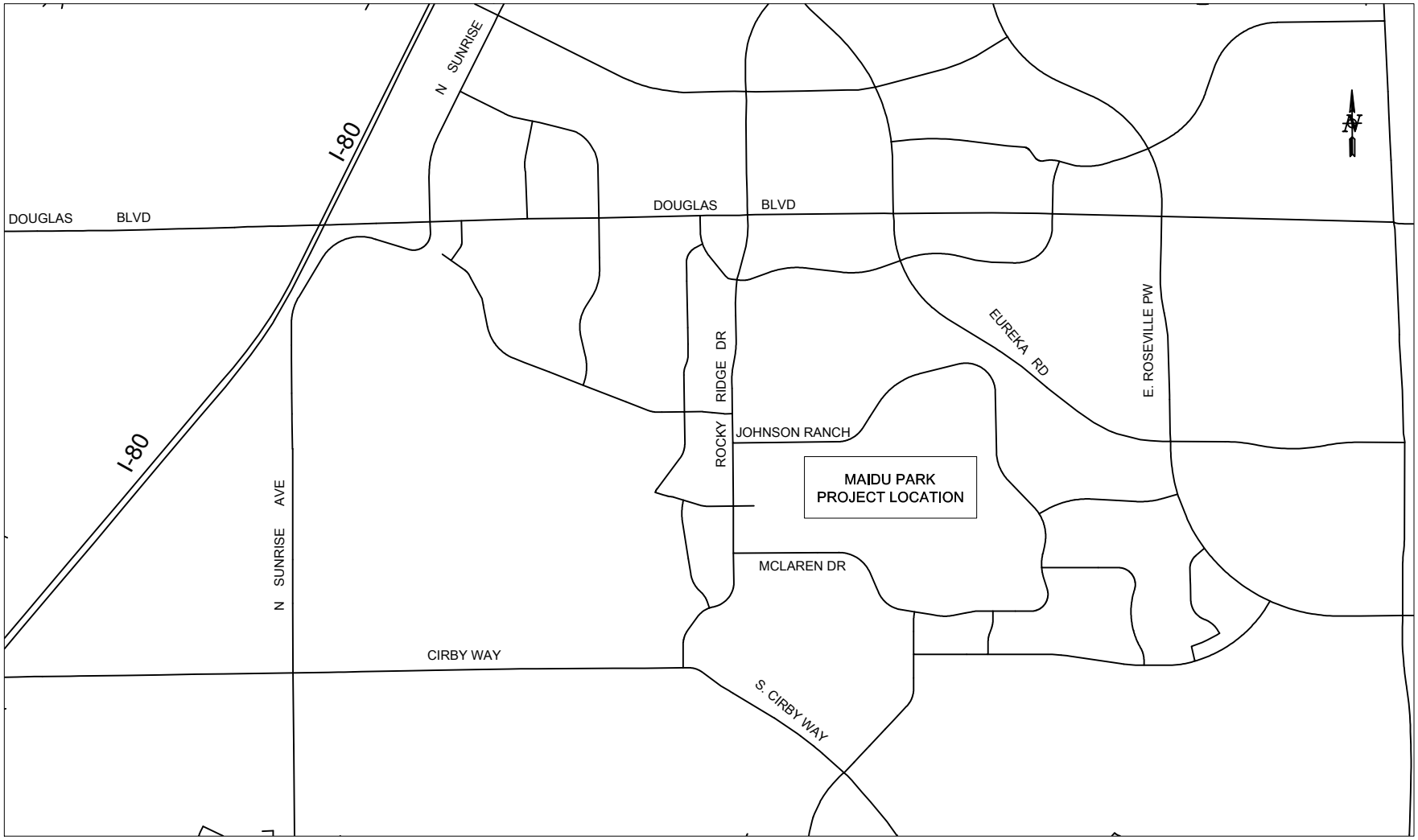
20___, Jason Shykowski

proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

_____

Place Notary Seal and/or Stamp Above *Signature of Notary Public*

EXHIBIT A



CITY OF ROSEVILLE CALIFORNIA

DEPARTMENT OF PUBLIC WORKS

ENGINEERING

TITLE: MAIDU PARK BIKE TRAIL RECONSTRUCTION AND RESURFACING PROJECT	
DESIGNED: C.GOSALVEZ	DATE: 3/7/19
DRAWN: C.GOSALVEZ	SCALE: NOT TO SCALE
CHECKED:	FILE NO.

COUNCIL COMMUNICATION

CC #: 0350
File #: 0800-03

Title: PG&E Gas Transportation Negotiated Rate Agreement
Contact: David Siao 916-746-1613 dsiao@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 7.8.

RECOMMENDATION TO COUNCIL

Staff recommends that the City Council adopt a resolution authorizing the City Manager to execute a contract with Pacific Gas & Electric (PG&E) for the cost of delivering natural gas to the Roseville Energy Park (REP) and Roseville Power Plant 2 (RPP2). This contract will change Roseville's rate from a high rate based on the amount of gas delivered to a two-part rate with a monthly fixed component and a lower variable component. Overall, Roseville's natural gas power plants will become more economical and annual power supply costs are forecast to be reduced by $2 million.

BACKGROUND

In August 2016, PG&E implemented a new natural gas transportation rate design that was approved by the California Public Utilities Commission (CPUC). Since then, the rate for Roseville's power plants increased nearly five-fold. This increase negatively affected the economics of operating the power plants and significantly increased the power supply costs for Roseville Electric customers.

In PG&E's recently completed gas transportation & storage (GT&S) rate case approved by the California Public Utilities Commission (CPUC) on September 12, 2019, PG&E further raised its gas transportation rate. Roseville Electric participated in the GT&S proceeding as a member of the Northern California Generation Coalition (NCGC) with Santa Clara, Redding, Modesto Irrigation District, and the Northern California Power Agency.

Roseville and its NCGC partners have negotiated an alternate rate design with PG&E that will result in Roseville Electric paying an average monthly fixed cost of around $56,000 and a lower variable rate that will initially be approximately 24 cents per dekatherm in 2019, and approximately 22-24 cents per dekatherm in 2020-2022.

The negotiated rate will be implemented within a month of executing a contract with PG&E and will be valid from the remainder of 2019 through 2022. The contract allows for several off-ramps for both PG&E and Roseville Electric if a plant closes or PG&E is under-collecting revenue to meet

its revenue requirement. The contract changes Roseville's rate from $2.13 per dekatherm to a rate with an average monthly fixed cost of approximately $56,000 and variable rate of 22 to 24 cents per dekatherm. Staff forecasts this will save Roseville Electric approximately $2 million per year in its overall power supply costs.

FISCAL IMPACT

This negotiated PG&E gas transportation rate is expected to save $2 million dollars per year in overall power supply costs.

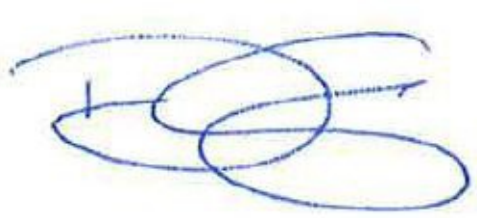
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA Statute State Guidelines §15060(c)(3) and §15378. The approval of a rate agreement meets the above criteria and is not subject to CEQA. No additional environmental review is required.

Respectfully Submitted,

David Siao, Electric Resources Analyst

Michelle Bertolino, Electric Utility Director



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-448

Final NGSA EG Negotiate Rate Language

REP EXHIBIT A.EG-NEG

REP REVISED EXHIBIT

RPP2 EXHIBIT A.EG-NEG

RPP2 REVISED EXHIBIT

RESOLUTION NO. 19-448

APPROVING AN EG-LT NEGOTIATED RATE AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND PACIFIC GAS & ELECTRIC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, an EG-LT Negotiated Rate Agreement, by and between the City of Roseville and Pacific Gas & Electric, has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said EG-LT Negotiated Rate Agreement is hereby approved and that the City Manager is authorized to execute it on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this____day of _____, 20_, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

NGSA EG-LT Additional Terms and Conditions

1. Customer will pay a volumetric charge equal to the G-EG LT total charge plus $0.010 per therm for 2019 and $0.005 per therm for 2020-2022 less the Local Transmission Surcharge as stated in PG&E's Gas Preliminary Statement Part B applicable to G-EG customers (currently $0.08523 per therm). Additionally, customers who have a GHG compliance obligation under the California Cap and Trade program will not pay the AB 32 GHG Compliance Cost and NCA – ARB AB32 COI component of the G-EG rate.
2. This Negotiated Rate Exhibit will start the first of the month following the execution of an agreement between PG&E and customer. This Negotiated Rate Exhibit will end on December 31, 2022.
3. Customer has the right to cancel the agreement if the electric generation plant is to be permanently closed or if a regulatory change occurs that will substantially reduce the electric generation plants output or number of hours per year it operates. Regulatory changes include, but are not limited to permitting, licensing, entering or exiting CAISO markets or industry-wide structural changes.
4. PG&E has the right to cancel the agreement if agreements of other customers covering more than 15% of the total fixed charges have been cancelled by customers who have similar agreements with PG&E. Before such cancelation, PG&E will meet and confer with customers who have similar agreements that have not canceled.
5. If PG&E were unable to deliver gas to the customer due to an outage or maintenance on the local transmission system, PG&E will prorate the fixed fee for the duration of the event.
6. After the first 12 months of the agreement, if the customer has an event that would cause the plant to cease operations for more than 12 months, the fixed fee will be suspended starting the first of the month after the event. The fixed fee will again apply starting the first of the month that the plant returns to operations. Customer must provide PG&E sufficient information and documentation that the plant has operational problems.

EXHIBIT A.EG-NEG - NEGOTIATED TERMS AND CONDITIONS

CUSTOMER NAME: CITY OF ROSEVILLE **TRANS ID No:** 7080034

If Exhibit A.EG-NEG is used, then an Exhibits A.EG must also be completed to indicate the standard rates provided in conjunction with the negotiated provisions specified below. Exhibit A.EG is also needed to specify the accounting and metering information.

NONCORE RATE SCHEDULE(S) AND CONTRACT QUANTITIES:

Customer elects to receive natural gas service under the terms and conditions of Schedule G-EG (Gas Transportation Service to Electric Generation) under the negotiated terms and conditions set forth below. All terms and conditions not expressly set forth will be considered to be unchanged from the standard provision specified in Schedule G-EG.

1. TERM:

The negotiated provisions indicated in this Exhibit A.EG-NEG shall be for ____ days, or ____ months (only indicate days if these provisions are for less than one (1) month), and become effective on 11/1/2019 (date). After the end of the initial term, negotiated provision will: (select only one option)

[X] terminate on 12/31/2022 (end date), or;

[ ] Continue on a day-to-day basis until terminated upon thirty (30) days written notice by PG&E or Customer.

2. NEGOTIATED RATES:

Monthly Charge:

2019 Average Monthly LT Fixed Charge: $47,492
2020 Average Monthly LT Fixed Charge: $54,174
2021 Average Monthly LT Fixed Charge: $56,147
2022 Average Monthly LT Fixed Charge: $60,396

Volumetric Charge:

Equal to the G-EG LT total charge plus $0.010 per therm for 2019 and
$0.005 per therm for 2020-2022 less the Local Transmission Surcharge

EXHIBIT A.EG-NEG - NEGOTIATED TERMS AND CONDITIONS

CUSTOMER NAME: CITY OF ROSEVILLE **TRANS ID No:** 7080034

3. USE-OR-PAY OBLIGATION:

None

4. OTHER SPECIAL INSTRUCTIONS OR PROVISIONS:

See Supplemental document for additional terms and information

Pacific Gas and Electric Company

DISTRIBUTION

☐Customer (Original)
☐T&C (Original)
☐Division (Copy)
☐Customer Billing (Copy)

REFERENCES

Trans. Id. No#: 7080034
A Account #: 6339329484
Acct. Rep.: Joann Silva-Rivera
Rep. Co. Phone: 323-7089
Rep External Phone: (707) 478-4160
Corp. Acct Rep Name:
Corp. Acct Rep Phone:

NATURAL GAS SERVICE AGREEMENT MODIFICATION
REVISED EXHIBITS*

The Exhibits to the Agreement dated 11/01/2019 between Pacific Gas and Electric Company (PG&E), a California Corporation, and CITY OF ROSEVILLE (Customer), have been revised. The attached Exhibit (s) replace and supersede the Exhibits listed below, and are to be effective 04/01/2007 (effective date).

EG-LT Negotiated Rate

[ ] Exhibit A.1 (Rates and Metering Information)
[ ] Exhibit A.2 (Negotiated Terms and Conditions)
[ ] Exhibit EG (Rates and Metering Information)
[X] Exhibit A.EG-NEG (Negotiated Terms and Conditions)
[ ] Exhibit A.WSL (Rates and Metering Information)
[ ] Exhibit A.NGV4 (Rates and Metering Information)
[ ] Exhibit B (Contract Quantities)
[ ] Exhibit C (Scheduling and Operations Data)
[ ] Exhibit D (Customer Contact and Billing Addresses)

by (For Customer)	(for Pacific Gas and Electric Company)
(Signature)	(Signature)
(Name)	(Name)
(Title)	(Title)
(Date)	(Date)

* This agreement at all times shall be subject to such modifications as the California Public Utilities Commission may direct from time to time in the exercise of its jurisdiction.

EXHIBIT A.EG-NEG - NEGOTIATED TERMS AND CONDITIONS

CUSTOMER NAME: CITY OF ROSEVILLE **TRANS ID No:** 7090091

If Exhibit A.EG-NEG is used, then an Exhibits A.EG must also be completed to indicate the standard rates provided in conjunction with the negotiated provisions specified below. Exhibit A.EG is also needed to specify the accounting and metering information.

NONCORE RATE SCHEDULE(S) AND CONTRACT QUANTITIES:

Customer elects to receive natural gas service under the terms and conditions of Schedule G-EG (Gas Transportation Service to Electric Generation) under the negotiated terms and conditions set forth below. All terms and conditions not expressly set forth will be considered to be unchanged from the standard provision specified in Schedule G-EG.

1. TERM:

The negotiated provisions indicated in this Exhibit A.EG-NEG shall be for ____ days, or ____ months (only indicate days if these provisions are for less than one (1) month), and become effective on 11/1/2019 (date). After the end of the initial term, negotiated provision will: (select only one option)

[X] terminate on 12/31/2022 (end date), or;

[ ] Continue on a day-to-day basis until terminated upon thirty (30) days written notice by PG&E or Customer.

2. NEGOTIATED RATES:

Monthly Charge:

2019 Average Monthly LT Fixed Charge: $472
2020 Average Monthly LT Fixed Charge: $539
2021 Average Monthly LT Fixed Charge: $558
2022 Average Monthly LT Fixed Charge: $601

Volumetric Charge:

Equal to the G-EG LT total charge plus $0.010 per therm for 2019 and
$0.005 per therm for 2020-2022 less the Local transmission Surcharge

EXHIBIT A.EG-NEG - NEGOTIATED TERMS AND CONDITIONS

CUSTOMER NAME: CITY OF ROSEVILLE **TRANS ID No:** 7090091

3. USE-OR-PAY OBLIGATION:

none

4. OTHER SPECIAL INSTRUCTIONS OR PROVISIONS:

See Supplemental document for additional terms and information

Pacific Gas and Electric Company

DISTRIBUTION

☐Customer (Original)
☐T&C (Original)
☐Division (Copy)
☐Customer Billing (Copy)

REFERENCES

Trans. Id. No#: 7090091
A Account #: 1077285573
Acct. Rep.: Joann Silva-Rivera
Rep. Co. Phone: 323-7089
Rep External Phone: (707) 478-4160
Corp. Acct Rep Name:
Corp. Acct Rep Phone:

NATURAL GAS SERVICE AGREEMENT MODIFICATION
REVISED EXHIBITS*

The Exhibits to the Agreement dated 09/01/2010 between Pacific Gas and Electric Company (PG&E), a California Corporation, and CITY OF ROSEVILLE (Customer), have been revised. The attached Exhibit (s) replace and supersede the Exhibits listed below, and are to be effective 11/01/2019 (effective date).

EG-LT Negotiated Rate

[ ] Exhibit A.1 (Rates and Metering Information)
[ ] Exhibit A.2 (Negotiated Terms and Conditions)
[ ] Exhibit EG (Rates and Metering Information)
[x] Exhibit A.EG-NEG (Negotiated Terms and Conditions)
[ ] Exhibit A.WSL (Rates and Metering Information)
[ ] Exhibit A.NGV4 (Rates and Metering Information)
[ ] Exhibit B (Contract Quantities)
[ ] Exhibit C (Scheduling and Operations Data)
[ ] Exhibit D (Customer Contact and Billing Addresses)

by (For Customer)	(for Pacific Gas and Electric Company)
(Signature)	(Signature)
(Name)	(Name)
(Title)	(Title)
(Date)	(Date)

* This agreement at all times shall be subject to such modifications as the California Public Utilities Commission may direct from time to time in the exercise of its jurisdiction.

COUNCIL COMMUNICATION

CC #: 0337
File #: 0109-02

Title: Street Closure Request - 7th Annual Turkey Trot - November 28, 2019
Contact: Jeff Nereson 916-774-5974 jnereson@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 7.9.

RECOMMENDATION TO COUNCIL

Recommend Council adopt a resolution authorizing the City Manager or his designee to approve street closures on November 28, 2019 for the 7th Annual Turkey Trot Fun Run between 5:00 a.m. - 12:00 p.m.

Exhibit A: 5K route map
Exhibit B: 10K route map

Vernon St	between 6th St. & Folsom Rd.	5:00 a.m.	12:00 p.m.
Atlantic St	between Yosemite St & Vernon St.	8:00 a.m.	12:00 p.m.
Vernon St	between Atlantic St & Folsom Rd	8:00 a.m.	12:00 p.m.
Folsom Rd	between Vernon St. & Maciel Ave.	8:00 a.m.	12:00 p.m.
6th Street	between Vernon & Mayfair Dr.	8:30 a.m.	10:00 a.m.
5th Street	between Vernon & D St.	8:30 a.m.	10:00 a.m.
E Street	between Vernon & 6th St.	8:30 a.m.	10:00 a.m.
Taylor St.	between Atlantic & Vernon	5:00 a.m.	10:30 a.m.
S. Grant St.	between Atlantic & Oak	5:00 a.m.	12:00 p.m.
Atlantic St	between Taylor St & Vernon St.	5:00 a.m.	12:00 p.m.
Linda Dr	between Lincoln & Folsom Rd	5:00 a.m.	12:00 p.m.
E. Washington	between Atlantic & Vernon	5:00 a.m.	12:00 p.m.
Lincoln St	between Atlantic & Oak	5:00 a.m.	12:00 p.m.
Jefferson St.	between Atlantic & Vernon	5:00 a.m.	12:00 p.m.

BACKGROUND

The Parks, Recreation & Libraries Department will be hosting the 7th annual Turkey Trot 5K/10K Fun Run on Thursday, November 28, 2019. In 2018, the Turkey Trot had over 2,300 participants. This year we are anticipating approximately 2,700 participants and spectators. The event will feature vendors on Vernon Street Town Square, a fire truck and live entertainment on the course. Proceeds from this event benefit the City of Roseville's At Risk Youth Programs. We are also encouraging non-perishable food donations to help support Saint Vincent de Paul's effort to feed the hungry in Roseville.

City staff will be sending out informational letters to all the residents and businesses that may be impacted by closing streets and creating detours for this event. Although staff is requesting streets to be closed starting at 5:00 a.m. and until 12:00 p.m., staff will look to close some of the neighborhood streets closer to the start of the run. In addition, staff will monitor the flow of the event towards the end and open up streets earlier when possible.
Business and property owners will continue to be notified of street closures in the downtown Roseville area through the monthly Traffic Alert e-newsletter. Staff has also submitted a Downtown Street Closure Notification letter to designated representatives of the Downtown Roseville Merchants and the Downtown Roseville Partnership for feedback.
In addition, street closure information will be posted on the City of Roseville website.

FISCAL IMPACT

Funding for this event is included in the approved Parks, Recreation & Libraries FY 2019-20 department budget.

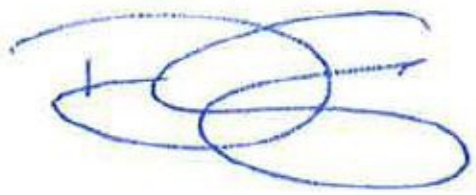
ENVIRONMENTAL REVIEW

The proposed project involves minor alteration in the condition of the land, water, and or vegetation which will not remove healthy, mature scenic trees. This activity is categorically exempt from CEQA as a Class 4 Exemption (State CEQA Guidelines Section 15304). The Exemption has been prepared and no further CEQA action is required.

Respectfully Submitted,

Jeff Nereson, Parks, Recreation & Libraries Superintendent

Dion Louthan, Assistant City Manager



_____
Dominick Casey, City Manager

ATTACHMENTS:

Description

Exhibit A and B

Resolution No. 19-439

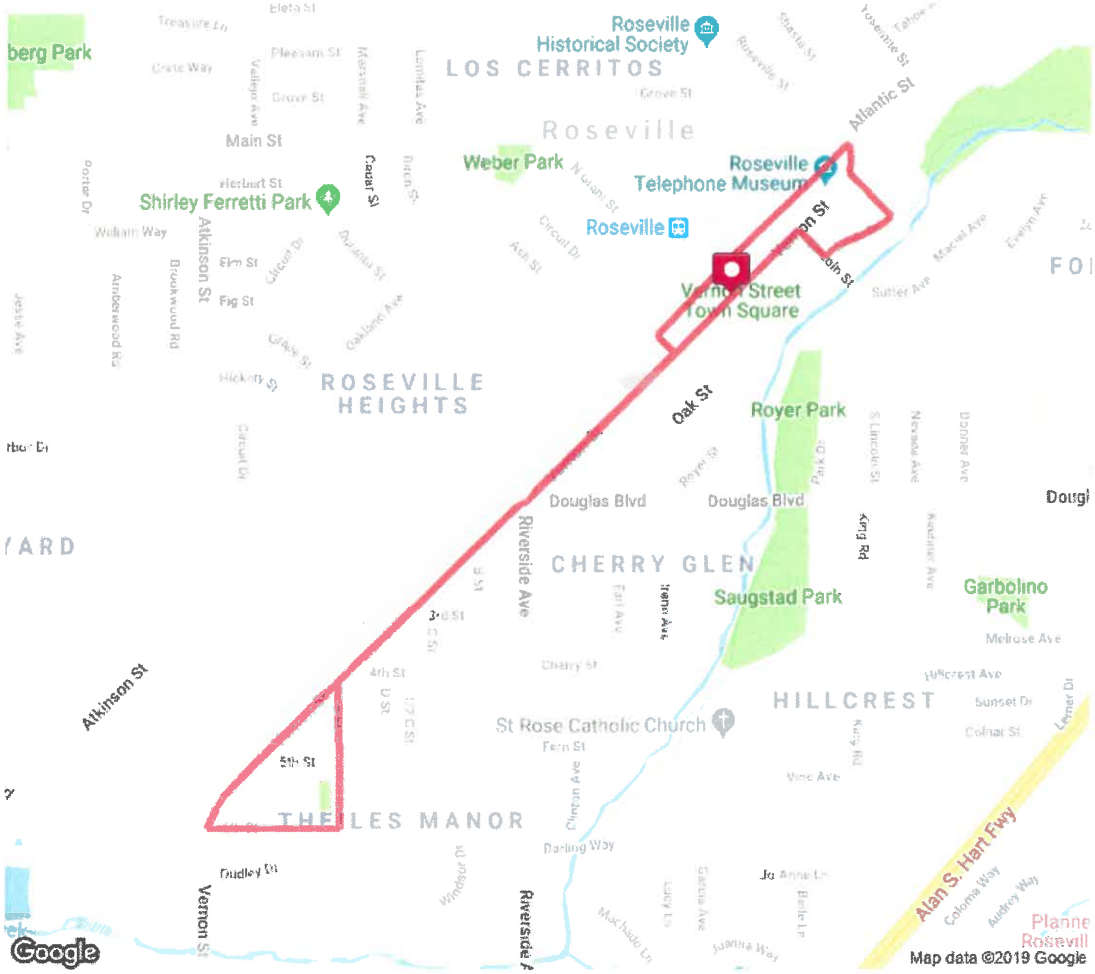
Exhibit A

MAPMYRUN

Roseville 5K

Distance: 3.20 mi
Elevation Gain: 37 ft
Elevation Max: 169 ft

Notes



0.00 mi	Head southwest on Vernon St toward S Grant St
0.84 mi	Head south on E St toward 5th St
1.06 mi	Turn right onto 6th St Destination will be on the right
1.07 mi	Head west on 6th St toward La Rosa Ct
1.27 mi	Head north on Vernon St toward 5th St
2.29 mi	Head northwest on Taylor St toward Atlantic St
2.32 mi	Continue onto Atlantic St
2.33 mi	Head northeast on Atlantic St toward S Grant St

2.74 mi	Head northeast on Atlantic St toward Vernon St
2.74 mi	Turn right onto Vernon St
2.78 mi	Turn left onto Folsom Rd
2.87 mi	Head southeast on Folsom Rd toward Linda Dr
2.88 mi	Turn right onto Linda Dr
3.00 mi	Head northwest on Lincoln St toward Vernon St
3.05 mi	Head southwest on Vernon St toward S Grant St
3.20 mi	Destination

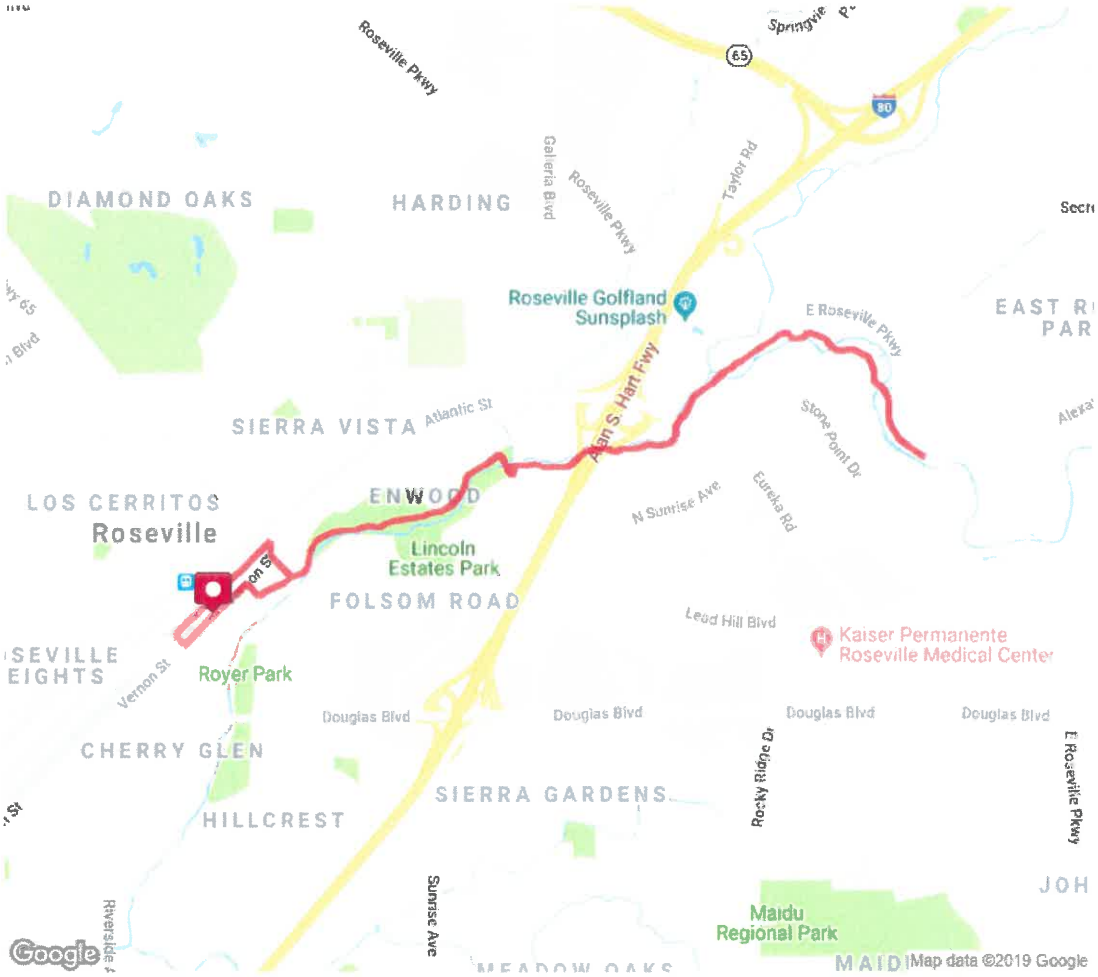
Exhibit B

MAPMYRUN

Roseville_10K

Distance: 6.31 mi
Elevation Gain: 105 ft
Elevation Max: 227 ft

Notes



0.00 mi	Head southwest on Vernon St toward S Grant St
0.12 mi	Head northeast on Vernon St toward Taylor St
0.12 mi	Turn left onto Taylor St
0.16 mi	Continue onto Atlantic St
0.16 mi	Head northeast on Atlantic St toward S Grant St
0.57 mi	Head northeast on Atlantic St toward Vernon St
0.57 mi	Turn right onto Vernon St
0.62 mi	Turn left onto Folsom Rd

0.71 mi Head northeast on Miner's Ravine Trail

1.24 mi Head east on Miner's Ravine Trail

1.40 mi Slight right to stay on Miner's Ravine Trail Destination will be on the right

1.53 mi Head southeast on Miner's Ravine Trail

1.60 mi Head northeast on Miner's Ravine Trail

1.61 mi Turn left

1.66 mi Head east toward Miner's Ravine Trail

1.75 mi Continue straight onto Miner's Ravine Trail Destination will be on the left

2.05 mi Head east on Miner's Ravine Trail

2.43 mi Head northeast on Miner's Ravine Trail

2.67 mi Slight right to stay on Miner's Ravine Trail

2.87 mi Head east on Miner's Ravine Trail toward False Ravine Trail

3.35 mi Head northwest on Miner's Ravine Trail toward False Ravine Trail

4.25 mi Head southwest on Miner's Ravine Trail

4.84 mi Head southwest on Miner's Ravine Trail

4.95 mi Slight right

5.05 mi Head south toward Miner's Ravine Trail

5.09 mi Turn right onto Miner's Ravine Trail

5.18 mi Head southwest on Miner's Ravine Trail toward Folsom Rd

5.80 mi Head southwest on Miner's Ravine Trail toward Folsom Rd

5.99 mi Continue onto Linda Dr

6.11 mi Head northwest on Lincoln St toward Vernon St

6.16 mi Head southwest on Vernon St toward S Grant St

6.31 mi Destination

RESOLUTION NO. 19-439

RESOLUTION OF THE COUNCIL OF THE CITY OF ROSEVILLE APPROVING THE CLOSING OF CERTAIN STREETS FOR THE 7TH ANNUAL TURKEY TROT FUN RUN

WHEREAS, City staff is requesting the closure of certain streets for the 7th Annual Turkey Trot Fun Run, and

WHEREAS, the Council desires to formally approve said request, with certain conditions,

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that the request to hold the 7th Annual Turkey Trot Fun Run ("the event") on Thursday, November 28, 2019, is hereby approved subject to the following terms and conditions:

The following streets may be closed to traffic on Thursday, November 28, 2019:

Streets		Closed	Re-opened
Vernon St.	between 6th St. & Folsom Rd.	5:00am	12:00 pm
Atlantic St.	between Yosemite St. & Vernon St.	8:00 am	12:00 pm
Vernon St.	between Atlantic St. & Folsom Rd.	8:00 am	12:00 pm
Folsom Rd.	between Vernon St. & Maciel Ave.	8:00am	12:00pm
6th Street	between Vernon & Mayfair Dr.	8:30am	10 :00am
5th Street	between Vernon & D St.	8:30am	10:00am
E Street	between Vernon & 6th St.	8:30am	10:00am
Taylor St.	between Atlantic & Vernon	5:00am	10:30am
S. Grant St.	between Atlantic & Oak	5:00am	12:00pm
Atlantic St.	between Taylor St. & Vernon St .	5:00am	12:00pm
Linda Dr.	between Lincoln & Folsom Rd	5:00am	12:00pm
E. Washington	between Atlantic & Vernon	5:00am	12:00pm
Lincoln St.	between Atlantic & Oak	5:00am	12:00pm
Jefferson St.	between Atlantic & Vernon	5:00am	12:00pm

2. Adequate barriers and warning signs, as requested by the City Manager, shall be placed at all street entrances and alleys leading into the closed area. No markings of any kind will be permitted on the street.

3. All debris, booths, exhibits, or other materials resulting from the event shall be completely removed and the alleyway shall be reopened to traffic by 12:00 p.m. on the date of the event.

4. The City of Roseville shall notify in writing all businesses located on the streets to be closed of the event and the planned street closures not later than five (5) days in advance of the event.

PASSED AND ADOPTED by the Council of the City of Roseville this _____ day of _____, 20___, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

COUNCIL COMMUNICATION

CC #: 0340
File #: 0109-02

Title:	Street Closure Request - Christmas Tree Installation - November 13, 2019
Contact:	Dustin DiPlacito 916-774-5923 ddiplacito@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 7.10.

RECOMMENDATION TO COUNCIL

Recommend Council adopt a resolution authorizing the City Manager or his designee to approve the following street closures from 7:00 a.m. – 12:00 p.m. on Wednesday, November 13, 2019 to install the City of Roseville Christmas Tree.

- Vernon St. between S. Grant St. & E. Washington Blvd.

BACKGROUND

On Wednesday, November 13, 2019 a contractor will install the City's Christmas tree, a white fir, utilizing a 90-foot crane. The street closures should have very limited effect on business in the downtown area, for the portion being closed to thru traffic would only impact parking in front of the Post Office.
Business and property owners will continue to be notified of street closures in the downtown Roseville area through the monthly Traffic Alert e-newsletter. Staff has also submitted a Downtown Street Closure Notification letter to designated representatives of the Downtown Roseville Merchants and the Downtown Roseville Partnership for feedback.
In addition, street closure information will be posted on the City of Roseville website.

FISCAL IMPACT

The budget for the purchase and installation of the tree is $11,000.00 and is included in the Parks, Recreation & Libraries FY2019-20 department budget in the General Fund.

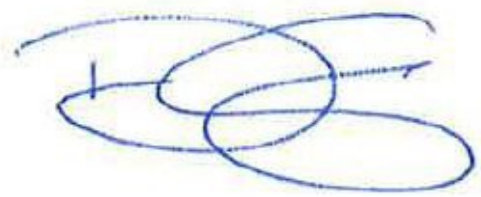
ENVIRONMENTAL REVIEW

The proposed project involves minor alteration in the condition of the land, water, and or vegetation which will not remove healthy, mature scenic trees. This activity is categorically exempt from CEQA as a Class 4 Exemption (State CEQA Guidelines Section 15304). The Exemption has been prepared and no further CEQA action is required.

Respectfully Submitted,

Dustin DiPlacito, Recreation & Libraries Supervisor

Dion Louthan, Assistant City Manager



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-441

RESOLUTION NO. 19-441

RESOLUTION OF THE COUNCIL OF THE CITY OF ROSEVILLE APPROVING THE CLOSING OF CERTAIN STREETS FOR THE INSTALLATION OF THE CITY CHRISTMAS TREE

WHEREAS, City staff is requesting the closure of certain streets for the installation of the City Christmas Tree, and

WHEREAS, the Council desires to formally approve said request, with certain conditions,

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that the request to install the City Christmas Tree ("the event") on Wednesday, November 13, 2019, is hereby approved subject to the following terms and conditions:

1. Vernon Street, between South Grant Street and East Washington Boulevard, may be closed to traffic between 7:00 a.m. and 12:00 p.m. on Wednesday, November 13, 2019.

2. Adequate barriers and warning signs, as requested by the Acting City Manager, shall be placed at all street entrances and alleys leading into the closed area. No markings of any kind will be permitted on the street.

3. All debris, booths, exhibits, or other materials resulting from the event shall be completely removed and the alleyway shall be reopened to traffic by 12:00 p.m. on the date of the event.

4. The City of Roseville shall notify in writing all businesses located on the streets to be closed of the event and the planned street closures not later than five (5) days in advance of the event.

PASSED AND ADOPTED by the Council of the City of Roseville this_____day of _____, 20___, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

COUNCIL COMMUNICATION

CC #: 0344
File #: 0109-02

Title: Street Closure Request - Santa Hustle Fun Run - December 22, 2019
Contact: Jeff Nereson 916-774-5974 jnereson@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 7.11.

RECOMMENDATION TO COUNCIL

Recommend Council adopt a resolution approving an Agreement for Special Event and Temporary Street Closure with the Santa Hustle Race Series, LLC and authorizing the City Manager or his designee to execute it. Additionally, approve the following street closures from 5:00 a.m. to 1:00 p.m. on Sunday, December 22, 2019 for the Santa Hustle 5K/ Half Marathon Run.

Vernon St	between	6th St. & Folsom Blvd
Atlantic St	between	Yosemite St & Vernon St
Vernon St	between	Atlantic St & Folsom Blvd
Folsom Rd	between	Vernon St & Maciel Ave
6th St	between	Vernon St & Mayfair Dr
5th St	between	Vernon St & D St
E St	between	Vernon St & 6th St
Taylor St	between	Atlantic St & Vernon St
S. Grant St	between	Atlantic St & Oak St
Atlantic St	between	Taylor St & Vernon St
Linda Dr	between	Lincoln St & Folsom Rd
E. Washington	between	Atlantic St &Vernon St
Lincoln St	between	Atlantic St & Oak St
Jefferson St	between	Atlantic St & Vernon St

Exhibit A: 5K course map
Exhibit B: Half Marathon course map

BACKGROUND

Santa Hustle Race Series has submitted a special event application to hold their inaugural fun run event on Sunday, December 22, 2019. The Santa Hustle, in partnership with Placer Valley Tourism, is expected to draw approximately 1,000 – 2,000 runners and walkers. This will be the first year the event will take place in Downtown Roseville. This event will feature holiday music,

candy and cookie stations along the course, as well as participants dressed up as Santa. The 5K course will be the same course used for the City of Roseville Turkey Trot, Wizard Run and the Placer Breast Cancer Foundation Hot Pink fun runs. The half marathon course will run the same 5K course, then head to the Miners Ravine and False Ravine trails and back to downtown to the finish line.
Although the request is for streets to be closed 5:00 a.m. until 1:00 p.m., staff will monitor the flow of the event and open streets earlier, if possible.
Business and property owners will continue to be notified of street closures in the downtown Roseville area through the monthly Traffic Alert e-newsletter. Staff has also submitted a Downtown Street Closure Notification letter to designated representatives of the Downtown Roseville Merchants and the Downtown Roseville Partnership for feedback.
In addition, street closure information will be posted to the City of Roseville website.

FISCAL IMPACT

There will be no fiscal impact to City budgets for this event. The applicant will reimburse the City for staff time and resources.

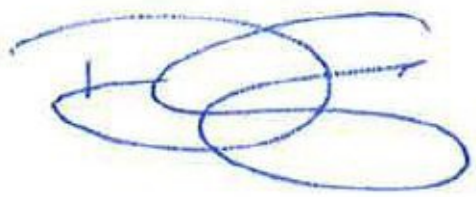
ENVIRONMENTAL REVIEW

The proposed project involves minor alteration in the condition of the land, water, and or vegetation which will not remove healthy, mature scenic trees. This activity is categorically exempt from CEQA as a Class 4 Exemption (State CEQA Guidelines Section 15304). The Exemption has been prepared and no further CEQA action is required.

Respectfully Submitted,

Jeff Nereson, Parks, Recreation & Libraries Superintendent

Dion Louthan, Assistant City Manager



_____
Dominick Casey, City Manager

ATTACHMENTS:

Description

Exhibit A_5K

Exhibit B_ Half Marathon

Resolution No. 19-446

Street Closure Agreement_Santa Hustle

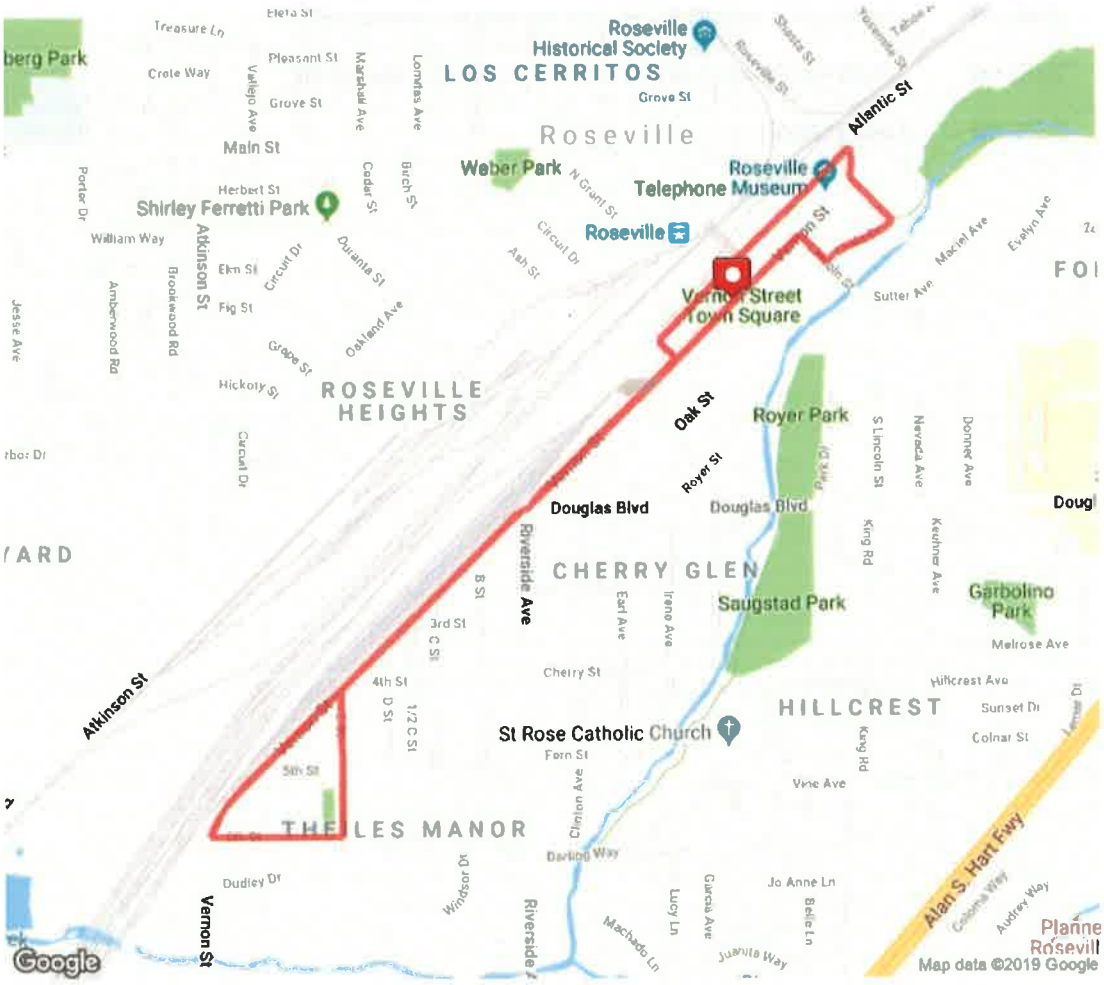
Exhibit A

MAPMYRUN

Roseville 5K

Distance: 3.20 mi
Elevation Gain: 37 ft
Elevation Max: 169 ft

Notes



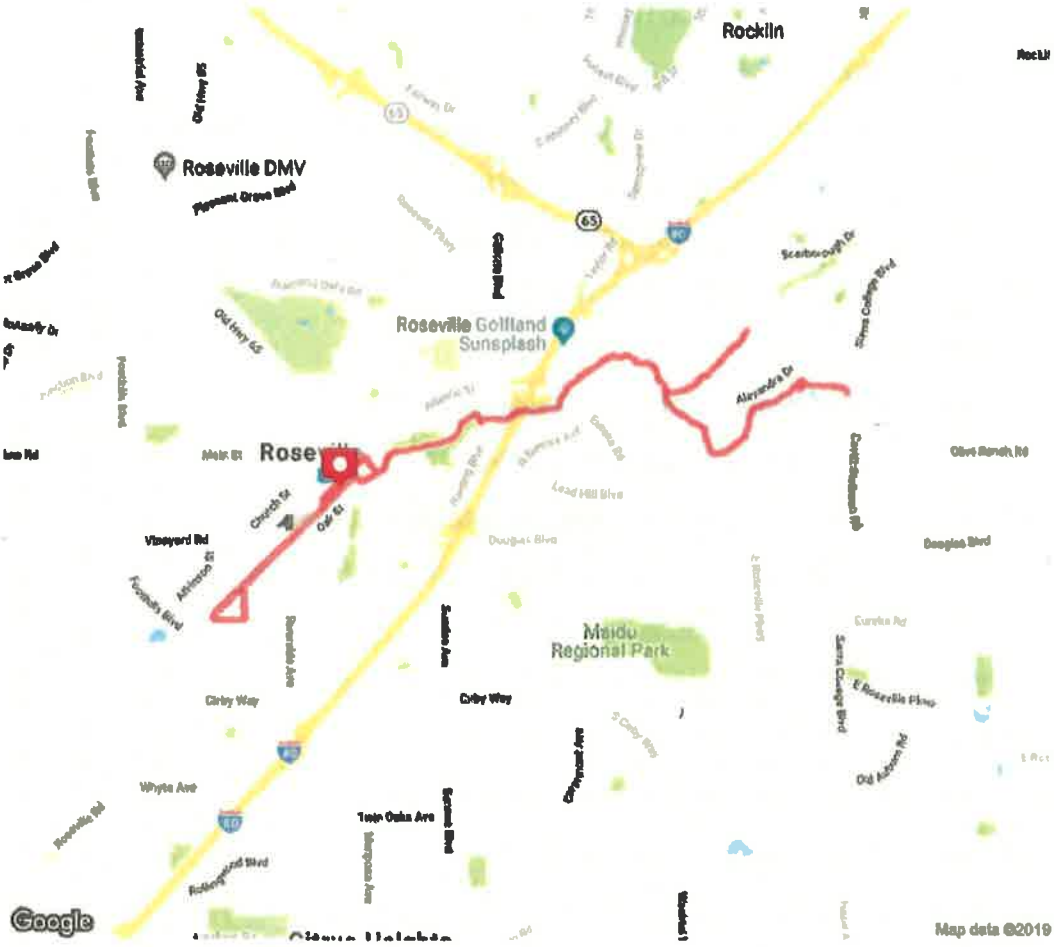
0.00 mi	Head southwest on Vernon St toward S Grant St
0.84 mi	Head south on E St toward 5th St
1.06 mi	Turn right onto 6th St Destination will be on the right
1.07 mi	Head west on 6th St toward La Rosa Ct
1.27 mi	Head north on Vernon St toward 5th St
2.29 mi	Head northwest on Taylor St toward Atlantic St
2.32 mi	Continue onto Atlantic St

MAPMYRUN

1/2 marathon 13.10- MR/ FR

Distance: 13.10 mi
Elevation Gain: 263 ft
Elevation Max: 281 ft

Notes



0.00 mi	Head southwest on Vernon St toward S Grant St
0.84 mi	Head northeast on Vernon St toward E St
0.85 mi	Turn right onto E St Destination will be on the right
1.07 mi	Head south on E St toward 6th St
1.07 mi	Turn right onto 6th St
1.26 mi	Head west on 6th St toward Vernon St

RESOLUTION NO. 19-446

APPROVING AN AGREEMENT BETWEEN THE CITY OF ROSEVILLE AND SANTA HUSTLE RACE SERIES, LLC, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, an Agreement for Special Event and Temporary Street Closure regarding the Santa Hustle 5k and Half Marathon event, between the City of Roseville and Santa Hustle Race Series, LLC, has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said agreement is hereby approved and that the City Manager is authorized to execute it on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

AGREEMENT FOR SPECIAL EVENT AND

TEMPORARY STREET CLOSURE

Event: Santa Hustle 5K and Half Marathon

THIS AGREEMENT is made and entered into this 14 day of August, 2019 by and between the City of Roseville, a municipal corporation ("CITY"), and Santa Hustle Race Series, LLC, an Ilinois Limited Liability Corporation ("PROMOTER"); and

WITNESSETH:

WHEREAS, PROMOTER has requested the closure of certain public streets for the Santa Hustle ("Event") to be held on Sunday, December 22, 2019; and

WHEREAS, CITY approves said request subject to the following terms and conditions.

NOW, THEREFORE, the parties agree as follows:

1. PROMOTER shall comply with all applicable provisions of the Roseville Municipal Code.

2. The following streets may be closed to traffic between 05:00 a.m. and 01:00 p.m. on Sunday, December 22, 2019:

a. Vernon Street, between 6th Street and Folsom Road;

b. Atlantic Street, between Yosemite Street and Vernon Street;

c. Vernon Street, between Atlantic Street and Folsom Road;

d. Folsom Road, between Vernon Street and Maciel Avenue;

e. 6th Street, between Vernon Street and Mayfair Drive;

f. 5th Street, between Vernon Street and D Street;

g. E Street, between Vernon Street and 6th Street;

h. Taylor Street, between Atlantic Street and Vernon Street;

i. S. Grant Street, between Atlantic Street and Oak Street;

j. Atlantic Street, between Taylor Street and Vernon Street;

k. Linda Drive, between Lincoln Street and Folsom Road;

l. E. Washington Street, between Atlantic Street and Vernon Street;

m. Lincoln Street, between Atlantic Street and Oak Street; and,

n. Jefferson Street, between Atlantic Street and Vernon Street.

3. Adequate barriers and warning signs, as requested by the Public Works Director/City Engineer, shall be placed by City personnel at all street entrances and alleys leading into the closed area. No markings of any kind will be permitted on the street, street lights, or electrical poles.

4. All debris, booths, exhibits, or other materials resulting from the Event shall be completely removed and all streets and alleyways shall be reopened to traffic by 01:00 p.m. on the date of the Event.

5. PROMOTER shall notify in writing all businesses, located on the streets to be closed, of the Event and planned street closure not later than five (5) days in advance of the Event.

6. To the fullest extent allowed by law, PROMOTER shall defend, indemnify, and save and hold harmless CITY, its officers, agents, employees and volunteers from any claims, suits or actions of every name, kind and description brought forth, or on account of, injuries to or

death of any person (including but not limited to workers and the public), or damage to property, resulting from, arising out of or in connection with the Event or the attendant street and/or garage closures, except those matters arising from CITY's sole negligence or willful misconduct. The parties intend that this provision shall be broadly construed.

PROMOTER's responsibility for such defense and indemnity obligations shall survive the termination or completion of this Agreement for the full period of time allowed by law. The defense and indemnity obligations of this Agreement are undertaken in addition to, and shall not in any way be limited by, the insurance obligations contained in this Agreement.

7. The PROMOTER shall obtain insurance covering the Event in accordance with the attached insurance requirements, which are incorporated herein by this reference.

8. CITY reserves the right to cancel this Agreement if PROMOTER has knowingly made a false statement of material fact or has knowingly omitted to state a material fact to CITY.

9. No alcoholic beverages shall be sold on City streets or property.

10. PROMOTER shall reimburse CITY for all staff costs incurred relating to the Event including, but not limited to, street closure costs.

11. Either party may terminate this Agreement by giving the other party ten (10) days advance written notice.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Agreement in duplicate by its City Manager and attested to by its City Clerk

under the authority of Resolution No. _____, adopted by the Council of the City of Roseville on the ___ day of _____, 20__, and PROMOTER has caused this Agreement to be executed.

CITY OF ROSEVILLE, a municipal corporation

BY: _____
DOMINICK CASEY
City Manager

ATTEST:

BY: _____
SONIA OROZCO
City Clerk

APPROVED AS TO FORM:

BY: _____
ROBERT R. SCHMITT
City Attorney

APPROVED AS TO SUBSTANCE:

BY: _____
DION LOUTHAN
Assistant City Manager

SANTA HUSTLE KACE SERIES, LLC
a _____

BY: _____
its: AARON DELMAR
PRESIDENT / CEO

and

BY: _____
its: DANIELLE SNARE
EVENT DIRECTOR

COUNCIL COMMUNICATION

CC #: 0338
File #: 0704 & 0705

Title:	After School Education and Safety Program - Memorandum of Understanding
Contact:	Kristi LaRoche 916-774-5962 klaroche@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 7.12.

RECOMMENDATION TO COUNCIL

Recommended City Council approve the Memorandum of Understanding (MOU) between the City of Roseville and the Roseville City School District (RCSD) to operate the After School Education and Safety program (ASES) and adopt a resolution authorizing the City Manager to execute the agreement.

BACKGROUND

In 2006, the RCSD received grant funding from the California Department of Education to provide the ASES program at two elementary school campuses, Cirby and Woodbridge. In response to a request from the RCSD, the City of Roseville Parks, Recreation & Libraries Department has collaborated with the district to implement the after school program. The ASES program provides after school homework assistance and enrichment opportunities for up to 120 students at Cirby and 100 students at Woodbridge Elementary schools at no cost to participating families.

While the City's current Adventure Club program continues to be successful at 18 school sites in Roseville, the ASES program funding enables participation for an underserved population of students during after school hours. The fee-based Adventure Club program is offered at both campuses or nearby school sites for before school hours, non-school days, and vacation breaks.

Since 2006, the ASES program has provided significant community benefits that support the continued partnership and collaboration between the City and the RCSD.

FISCAL IMPACT

The RCSD reimburses the City of Roseville $250,700.00 of those funds to offset City expense to operate the program. The difference is allocated for RCSD administrative and maintenance expense. The City's reimbursement offsets approximately 60% of the total budget to provide the programs at both locations. There is no General Fund impact as the balance is funded within the Youth Development Fund.

ENVIRONMENTAL REVIEW

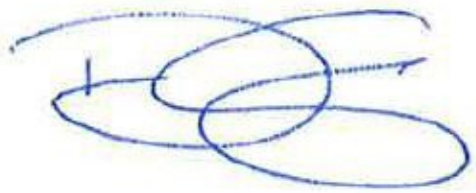
The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378.

The ASES MOU meets the above criteria and is not subject to CEQA. No additional environmental review is required.

Respectfully Submitted,

Kristi LaRoche, Parks, Recreation & Libraries Superintendent

Dion Louthan, Assistant City Manager



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-440

ASES MOU

RESOLUTION NO. 19-440

APPROVING A MEMORANDUM OF UNDERSTANDING
BETWEEN THE CITY OF ROSEVILLE AND ROSEVILLE CITY SCHOOL DISTRICT AND
AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE
CITY OF ROSEVILLE

WHEREAS, a Memorandum of Understanding for the After School Education and Safety (ASES) Program, between the City of Roseville and Roseville City School District, has been reviewed by the City Council;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said memorandum of understanding is approved and that the City Manager is authorized to execute it on behalf of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this____day of _____, 20_, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

MEMORANDUM OF UNDERSTANDING

BETWEEN THE CITY OF ROSEVILLE AND

THE ROSEVILLE CITY SCHOOL DISTRICT REGARDING

THE AFTER SCHOOL EDUCATION AND SAFETY PROGRAM

THIS AGREEMENT is made and entered into this ___ day of _____, 2019, by and between the City of Roseville, a municipal corporation ("CITY"), and the Roseville City School District, an elementary school district ("DISTRICT").

W I T N E S S E T H:

WHEREAS, DISTRICT obtained a grant from the California Department of Education for low income after school programming; and

WHEREAS, DISTRICT desires to offer an after school tutoring and enrichment program at the school sites of Cirby Elementary and Woodbridge Elementary, known as the After School Education and Safety (ASES) Program; and

WHEREAS, CITY currently operates after school daycare at these two school sites; and

WHEREAS, the parties desire to jointly administer the ASES Program at Cirby Elementary and Woodbridge Elementary using the grant funding.

NOW, THEREFORE, the parties agree as follows:

1. CITY Responsibilities. CITY shall:

   a. Provide school tutoring and enrichment program for up to 120 students at

Cirby Elementary and for up to 100 students at Woodbridge Elementary.

b. Provide a program coordinator, up to ten (10) recreation specialists and two (2) enrichment instructors at Cirby Elementary.

c. Provide a program coordinator, up to eight (8) recreation specialists and two (2) enrichment instructors at Woodbridge Elementary.

d. Provide training for staff members as appropriate.

e. Conduct background checks, fingerprinting and medical screenings of all staff as required by the California Education Code.

f. Provide supplies for use in the enrichment component of the ASES Program. The costs of these supplies will be included in the invoices from the CITY.

g. Submit invoices to the DISTRICT for CITY incurred ASES program costs, such as resources and supplies, four times a year, no later than October 30, December 31, March 31 and June 30. Provided, however, that the amount of the invoices cannot exceed the amount of grant funding received by the DISTRICT each year. In no event shall compensation to CITY exceed two hundred fifty thousand, seven hundred dollars ($250,700.00) for services provided by CITY pursuant to this agreement.

h. Be responsible for custodial services and utilities for any CITY facilities used for the ASES Program.

2. DISTRICT Responsibilities. DISTRICT shall:

a. Provide facilities at the school sites for the purpose of the ASES Program. DISTRICT will make every effort to provide facilities or classrooms which are dedicated to the ASES Program, but the ASES Program may be held in classrooms or facilities which are used during the regular school day.

b. Provide curriculum for use in the tutoring component of the ASES Program.

c. Be responsible for custodial services and utilities for any DISTRICT facilities used for the ASES Program.

d. Be responsible for ASES grant administration, including all reporting and evaluations.

e. Provide the daily snack for the students in the ASES Program that meets healthy snack standards as required.

f. Assist with the recruitment of students into the ASES program.

g. Act as the fiscal agent for the grant monies, and pay outstanding invoices for the ASES Program to CITY within thirty (30) days after receipt.

h. Assist with parent communication regarding student behavior and attendance.

3. Term. The term of this Agreement shall begin on August 8, 2019 and terminate on July 31, 2020. The parties understand that this Agreement shall be contingent upon continued funds being granted by the California Department of Education for the ASES Program and that failure by the DISTRICT to obtain such grant funding will result in this Agreement being terminated.

4. Bi-Annual Review. In January of 2020 and June of 2020, the parties will meet to evaluate the terms of this Agreement and to discuss potential revisions.

5. Indemnification. Each party shall defend, indemnify, and hold the other party (and its respective officers, agents and employees, while acting as such) harmless from liability the other party, its officers, agents, and employees of from all claims, damages, costs, liabilities, or

expenses which any of them shall become obligated to pay by reason of liability imposed by law because of injury to or death of persons or damage to property caused or resulting from or arising out of the party's willful misconduct or negligent act or omission while engaged in the performance of obligations or exercise of rights created by this Agreement, except those matters arising from the other party's sole or active negligence. The parties intend that this provision shall be broadly construed.

6. Insurance. Both parties agree to maintain in full force and effect, at a minimum, the following policies of insurance during the term of this Agreement.

COVERAGE	LIMITS OF LIABILITY
Workers Compensation	Statutory
Commercial General Liability	Bodily Injury: $1,000,000 each occurrence $2,000,000 aggregate Property Damage: $1,000,000 each occurrence Personal Injury: $1,000,000 each occurrence $2,000,000 aggregate

Both parties shall name the other party as an additional named insured on such insurance policy. Both parties shall provide the other party with proof of insurance coverage, or evidence of self-insurance, prior to commencement of any services under this Agreement.

7. Compliance with Laws. The parties shall comply with all federal, state and local laws and ordinances as may be applicable to the performance of services under this Agreement.

8. Assignment. Neither party shall assign or transfer any interest in this Agreement nor the performance of obligations hereunder without the prior written consent of the other and any attempt to so assign this Agreement or any rights, duties, or obligations arising hereunder shall, at the option of the non-assigning party, be void and of no effect.

9. Independent Contractor. CITY and DISTRICT shall, in the performance of their respective obligations under this Agreement, act as independent contractors and shall not be officers, agents, or employees of the other.

10. Successors in Interest. This Agreement shall be binding upon the heirs, successors, executors, administrators and assigns of the respective parties hereto.

11. Termination of Agreement. Either party may terminate this Agreement at any time upon giving ninety (90) days advance written notice to the other party; provided, however, that once an ASES Program session has started, this Agreement cannot be terminated and must continue through the end of that program session.

12. Attorney's Fees; Venue; Governing Law. If either party commences any legal action against the other party arising out of this Agreement or the performance thereof, the prevailing party in such action shall be entitled to recover its reasonable litigation expenses, including but not limited to, court costs, expert witness fees, discovery expenses, and attorneys' fees. Any action arising out of this Agreement shall be brought in Placer County, California, regardless of where else venue may lie. This Agreement shall be governed by and construed in accordance with the laws of the State of California.

13. Notices. Any notices to parties required by this Agreement shall be delivered personally or mailed, U.S. first class, postage prepaid, addressed as follows:

CITY OF ROSEVILLE	DISTRICT
Robert Nakamura	Amy Banks
Recreation Superintendent	Director of Educational Services
316 Vernon Street, #400	1050 Main Street
Roseville, CA 95678	Roseville, CA 95678

Either party may amend its address for notice by notifying the other party in writing.

14. Modification. This Agreement and each provision contained herein may be

waived, amended, supplemented, or eliminated only by mutual written agreement of the parties.

15. Integrated Agreement. This is an integrated Agreement, and contains all of the terms, considerations, understanding and promises of the parties. It shall be read as a whole.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Agreement in duplicate by its City Manager and attested to by its City Clerk under the authority of Resolution No. _____, adopted by the Council of the City of Roseville on the ___ day of _____, 2019, and DISTRICT has caused this Agreement to be executed.

CITY OF ROSEVILLE, a
municipal corporation

BY: _____
DOMINICK CASEY
City Manager

ATTEST:

BY: _____
SONIA OROZCO
City Clerk

ROSEVILLE CITY SCHOOL DISTRICT,
an elementary school district

BY: _____
DERK GARCIA
Superintendent, Roseville City
School District

[SIGNATURES CONTINUED ON FOLLOWING PAGE]

APPROVED AS TO FORM:

BY: _____
ROBERT R. SCHMITT
City Attorney

APPROVED AS TO SUBSTANCE:

BY: _____
DION LOUTHAN
Assistant City Manager

COUNCIL COMMUNICATION

CC #: 0345
File #: 0102-06

Title: Proclamation - Extra Mile Day
Contact: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 7.13.

RECOMMENDATION TO COUNCIL

Proclaim November 1, 2019, to be Extra Mile Day and urge individuals in the community to take time on this day to “go the extra mile” and to acknowledge those individuals who are inspirational in their commitment to making their organizations, families, communities, and the world a better place.

BACKGROUND

Not applicable.

FISCAL IMPACT

Not applicable.

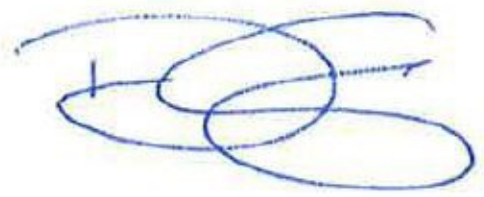
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonable foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3). Ceremonial documents do not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

M. Bettencourt, Deputy City Clerk

Sonia Orozco, City Clerk



Dominick Casey, City Manager

ATTACHMENTS:

Description

Extra Mile Day

CITY OF ROSEVILLE

PROCLAMATION

EXTRA MILE DAY

WHEREAS, Roseville, acknowledges that a special vibrancy exists within the community when citizens "go the extra mile" in personal effort, volunteerism, and service; and

WHEREAS, Roseville, encourages its citizens to maximize their personal contribution to the community by giving of themselves wholeheartedly and with total effort, commitment, and conviction to their individual ambitions, family, friends, and community; and

WHEREAS, Roseville, chooses to shine a light on and celebrate individuals and organizations within its community who "go the extra mile" in order to make a difference and lift up fellow members of their community; and

WHEREAS, Roseville, acknowledges the mission of Extra Mile America to create 550 Extra Mile cities in America and is proud to support "Extra Mile Day" on November 1, 2019; and

NOW, THEREFORE, I, JOHN B. ALLARD II, MAYOR OF THE CITY OF ROSEVILLE, CALIFORNIA, do hereby proclaim **NOVEMBER 1, 2019**, to be **EXTRA MILE DAY** and urge individuals in the community to take time on this day to "go the extra mile" and to acknowledge those individuals who are inspirational in their commitment to making their organizations, families, communities, and the world a better place.

SIGNED AND APPROVED this 16th day of October, 2019.

CITY OF ROSEVILLE
INCORPORATED APRIL 10, 1909

JOHN B. ALLARD II, MAYOR

ATTEST:

SONIA OROZCO, CITY CLERK
CITY OF ROSEVILLE, CALIFORNIA

COUNCIL COMMUNICATION

CC #: 0354
File #: 0102-10

Title: Resolution - Annie's Sno Biz
Contact: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 7.14.

RECOMMENDATION TO COUNCIL

Commend Annie Bahadursingh and Annie's Sno Biz on dedicated fundraising efforts that contribute to the community and wish them continued success in future endeavors.

BACKGROUND

Not applicable.

FISCAL IMPACT

Not applicable.

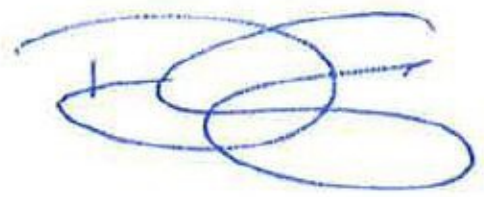
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonable foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3). Ceremonial documents do not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

M. Bettencourt, Deputy City Clerk

Sonia Orozco, City Clerk



Dominick Casey, City Manager

ATTACHMENTS:

Description

Annie's Sno Biz

CITY OF ROSEVILLE

RESOLUTION

OF

COMMENDATION

WHEREAS, Annie Bahadursingh, owner of Annie's Sno Biz, is making a difference through her fundraising efforts; and

WHEREAS, Annie's Sno Biz, raises funds for Woodcreek High School and Woodcreek Junior Timberwolves for football games, soccer, volleyball, and student government at Woodcreek and gives 20 percent back to the school; and

WHEREAS, Annie's Sno Biz donates a portion of every dollar she makes to Feed My Starving Children , a Christian-based non-profit that is striving to end childhood hunger; and

NOW, THEREFORE, I, JOHN B. ALLARD II, MAYOR OF THE CITY OF ROSEVILLE, CALIFORNIA, do hereby commend **ANNIE BAHADURSINGH** and **ANNIE'S SNO BIZ** on dedicated fundraising efforts that contribute to the community and wish them continued success in future endeavors.

SIGNED this 23rd day of October, 2019.

_____

JOHN B. ALLARD II, MAYOR

ATTEST:

_____

SONIA OROZCO, CITY CLERK
CITY OF ROSEVILLE, CALIFORNIA

COUNCIL COMMUNICATION

CC #: 0346
File #: 0102-06

Title: Proclamation - Small Business Saturday
Contact: M. Bettencourt 916-774-5266 mbettencourt@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 7.15.

RECOMMENDATION TO COUNCIL

Proclaim November 30, 2019 as Small Business Saturday and encourage the community to patronize small business and appreciate the value they bring to the community.

BACKGROUND

Not applicable.

FISCAL IMPACT

Not applicable.

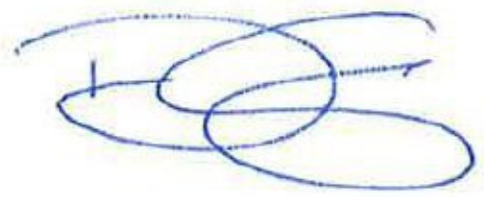
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonable foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3). Ceremonial documents do not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Respectfully Submitted,

M. Bettencourt, Deputy City Clerk

Sonia Orozco, City Clerk



Dominick Casey, City Manager

ATTACHMENTS:

Description

Small Business Saturday

CITY OF ROSEVILLE

PROCLAMATION

SMALL BUSINESS SATURDAY

November 30, 2019

WHEREAS, according to the United States Small Business Administration, there are currently 30.2 million small businesses in the United States, that represent 99.7 percent of all businesses with employees and small businesses, are responsible for 65.9 percent of net new jobs created from 2000 to 2017; and

WHEREAS, small businesses employ 47.5 percent of the employees in the private sector; and

WHEREAS, 94% of consumers in the United States value the contributions small businesses make in their community; and

WHEREAS, 96% of consumers who plan to shop on Small Business Saturday® said the day inspires them to go to small, independently-owned retailers or restaurants that they have not been to before, or would not have otherwise tried; and

WHEREAS, 92% of companies planning promotions on Small Business Saturday said the day helps their business stand out during the busy holiday shopping season; and

WHEREAS, 59% of small business owners said Small Business Saturday contributes significantly to their holiday sales each year; and

WHEREAS, Roseville, California celebrates local small businesses that create jobs, contribute to the economy, and support the community; and

WHEREAS, advocacy groups, and public and private organizations across the country have endorsed the Saturday after Thanksgiving as Small Business Saturday; and

NOW, THEREFORE, I, JOHN B. ALLARD II, MAYOR OF THE CITY OF ROSEVILLE, CALIFORNIA, do hereby proclaim **November 30, 2019** as **SMALL BUSINESS SATURDAY** and encourage the community to patronize small business and appreciate the value they bring to the community.

SIGNED this 23rd day of October, 2019.

JOHN B. ALLARD II, MAYOR

ATTEST:

SONIA OROZCO, CITY CLERK
CITY OF ROSEVILLE, CALIFORNIA

COUNCIL COMMUNICATION

CC #: 0356
File #: 0800-02

Title: Roseville Groundwater Program Update
Contact: Sean Bigley 916-774-5513 sbigley@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 8.1.

RECOMMENDATION TO COUNCIL

Staff recommends that the City Council hear a presentation regarding Roseville's Groundwater Program's status currently, as well as future activities.

BACKGROUND

Since the early 2000's, Roseville has made a significant investment in Aquifer Storage and Recovery (ASR) groundwater infrastructure, as well as securing key regulatory approvals at the state and federal levels. As a result, Roseville has six ASR groundwater wells that are currently active.

Starting in early 2018, the Environmental Utilities Department undertook a new effort to build upon this earlier investment and began to move Roseville's Groundwater Program into the next stages of development with the ultimate goal of realizing the original vision of a fully conjunctive use capable program that would provide Roseville with additional water supply reliability. Conjunctive use is a water management concept of using groundwater during dry hydrological periods when surface water is less available and conversely shifting to using surface water during wetter hydrological periods.

Also, starting in late 2018, significant momentum around the development of a Sacramento Regional Groundwater Bank, recognized by the U.S. Bureau of Reclamation, has gained traction under the leadership of the Regional Water Authority. With a functional federally-recognized groundwater bank in place, a regulatory, governance, and finance structure, the Sacramento regional water agencies could begin to work together in managing water supplies in the region in a conjunctive manner (maximize the best supply to the current hydrological conditions).

Functionally, it will require active groundwater infrastructure to be in place for the groundwater bank to operate. Roseville is one of the few water providers in the region with active and growing groundwater infrastructure and Roseville is being looked at as a functional hub for the proposed Sacramento Regional Groundwater Bank.

Staff will provide information to the City Council on the current status of Roseville's Groundwater Program and the next steps in the development of the program in the context of local water supply reliability and Roseville's water resources role in the Sacramento region.

FISCAL IMPACT

There is no fiscal impact as a result of this presentation to the City Council.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable.

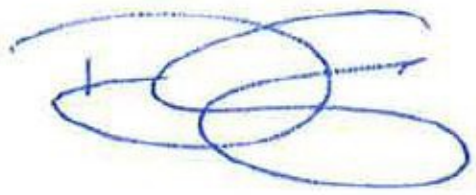
ENVIRONMENTAL REVIEW

Not applicable.

Respectfully Submitted,

Sean Bigley, Assistant Environmental Utilities Director

Richard Plecker, Environmental Utilities Director



_____

Dominick Casey, City Manager

COUNCIL COMMUNICATION

CC #: 0355
File #: 0800-02

Title: Temporary Water Transfer - Reimbursement Agreement
Contact: Sean Bigley 916-774-5513 sbigley@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 8.2.

RECOMMENDATION TO COUNCIL

Staff recommends that the City Council authorize the City Manager to execute a Reimbursement Agreement to allow for a three (3) year, limited term, Central Valley Project Improvement Act (CVPIA) In-Basin Water Transfer of up to 6,000 acre-feet of water per year from Sacramento Municipal Utility District (SMUD) to the City of Roseville.

BACKGROUND

Staff from the City and SMUD have developed a proposed in-basin water transfer, as authorized in the CVPIA, of up to 6,000 acre-feet per year of SMUD Central Valley Project (CVP) water to the City for up to a three (3) year period starting as early as December 2019.

The water transfer would only occur with the approval of the United States Bureau of Reclamation's (USBR) Central Valley Operations Office, which operates Folsom Reservoir.

The expressed use of the transfer water by the City would be to continue with testing and further perfecting Roseville's Groundwater Program by utilizing existing and any future well infrastructure during that three-year period.

Based on current well infrastructure capacity, it is likely that Roseville would only be able to recharge the basin with approximately 2,000 acre-feet of water per year. To ensure that Roseville has flexibility to schedule more water, however, if Roseville expands infrastructure during that three-year period as planned, up to 6,000 acre-feet of SMUD transfer water is proposed to be made available per year.

Roseville would only pay for actual water delivered through our intake at Folsom Reservoir. The cost per acre-foot proposed by SMUD is $250.00 per acre foot of water delivered to the City.

As such, the following not-to-exceed amounts, are proposed:

FISCAL YEAR (FY) **(July 1 – June 30)**	FY2019-20	FY2020-21	FY2021-22

Acre-feet (maximum purchase)	6,000	6,000	6,000
Not-to-Exceed amount for purchased SMUD water at $250/acre-foot	$1,500,000	$1,500,000	$1,500,000

As part of the usual environmental review process, the Bureau of Reclamation (Reclamation) published a draft Environmental Analysis (EA) to comply with the National Environmental Policy Act (NEPA) for public review and comment. The determination of the EA was a Finding of No Significant Impact (FONSI) and Reclamation subsequently finalized the EA for the proposed SMUD-Roseville water transfer.

Additionally, the proposed water transfer was reviewed for compliance with the California Environmental Quality Act (CEQA). The project was determined to be exempt from CEQA as it requires only use of existing infrastructure and transfer amounts are nominal to the extent that no disturbance to environmental resources would occur.

Any purchased water from SMUD will be paid from the Water Construction Fund, currently budgeted in FY2019-20 in the SMUD Water Reassignment Capital Improvement Project. This project is funded from water connection fee revenue.

FISCAL IMPACT

Any purchased water will be paid from the Water Construction Fund, currently budgeted in FY2019-20 in the SMUD Water Reassignment Capital Improvement Project ($650,000.00). This project is funded from water connection fee revenue. Due to current infrastructure limitations, staff estimates that a maximum of 2,000 acre-feet of SMUD water could be used to recharge the groundwater basin in FY2019-20 at an estimated cost of $500,000.00. As additional Aquifer Storage & Recovery (ASR) groundwater wells are built, more recharge capacity would allow more SMUD transfer water to be potentially scheduled in FY2020-21 and FY2021-22 by the City, within the limits of budgeted resources.

ECONOMIC DEVELOPMENT / JOBS CREATED

Not applicable.

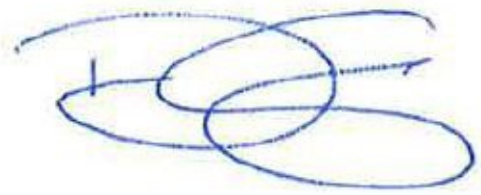
ENVIRONMENTAL REVIEW

The proposed project involves basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource. This activity is categorically exempt from California Environmental Quality Act (CEQA) as a Class 6 Exemption (State CEQA Guidelines Section 15306). The proposed project involves the temporary transmission, treatment and subsurface injection of transferred water using existing infrastructure to advance experimental groundwater management, resource evaluation and data collection relative to the City's approved groundwater program. There would be no new construction or disturbance to environmentally sensitive resources; therefore the Class 6 Categorical Exemption is applicable to the project. The Exemption has been prepared and no further CEQA action is required.

Respectfully Submitted,

Sean Bigley, Assistant Environmental Utilities Director

Richard Plecker, Environmental Utilities Director



_____

Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-445

Reimbursement Agreement

FONSI

Final Environmental Analysis

RESOLUTION NO. 19-445

APPROVING A REIMBURSEMENT AGREEMENT, BY AND BETWEEN THE CITY OF ROSEVILLE AND SACRAMENTO MUNICIPAL UTILITY DISTRICT, AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

WHEREAS, a Reimbursement Agreement to allow for a three (3) year, limited term, Central Valley Project Improvement Act (CVPIA) In-Basin water transfer of up to 6,000 acre-feet of water per year from Sacramento Municipal Utility District, by and between the City of Roseville and Sacramento Municipal Utility District, has been reviewed by the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville that said agreement is hereby approved and that the City Manager is authorized to execute it on behalf of the City of Roseville; and

PASSED AND ADOPTED by the Council of the City of Roseville this_____day of _____, 2019, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

SMUD – ROSEVILLE TEMPORARY CVP WATER TRANSFER REIMBURSEMENT AGREEMENT

THIS REIMBURSEMENT AGREEMENT ("Agreement") is made and entered into this ___ day of _____, 20__, by and between the City of Roseville, a municipal corporation ("CITY"), and Sacramento Municipal Utility District, a municipal utility district ("SMUD").

W I T N E S S E T H:

WHEREAS, CITY is interested in acquiring a portion of additional Central Valley Water Project ("CVP") water supply, by permanent contract assignment, from SMUD; and

WHEREAS, the reassigned project water would be stored in the aquifers under CITY using CITY's Aquifer Storage and Recovery ("ASR") equipped groundwater wells; and

WHEREAS, CITY has a current need to prove out the "real world" injection capacity of CITY's existing ASR wells and the data to be gathered would help justify to the U.S. Bureau of Reclamation ("Reclamation") the capacity of the ASR system to potentially acquire a permanent contract assignment of a portion of SMUD's CVP water service contract entitlement at some future date under separate agreement; and

WHEREAS, SMUD and CITY agree that a temporary CVP water transfer of up to six thousand (6,000) acre-feet per year over a three (3) year period beginning from December 1, 2019 through February 28, 2022 is an appropriate means of providing the needed ASR data to continue reassignment discussions with the U.S. Bureau of Reclamation, SMUD and CITY; and

WHEREAS, any water used as part of the proposed CVP transfer would be used for purposes of the limited testing of the City's ASR groundwater and injection well capacity and for developing ASR groundwater system readiness.

NOW, THEREFORE, the parties agree as follows:

1. Purchase of Water by CITY. SMUD agrees to transfer up to six thousand (6,000) acre-feet of project water per year to CITY from SMUD's CVP contract entitlement over an established three (3) year period of December 1, 2019 through April 30, 2022 with such amounts of water not exceeding the annual Not-To-Exceed Reimbursement Amounts established herein as EXHIBIT A. CITY acknowledges and understands the completion of a transfer in any given year is dependent upon Reclamation's determination of whether the water is available and whether Reclamation approves the transfer. SMUD makes no representation or warranty as to the successful completion of one or any of the proposed transfers.

2. Costs and Reimbursements. In exchange for the transfer of available and CVP approved water during the established three (3) year period, CITY will compensate SMUD at the rate of $250 per acre-foot of water actually received by CITY from SMUD's CVP contract entitlement. CITY shall also bear all costs of reimbursing Reclamation for associated staff work on the transfer, as well as the hiring of necessary consultant(s) for environmental documentation needed for each transfer. Any consultant(s) reasonably hired by SMUD to facilitate the completion of any transfer must be preapproved by the CITY in writing before any such related costs are incurred for reimbursement by CITY, which approval shall not be unreasonably withheld. For avoidance of doubt, costs SMUD incurs as part of it and the CITY's joint retention of Stantec and ESA to prepare an environmental analysis of the transfer is a reimbursable cost under this Agreement.

If CITY disputes any costs claimed by SMUD for a reasonable cause, the amounts and reasons for the disputed item(s) will be documented in writing to SMUD within thirty (30) days after receipt of an invoice. CITY has the right to request additional documentation, and

accounting, and/or audit of the costs presented by SMUD. SMUD shall provide all documents reasonably requested by CITY. All undisputed costs will be reimbursed by CITY within 60 days following receipt of an invoice from SMUD. As to any disputed costs that are not resolved by their respective staffs, CITY and SMUD will each assign a senior leader to seek to reach an agreement.

3. System Validation. CITY shall be responsible for, at its own cost, the current and planned recharge capacity of CITY'S ASR groundwater infrastructure to determine the technical feasible annual schedule of transferred water, in increments, up to six thousand (6,000) acre-feet of water per year.

4. Term. This Agreement commences upon execution and shall naturally expire by its terms on April 30, 2022 and may be terminated at any time by either party upon providing a thirty (30) day written notice.

5. Completion of Project. CITY shall fully perform all necessary tasks to complete the project in a timely and cost-effective manner. If the project cannot be completed as originally scoped, CITY must, at its own expense, ensure that the project is in a safe condition for the public, that completed components are in service, and that any work performed is completed in a workmanlike fashion.

6. Independent Contractor/No Joint Venture. In the performance of this Agreement and completion of the project, each party will act as and be an independent contractor and not an officer, employee or agent of the other. Neither party has authority to bind or commit the other to any decision or course of action and will not represent to any person or business that it has such power. CITY has and will retain the right to exercise full control of the supervision of the work and the employment, direction compensation and discharge of all persons assisting CITY in the

performance of work funded by this Agreement. This Agreement does not create a joint venture, partnership or any other relationship of association or agency among the parties.

7. Indemnification. SMUD shall indemnify, defend and hold harmless CITY, and CITY's officers, directors, agents, employees, and volunteers against all claims, liabilities, damages and expenses ("Claims") including, without limitation, claims for injury to or death of any person, or damage (including contamination) to any property, natural resources or the environment to the extent caused by or arising out of SMUD's performance or failure to perform its obligations under this Agreement unless the Claim(s) is subject to CITY's Indemnification, below.

CITY shall indemnify, defend and hold harmless SMUD, its officers, directors, agents, employees and volunteers against all claims, liabilities, damages and expenses ("Claims") including, without limitation, claims for injury to or death of any person, or damage (including contamination) to any property, natural resources or the environment to the extent caused by or arising out of CITY's performance or failure to perform its obligations under this Agreement unless the Claim(s) is subject to SMUD's indemnification, above.

It is the intention of CITY and SMUD that when fault is determined to have been contributory, principles of comparative fault will be followed and each party shall bear the proportionate cost of any damage attributable to the fault of that party, its officers, directors, agents, employees, contractors, volunteers, and CITY Council. The foregoing requirements are not intended to and may not in any manner limit or qualify the liabilities and obligations otherwise assumed by CITY or SMUD pursuant to this Agreement.

8. Third Party Beneficiaries. Nothing in this Agreement is intended to make the public or any member thereof a third party beneficiary hereunder, and no term or condition or other provision of this Agreement is intended to establish a standard of care owed to the public or any member thereof.

9. Insurance. Each party, at its sole cost and expense, shall carry insurance, or self-insure, its activities in connection with this Agreement, and obtain, keep in force and maintain, insurance or equivalent programs of self-insurance, for general liability, workers compensation, and business automobile liability adequate to cover its potential liabilities hereunder. Each party agrees to provide the other 30 days' advance written notice of any cancellation, termination, or lapse of any of the insurance or self-insurance coverages.

9. Third Party Obligations. SMUD is solely liable to third parties with whom it, in its sole discretion, enters into contracts to facilitate one or more transfers under this Agreement. SMUD will pay directly such parties for all amounts due. SMUD must indemnify and hold CITY harmless from any and all claims and liabilities arising from contracts between SMUD and third parties. CITY's only obligation with respect to such third parties will be limited to reimbursement to SMUD for those expenses that CITY is obligated to reimburse pursuant to Section 2.

10. Time is of the Essence. Time is of the essence of this Agreement.

11. Compliance with Laws. Each party shall comply with all federal, state and local laws, ordinances and policies as may be applicable to its obligations under this Agreement.

12. Governing Agreement. In the event of any conflict between this Agreement and its EXHIBITS, the provisions of this Agreement shall govern. In the event of any conflict between any of the EXHIBITS, the provisions of the first in order of attachment shall govern.

13. Assignment. Neither party may assign this Agreement without the prior written consent of the other.

14. Successors in Interest. This Agreement shall be binding upon the heirs, successors, executors, administrators and assigns of the respective parties hereto.

15. Attorney's Fees; Venue; Governing Law. If either party commences any legal action against the other party arising out of this Agreement or the performance hereof, the prevailing party in such action shall be entitled to recover its reasonable litigation expenses, including but not limited to, court costs, expert witness fees, discovery expenses, and attorney's fees. Any action arising out of this Agreement shall be brought in any county other than Sacramento or Placer County, California, regardless of where else venue may lie. This Agreement shall be governed by and construed in accordance with the laws of the State of California.

16. Modification. This Agreement and each provision contained herein may be waived, amended, supplemented or eliminated only by mutual written agreement of the parties.

17. Severability. If any of the provisions contained in this Agreement are for any reason held invalid or unenforceable, such holding shall not affect the remaining provisions or the validity and enforceability of the Agreement as a whole.

18. Notices. Any notices to parties required by this Agreement shall be delivered personally or mailed, U.S. first class postage prepaid, addressed as follows:

CITY OF ROSEVILLE	SMUD
City of Roseville City Clerk's Department 311 Vernon Street, Roseville, CA 95678	Sacramento Municipal Utility District Power Contracts Administration, MSA404 6301 S Street Sacramento, CA 96817-1899

Either party may amend its address for notice by giving notice to the other party in writing.

19. Integrated Agreement. This is an integrated agreement and contains all of the terms, considerations, understanding and promises of the parties. It shall be read as a whole.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized the execution of this Agreement in duplicate by its City Manager and attested to by its City Clerk under the authority of Resolution No. _____, adopted by the Council of the City of Roseville on the ___ day of _____, 20__, and SMUD has caused this Agreement to be properly executed.

CITY OF ROSEVILLE, a municipal corporation

BY:_____
DOMINICK CASEY
City Manager

SACRAMENTO MUNICIPAL UTILITY DISTRICT

LEGAL

BY: _____
PAUL LAU
Chief Grid Strategy & Operations Officer

ATTEST:

BY:_____
SONIA OROZCO
City Clerk

APPROVED AS TO FORM:

BY: _____
ROBERT R. SCHMITT
City Attorney

APPROVED AS TO SUBSTANCE:

BY: _____
RICHARD D. PLECKER
Environmental Utilities Director

EXHIBIT A

FISCAL YEAR (FY) (July 1 – June 30)	FY 2020	FY 2021	FY 2022
Acre-feet (maximum purchase)	6,000	6,000	6,000
Not-to-Exceed amount for purchased SMUD water at $250/acre-foot	$1,500,000	$1,500,000	$1,500,000

EXHIBIT A

FISCAL YEAR (FY) (July 1 – June 30)	FY 2020	FY 2021	FY 2022
Acre-feet (maximum purchase)	6,000	6,000	6,000
Not-to-Exceed amount for purchased SMUD water at $250/acre-foot	$1,500,000	$1,500,000	$1,500,000

RECLAMATION

Managing Water in the West

Finding of No Significant Impact

Short-Term Central Valley Project Water Transfer Between Sacramento Municipal Utility District and City of Roseville

FONSI CCAO-19-05

Recommended by: _____ Date: 9/23/2019

Spencer Marshall
Natural Resources Specialist
Central California Area Office

Concurred by: _____ Date: 9/25/2019

Bradley Hubbard
Chief, Resources Management Division
Central California Area Office

Approved by: _____ Date: 9/24/19

Drew Lessard
Area Manager
Central California Area Office

U.S. Department of the Interior
Bureau of Reclamation
Central California Area Office

September 2019

Mission Statements

The Department of the Interior conserves and manages the Nation's natural resources and cultural heritage for the benefit and enjoyment of the American people, provides scientific and other information about natural resources and natural hazards to address societal challenges and create opportunities for the American people, and honors the Nation's trust responsibilities or special commitments to American Indians, Alaska Natives, and affiliated island communities to help them prosper.

The mission of the Bureau of Reclamation is to manage, develop, and protect water and related resources in an environmentally and economically sound manner in the interest of the American public.

Background

In conformance with the National Environmental Policy Act of 1969 (NEPA), as amended, the U.S. Department of the Interior, Bureau of Reclamation (Reclamation) has prepared an Environmental Assessment (EA) to evaluate and disclose any potential environmental impacts related to Reclamation's approval of the short-term transfer of up to 6,000 acre-feet annually (AFA) of Central Valley Project (CVP) water supply from Sacramento Municipal Utility District (SMUD) to the City of Roseville (City) occurring between December and February during Contract Years 2019 through 2021 (i.e., March 1, 2019, through February 28, 2022).

Both SMUD and the City are CVP contractors in the American River Division with previous long-term water supply contracts that expired in 2012 and 2010, respectively, but continue to receive CVP water supply through interim contracts. Reclamation recently renewed those interim contracts with SMUD (No. 14-06-200-5198A-IR4) and the City (No. 14-06-200-3474A-IR5) through February 2021.

Reclamation's statutory authority to allow this transfer is Public Law 102-575, Title XXXIV, Central Valley Project Improvement Act (CVPIA), Section 3405(a). CVPIA Section 3405(a)(1) provides for allowable water supply transfers, subject to review of potential water supply and environmental impacts. This proposed in-basin CVP water transfer satisfies all conditions for transfers in CVPIA Section 3405(a)(1). CVPIA Section 3405(a)(1)(M) clarifies that in-basin transfers among CVP contractors (such as this proposed transfer) would not be limited to the actual use by SMUD.

This transfer is pursuant to Article 9 of SMUD's current CVP contract (Sales, Transfers, or Exchanges of Water). SMUD's CVP contract requires SMUD to obtain written approval from Reclamation's Contracting Officer for the transfer of specified contract quantities. The City will use the transferred water in its existing and approved Aquifer Storage and Recovery (ASR) program for conjunctive use purposes in its service area.

Alternatives Including the Proposed Action

No Action Alternative

Under the No Action Alternative, Reclamation would not approve the proposed short-term, 3-year CVP water transfer as described in the Proposed Action. Because the alternate means of supporting the ASR program are at the City's discretion, the No Action Alternative assumes, for this EA, no CVP water transfer between SMUD and the City would occur.

Under the No Action Alternative, Reclamation would operate the CVP, including Folsom Reservoir, in accordance with regulatory and approved operational constraints, analyzed and mitigated in the Coordinated Long-Term Operation of the Central Valley Project and State Water Project (LTO) Environmental Impact Statement (EIS) and associated Record of Decision (ROD) (Reclamation 2016). Reclamation is currently under a reinitiation of consultation (ROC) under the Endangered Species Act of 1973, as Amended, for the LTO and associated NEPA

compliance. The resulting ROD from the ROC would become the governing document when completed, superseding the 2016 ROD. Implementation of certain CVPIA water transfers is also covered in the LTO. All American River Division CVP contractors, including the City and SMUD, would divert their CVP contract water supplies at the point(s) of delivery specified in their contracts, and the delivery amounts would be subject to Reclamation's CVP Municipal and Industrial Water Shortage Policy. For SMUD, CVP water delivery would be through the Folsom South Canal at Nimbus Dam.

During the three years of the proposed CVP water transfer, it is not anticipated that SMUD would use this portion of its CVP water supply. This condition would not preclude the proposed transfer, as further explained in the Proposed Action.

Proposed Action

The Proposed Action is for Reclamation to approve a short-term, 3-year water transfer of up to 6,000 AFA of SMUD's CVP supply under its current interim renewal contract and subsequent contracts with Reclamation to the City (also a CVP American River Division contractor). SMUD and the City propose this in-basin CVP water transfer pursuant to Section 3405(a) of the CVPIA and Article 9 of SMUD's CVP Contract (Sales, Transfers, Exchanges). CVPIA Section 3405(a)(1)(M) clarifies that in-basin transfers among CVP contractors (such as this proposed water supply transfer) would not be limited to the actual use by SMUD. This CVP water transfer would comply with all Federal, State, and local laws and regulations, and Tribal laws or requirements imposed for the protection of the environment and Indian Trust Assets.

The proposed CVP water transfer would be implemented in the period of December 1 through the last day of February in CVP Contract Years 2019, 2020, and 2021. Delivery would be made during the period of seasonal high inflow to Folsom Reservoir from December through February to avoid potential impacts to Reclamation's operation of Folsom Reservoir for all authorized purposes. A CVP Contract Year is from March 1 of the current calendar year through the last day of February of the following calendar year. Therefore, the proposed transfer could start as early as in December 2019, if approved, and expire on February 28, 2022. Due to the current interim contract with SMUD expiring in February 2021, the proposed transfer during December through February of Contract Year 2021 (from March 2021 through February 2022) would be subject to the terms and conditions of SMUD's subsequent renewed interim contract or its long-term contract, if available.

The actual amount transferred each year would be subject to the annual request by the City to SMUD, and SMUD would notify Reclamation of that need in a schedule request. Reclamation would consider the request following announcement of SMUD's CVP water allocation. Based on the available hydrologic forecast, the City and SMUD would coordinate closely with Reclamation to determine the timing and pattern for diverting transferred water supply in the December through February period to avoid any adverse impacts to Reclamation's operation of Folsom Reservoir.

Delivery of the transferred water would be through the City's existing intake and conveyance at Folsom Dam, the same facilities the City uses currently for diverting its own CVP contract

water. There would be no new facilities required for diverting, conveying, and storing the transferred water.

Comments on the EA

Reclamation received one comment letter from Save the American River Association (SARA) dated July 15, 2019 for the EA posted for public review from June 17, 2019 through July 17, 2019 on Reclamation's NEPA document website (https://www.usbr.gov/mp/nepa). This letter presented comments regarding the EA analysis and expressed specific concerns with the methods used to determine effects, the absence of steelhead from the list of federal-status species in Table 3-1, the effects on temperature and flow in the lower American River, the lack of specificity of water year-type conditions required for diversions, and Reclamation's finding that winter diversions will be insignificant.

Reclamation has evaluated the SARA comment letter carefully and prepared the below responses.

Effects Analysis

Per the SARA comment letter, the EA stated that the impact from the transferred amount of less than 0.4, 0.6, 1.1, 1.9, and 2.9 percent of the flow in December through February in wet, above normal, below normal, dry and critically dry years would be insignificant. The EA should utilize science-based methods to determine the effects of the diversion on recreation, fisheries, American River Parkway, Delta, and other CVP water users. The EA should also analyze the effect of existing, cumulative diversions to determine whether there is additional capability to divert more water.

Response

The EA presents information about potential environmental consequences to water resources on pages 10 through 11 and states, based on the simulated American River flow below Nimbus Dam in the preferred alternative of the 2016 Coordinated Long-Term Operation of the Central Valley Project and State Water Project (LTO) Environmental Impact Statement (EIS) and associated Record of Decision (ROD), the transferred amount would be less than 0.4, 0.6, 1.1, 1.9, and 2.9 percent of the flow in December through February in wet, above normal, below normal, dry, and critical years, using the Sacramento Valley Index. The Proposed Action would not have adverse effects on operation of Folsom Reservoir because of: (1) the above-mentioned low percentages of the proposed transfer amount compared to Folsom Reservoir releases, and (2) the commitment in the Proposed Action for the City and SMUD to closely coordinate with Reclamation to determine the actual quantity, timing, and pattern of transfer to minimize potential adverse effects on Reclamation's operation of Folsom Reservoir.

Page 3 of the EA states that the Proposed Action is to approve a short-term, 3-year water transfer of up to 6,000 AFA of SMUD's CVP supply under its current interim renewal contract (and subsequent CVP contracts with Reclamation) to the City (also a CVP American River Division contractor). This in-basin CVP to CVP water transfer is pursuant to Section 3405(a) of the CVPIA and Article 9 of SMUD's CVP Contract (Sales, Transfers, Exchanges).

Page 4 of the EA states that the delivery of the transferred CVP water would be through the City's existing intake and conveyance at Folsom Dam, which are the same facilities the City uses currently for diverting its own CVP contract water. There would be no new facilities required for diverting and conveying the transferred CVP water.

Federally Listed Steelhead

The SARA comment letter raised the following issue concerning steelhead: Table 3-1 in the EA lists federal-status species that may occur in the Proposed Action Area. The list did not include steelhead, which is a federally listed species present in the American River.

Response

Central Valley Steelhead, Central Valley Spring-run Chinook salmon, Sacramento River Winter-run Chinook Salmon, Central Valley fall/late fall-run Chinook salmon and Green Sturgeon were inadvertently left off Table 3-1 "Federal Status Species Potentially Found in the Proposed Action Area" on page 12 of the EA. Table 3-1 on page 12 of the EA has been revised to include the following:

Common Name	Scientific Name	Status	Effects	Potential for Occurrence in the Action Area
Central Valley Steelhead distinct population segment	Oncorhynchus mykiss	T	No Effect	**Absent.** This DPS spawns, rears, and migrates in the Lower American River downstream of Nimbus Dam and critical habitat is designated in the Lower American River from its confluence with the Sacramento River upstream to Nimbus Dam.
Central Valley Spring-run Chinook salmon evolutionarily significant unit	Oncorhynchus tshawytscha	T	No Effect	**Absent.** This ESU occasionally rears in the Lower American River downstream of Nimbus Dam and critical habitat is designated in the Lower American River from its confluence with the Sacramento River upstream to the Watt Avenue bridge.
Sacramento River Winter-run Chinook salmon evolutionarily significant unit	Oncorhynchus tshawytscha	E	No Effect	**Absent.** This ESU occasionally rears in the Lower American River downstream of Nimbus Dam but no critical habitat is designated in the Lower American River.
Central Valley fall- / late fall-run Chinook salmon evolutionarily significant unit	Oncorhynchus tshawytscha	Unlisted species of concern	No Effect	**Absent.** This ESU spawns, rears, and migrates in the Lower American River downstream of Nimbus Dam and the Lower American River from its confluence with the Sacramento River upstream to Nimbus Dam is designated as essential fish habitat for Chinook salmon under the Magnuson-Stevens Fishery Conservation and Management Act.
Green Sturgeon Southern distinct population segment	Acipenser medirostris	T	No Effect	**Absent.** This DPS has not been observed in the Lower American River but critical habitat is designated in the Lower American River from its confluence with the Sacramento River upstream to the Highway 160 bridge.

The addition of these fish species to Table 3-1 does not change the environmental consequences analysis contained in Section 3.3 “Biological Resources” on page 15 of the EA, as the Proposed Action would be consistent with requirements described in the 2008 U.S. Fish and Wildlife Service (USFWS) Formal Endangered Species Act Consultation on the Proposed Coordinated Operations of the Central Valley Project and State Water Project (2008 USFWS BO), the National Marine Fisheries Service (NMFS) 2009 Biological Opinion and Conference Opinion on the Long-Term Operations of the Central Valley Project and State Water Project (2009 NMFS BO) and the 2016 LTO EIS and associated ROD.

Temperature and Flow Effects

SARA stated in their comment letter that increased winter diversions would result in reduced reservoir storage, decreased downstream flows during the year, and depletion of the cold-water pool. The EA should analyze the temperature and flow effects on steelhead and salmon throughout the year.

Response

Page 11 of the EA states that the Proposed Action would have no impact on the cold-water pool and temperature management in the lower American River because the proposed transfer period in December through February would be after the temperature management period.

Page 10 of the EA states that, Under the Proposed Action, the transfer would be executed during December through February when seasonal high inflows to Folsom Reservoir occur in the American River. The actual amount transferred each year would be subject to the annual request by the City to SMUD, and Reclamation’s approval of SMUD’s subsequent request to schedule the transfer. Reclamation would consider the request following announcement of SMUD’s CVP water allocation. Based on the available hydrologic forecast, the City and SMUD would coordinate closely with Reclamation to determine the timing and pattern for diverting transferred water supply in the December through February period to avoid any adverse impacts to Reclamation’s operation of Folsom Reservoir.

In addition, page 10 of the EA states that changes in Folsom Reservoir releases, with transferring up to 6,000 AFA in the 3-month period, would be minimal compared to the total flows through Lake Natoma in December through February (i.e., 825,000 acre-feet on average, based on the 1988 – 2018 period of record [California Department of Water Resources 2018]).

Page 15 of the EA provides information on the potential environmental consequences to fisheries as a result of the Proposed Action.

Diversion Limitations and Water Year-Type Analysis

Per the SARA comment letter, the proposed transfer would allow groundwater withdrawals in all water year types. The EA should specify the conditions when river diversions should not be allowed and evaluate the impacts in each water year type.

Response

Page 2 of the EA states that the City will use the transferred water in its existing and approved ASR program for conjunctive use purposes in its service area, shown in Exhibit A of the City's existing CVP contract. The transferred water will augment local groundwater resources, improving overall health of the groundwater basin and City's dry year water supply protection.

Analysis of Winter Diversions

Per the SARA comment letter, the EA should include an analysis of why removing three percent of the winter flow in critical years is not significant.

Response

Page 15 of the EA states that the Proposed Action would be consistent with requirements described in the 2008 USFWS/2009 NMFS BOs and the 2016 LTO EIS and associated ROD. In addition, as stated on page 10 of the EA, under the Proposed Action, the transfer would be executed during December through February when seasonal high inflows to Folsom Reservoir occur in the American River. Based on the available hydrologic forecast, the City and SMUD would coordinate closely with Reclamation to determine the timing and pattern for diverting transferred water supply in the December through February period to avoid any adverse impacts to Reclamation's operation of Folsom Reservoir. Page 15 of the EA states that operations associated with the Proposed Action would be within the historic limits covered by the consultations for the Programmatic EIS for the CVPIA. However, Section 3405(a)(1)(L) of the CVPIA provides Reclamation an additional opportunity to reject any proposed transfer or exchange action that falls within the general criteria of the Proposed Action if it is anticipated to have a significant environmental impact. In critical years, and any year type, Reclamation may not be able to facilitate a transfer of SMUD's CVP contract water in the quantity or schedule requested.

Findings

Based on the attached EA, Reclamation finds that the Proposed Action is not a major Federal Action that will significantly affect the quality of the human environment and preparation of an EIS is not required.

The EA describes the affected environment and the existing resources in the Proposed Action area and evaluates the effects of the No Action and Proposed Action alternatives on the resources. Reclamation prepared the EA in accordance with the NEPA, Council on Environmental Quality regulations (40 Code of Federal Regulations [CFR] 1500-1508), and

Department of the Interior Regulations (43 CFR Part 46); all are hereby incorporated by reference.

The following provides the reasons why the impacts of the Proposed Action will not be significant:

1. Indian Trust Asset (ITA) - There are no known ITAs or treaty rights exercised by tribes, nor are there any reservations or trust lands located within or adjacent to the Proposed Action area that will be affected. The Proposed Action does not have a potential to affect ITAs (512 Department Manual [DM] 2 Policy Memorandum dated December 15, 1993)

2. Indian Sacred Sites - There are no identified Indian Sacred Sites within the action area and therefore this project will not inhibit use or access to any Indian Sacred Sites (Executive Order [EO] 13007 and 512 DM 3).

3. Environmental Justice - The Proposed Action will not have any disproportionately negative impact on low-income or minority individuals within the Proposed Action area. Conditions under the Proposed Action will be identical to conditions under the No Action Alternative (EO 12898).

4. Public Health and Safety -The Proposed Action will not significantly affect public health and safety (40 CFR 1508.27(b)(2)).

5. Important Natural Resources - The Proposed Action will not significantly impact natural resources and unique geographic characteristics such as historic or cultural resources; parks, recreation and refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands (EO 11990); floodplains (EO 11988); national monuments; migratory birds; and other ecologically significant areas (40 CFR 1508.27(b)(3) and 43 CFR 46.215(b)).

6. Highly Controversial Effects -There is no potential for the effects to be considered highly controversial (40 CFR 1508.27(b)(4)).

7. Uncertain or Unknown Risks - The Proposed Action will not have effects on the human environment that are highly uncertain or involve unique or unknown risks (40 CFR 1508.27(b)(5)).

8. Precedence - The Proposed Action will neither establish a precedent for future actions with significant effects nor represent a decision in principle about a future consideration (40 CFR 1508.27(b)(6)).

9. Cumulative Effects -The Proposed Action will not have significant cumulative impacts (40 CFR 1508.27(b)(7)).

10. Cultural Resources - The Proposed Action will not adversely affect any districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places (40 CFR 1508.27(b)(8). Pursuant to 54 USC §306108, commonly known as Section 106 of the National Historic Preservation Act, and its implementing

regulations 36 CFR Part 800, Reclamation determined the undertaking would have no potential to affect historic properties. A cultural resources compliance memorandum was completed April 26, 2019.

11. Biological Resources - The Proposed Action will not have any adverse effect on species either currently federally listed or proposed for listing as candidate, endangered, or threatened species, and will have no adverse effect on designated critical habitat (40 CFR 1508.27(b) (9)).

12. Compliance with Existing Law - The Proposed Action will not violate Federal, state, local law or requirements imposed for the protection of the environment (40 CFR 1508.27(b)(10)).

13. Facility Operations - Implementation of the Proposed Action does not change hydrology of the water sources within the Proposed Action area. Reclamation is currently operating the overall CVP system to meet all regulatory requirements, downstream water needs, and environmental requirements, and will continue to do so under the Proposed Action.

RECLAMATION

Managing Water in the West

Environmental Assessment

Short-Term Central Valley Project Water Transfer Between Sacramento Municipal Utility District and City of Roseville

EA-19-05

U.S. Department of the Interior
Bureau of Reclamation
Central California Area Office

September 2019

Mission Statements

The Department of the Interior conserves and manages the Nation's natural resources and cultural heritage for the benefit and enjoyment of the American people, provides scientific and other information about natural resources and natural hazards to address societal challenges and create opportunities for the American people, and honors the Nation's trust responsibilities or special commitments to American Indians, Alaska Natives, and affiliated island communities to help them prosper.

The mission of the Bureau of Reclamation is to manage, develop, and protect water and related resources in an environmentally and economically sound manner in the interest of the American public.

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Table

Table 3-1. Federal Status Species Potentially Found in the Proposed Action Area 12

Abbreviations and Acronyms

2008 USFWS BO	2008 U.S. Fish and Wildlife Service Formal Endangered Species Act Consultation on the Proposed Coordinated Operations of the Central Valley Project and State Water Project
2009 NMFS BO	2009 National Marine Fisheries Service Biological Opinion and Conference Opinion on the Long-Term Operations of the Central Valley Project and State Water Project
2016 LTO ROD	2016 Coordinated Long-Term Operation of the Central Valley Project and State Water Project Record of Decision
AFA	acre-feet annually
ASR	Aquifer Storage and Recovery
City	City of Roseville
CVO	Central Valley Operations
CVP	Central Valley Project
CVPIA	P 102-575, Title XXXIV, Central Valley Project Improvement Act
EA	Environmental Assessment
ECOS	Environmental Conservation Online System
EID	El Dorado Irrigation District
EIS	Environmental Impact Statement
FSC	Folsom South Canal
IPaC	Information for Planning and Conservation
LTO	Coordinated Long-term Operation of Central Valley Project and SWP Project
M&I	municipal and industrial
MFP	Middle Fork Project (owned and operated by PCWA)
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service
PCWA	Placer County Water Agency
Reclamation	U.S. Department of the Interior, Bureau of Reclamation
ROC	Reinitiation of consultation under the Endangered Species Act of 1973, as Amended, for the LTO
ROD	Record of Decision
SMUD	Sacramento Municipal Utility District
SWP	State Water Project
USFWS	U.S. Fish and Wildlife Service
WFA	Water Forum Agreement
WSP	Water Shortage Policy

Section 1
Introduction

In conformance with the National Environmental Policy Act of 1969 (NEPA), as amended, the U.S. Department of the Interior, Bureau of Reclamation (Reclamation) has prepared this Environmental Assessment (EA) to evaluate and disclose any potential environmental impacts related to Reclamation's approval of the short-term transfer of up to 6,000 acre-feet annually (AFA) of Central Valley Project (CVP) water supply from Sacramento Municipal Utility District (SMUD) to the City of Roseville (City) occurring between December and February during Contract Years 2019 through 2021 (i.e., March 1, 2019, through February 28, 2022).

1.1 Background

Both SMUD and the City are CVP contractors in the American River Division with previous long-term water supply contracts that expired in 2012 and 2010, respectively, but continued to receive CVP water supply through interim contracts. Reclamation recently renewed those interim contracts with SMUD (No. 14-06-200-5198A-IR4) and the City (No. 14-06-200-3474A-IR5) through February 2021. Water supply conditions of these two contractors and their needs for CVP water are summarized in the *Finding of No Significant Impact and Environmental Assessment for Central Valley Project Interim Renewal Contracts for City of Roseville, Sacramento Municipal Utility District, and Sacramento County Water Agency 2019-2021* (Reclamation 2018).

Reclamation's statutory authority to allow this transfer is Public Law 102-575, Title XXXIV, Central Valley Project Improvement Act (CVPIA), Section 3405(a). CVPIA Section 3405(a)(1) provides for allowable water supply transfers. Subject to review of potential water supply and environmental impacts, this proposed in-basin CVP water transfer satisfies all conditions for transfers in CVPIA Section 3405(a)(1). CVPIA Section 3405(a)(1)(M) clarifies that in-basin transfers among CVP contractors (such as this proposed water supply transfer) would not be limited to the actual use by SMUD.

This transfer is pursuant to Article 9 of SMUD's current CVP contract (Sales, Transfers, or Exchanges of Water). SMUD's CVP contract requires SMUD to obtain written approval from Reclamation's Contracting Officer for the transfer of specified contract quantities.

1.2 Purpose and Need

The purpose of the Proposed Action is for Reclamation to facilitate and approve the proposed water transfer in compliance with applicable laws and regulations, including CVPIA Section 3405(a) for water transfers and Subparagraphs (H) and (I) of Section V of Reclamation's 1993 *Interim Guidelines for Implementation of the Water Transfer Provisions of the Central Valley*

Project Improvement Act (Title XXXIV of PL 102-575), as amended. The transfers allowed in the CVPIA are to increase water-related benefits provided by the CVP and improve CVP operational flexibility.

The City will use the transferred water in its existing and approved Aquifer Storage and Recovery (ASR) program for conjunctive use purposes in its service area, shown in Exhibit A of the City's existing CVP contract. The transferred water will augment local groundwater resources, providing additional water-related beneficial use of CVP water and improving overall health of the groundwater basin. The City is a signatory to the Water Forum Agreement (WFA) which was signed in 2000 by Sacramento area water purveyors, environmental groups, and economic interests to facilitate regional economic growth and protect the lower American River. Under its Purveyor Specific Agreement in the WFA, the City is to use groundwater to provide supplemental water supply during dry years to facilitate its voluntary reductions in diversions from the American River in those years, including CVP water deliveries. As Reclamation is not a signatory to the WFA, it cannot rely on the relief provided by the voluntary reductions in diversions.

Section 2
Alternatives Including the Proposed Action

This EA considers two possible actions: the No Action Alternative and the Proposed Action. The No Action Alternative reflects future conditions over the 3-year period without the Proposed Action and serves as a basis of comparison for determining potential effects to the human environment.

2.1 No Action Alternative

Under the No Action Alternative, Reclamation would not approve the proposed short-term, 3-year CVP water transfer as described in the Proposed Action. Because the alternate means of supporting the ASR program are at the City's discretion, the No Action Alternative assumes, for the purpose of environmental impact assessment, no CVP water transfer between SMUD and the City would occur.

Under the No Action Alternative, Reclamation would operate the CVP, including Folsom Reservoir, in accordance with regulatory and approved operational constraints, analyzed and mitigated in the Coordinated Long-Term Operation of the Central Valley Project and State Water Project (LTO) Environmental Impact Statement (EIS) and associated Record of Decision (ROD) (Reclamation 2016). Reclamation is currently under a reinitiation of consultation (ROC) under the Endangered Species Act of 1973, as Amended, for the LTO and associated NEPA compliance. The resulting ROD from the ROC would become the governing document when completed, superseding the 2016 ROD. Implementation of certain CVPIA water transfers is also covered in the LTO. All American River Division CVP contractors, including the City and SMUD, would divert their CVP contract water supplies at the specified point(s) of delivery specified in their contracts, and the delivery amounts would be subject to Reclamation's CVP Municipal and Industrial (M&I) Water Shortage Policy (WSP). For SMUD, CVP water delivery would be through the Folsom South Canal (FSC) at Nimbus Dam.

During the three years of the proposed CVP water transfer, it is not anticipated that SMUD would use this portion of its CVP water supply. This condition would not preclude the proposed transfer, as further explained in the Proposed Action.

2.2 Proposed Action

The Proposed Action is for Reclamation to approve a short-term, 3-year water transfer of up to 6,000 AFA of SMUD's CVP supply under its current interim renewal contract and subsequent contracts with Reclamation to the City (also a CVP American River Division contractor). SMUD and the City propose this in-basin CVP water transfer pursuant to Section 3405(a) of the CVPIA and Article 9 of SMUD's CVP Contract (Sales, Transfers, Exchanges). CVPIA Section 3405(a)(1)(M) clarifies that in-basin transfers among CVP contractors (such as this proposed

water supply transfer) would not be limited to the actual use by SMUD. This CVP water transfer would comply with all Federal, State, and local laws and regulations, and Tribal laws or requirements imposed for the protection of the environment and Indian Trust Assets.

The proposed CVP water transfer would be implemented in the period of December 1 through the last day of February in CVP Contract Years 2019, 2020, and 2021. Delivery would be made during the period of seasonal high inflow to Folsom Reservoir from December through February to minimize potential impacts to Reclamation's operation of Folsom Reservoir for all authorized purposes. A CVP Contract Year is from March 1 of the current calendar year through the last day of February of the following calendar year. Therefore, the proposed transfer could start as early as in December 2019, if approved, and expire on February 28, 2022. Due to the current interim contract with SMUD expiring in February 2021, the proposed transfer during December through February of Contract Year 2021 (from March 2021 through February 2022) would be subject to the terms and conditions of SMUD's subsequent renewed interim contract or its long-term contract, if available.

The actual amount transferred each year would be subject to the annual request by the City to SMUD, and SMUD would inform Reclamation of that need in a schedule request. Reclamation would consent to the request following announcement of SMUD's CVP water allocation. Based on the available hydrologic forecast, the City and SMUD would coordinate closely with Reclamation to determine the timing and pattern for diverting transferred water supply in the December through February period to avoid any adverse impacts to Reclamation's operation of Folsom Reservoir.

Delivery of the transferred water would be through the City's existing intake and conveyance at Folsom Dam, the same facilities the City uses currently for diverting its own CVP contract delivery. There would be no new facilities required for diverting, conveying, and storing the transferred water.

2.2.1 Action Area

The Action Area consists of Folsom Reservoir the 6.8-mile reach of the American River from Folsom Dam (the diversion location on the American River for the City's CVP water delivery) to Nimbus Dam (the diversion location on the American River for SMUD's CVP water delivery), and the FSC as shown in Figure 2-1. For reference, the City's service area, as depicted in its current interim renewal contract with Reclamation and where the City's ASR program is located, is also shown in the figure for reference.

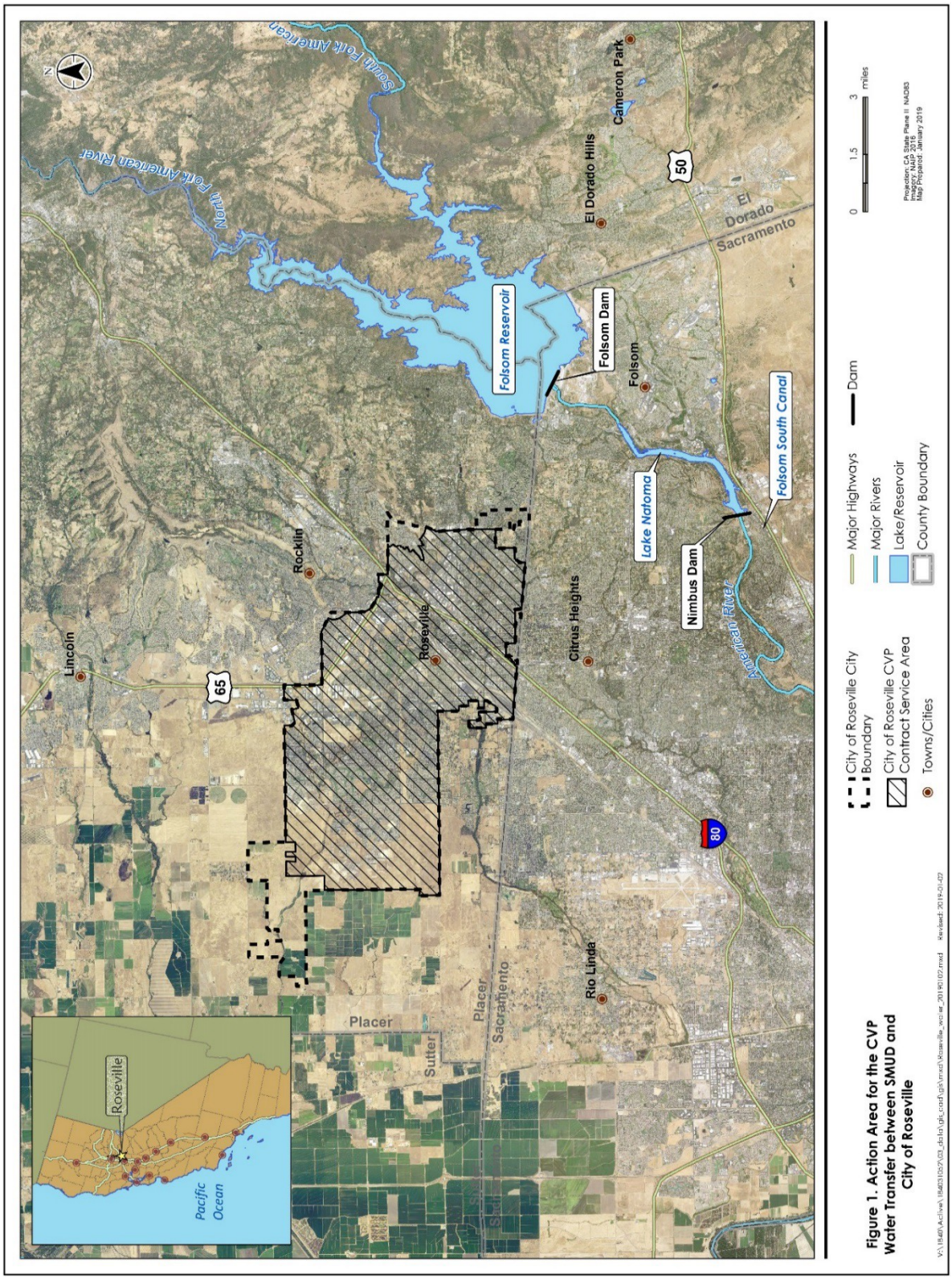

Figure 2-1. Action Area for the CVP Water Transfer Between SMUD and City of Roseville

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Section 3
Affected Environment and Environmental Consequences

This section identifies the potentially affected environment and the environmental consequences that could result from the No Action Alternative and the Proposed Action to determine the potential direct, indirect, and cumulative effects to environmental resources of concern.

3.1 Resources Not Analyzed in Detail

Department of the Interior Regulations, Executive Orders, and Reclamation guidelines require discussion of Indian Trust Assets, Indian Sacred Sites, National Historic Preservation Act Section 106, and Environmental Justice when preparing environmental documentation. Impacts to these resources were considered and found to be minor or absent. Brief explanations supporting the minor or absent impacts are provided below.

3.1.1 Land Use

There would be no land use development or land conversion under either the No Action Alterative or the Proposed Action. Therefore, land use would not change under either of the alternatives.

3.1.2 Cultural Resources

The Proposed Action is the type of activity that does not have the potential to affect historic properties pursuant to 36 CFR § 800.3(a)(1), resulting in no impacts to cultural resources under the No Action or Proposed Action. Reclamation would continue to operate the CVP consistent with all requirements as described in the 2016 LTO ROD and the subsequent ROD from the ROC, and any fluctuations in Folsom Reservoir or Lake Natoma as a result of the Proposed Action would be within historical ranges (see Section 3.2.2). In addition, CVP water would be conveyed through existing facilities to existing users without any new construction or ground disturbances.

3.1.3 Global Climate

Neither the No Action Alternative nor the Proposed Action would affect the global climate. Water would move through existing facilities and using existing pumps. Water delivered to SMUD and the City is predominantly moved via gravity and electric pumps at the FSC (Nimbus Dam) and the conveyance facilities at Folsom Dam, respectively. Recharging water into the underlying groundwater aquifer would use existing electric-powered injection wells. The limited quantity of the proposed water transfer would not result in a substantial increase in greenhouse gas emissions. Consequently, neither the No Action Alternative nor the Proposed Action would have a contributing effect toward global climate change.

Continued changes in global climate are expected to have some effect on the snow pack of the area and the runoff regime. Water made available to CVP contractors is dependent on a number of factors, including but not limited to, hydrologic conditions, and instream flow, and water quality requirements in the CVP/State Water Project (SWP) system. Long-term climate change would not affect the proposed short-term transfers in Contract Years 2019 through 2021.

3.1.4 Indian Sacred Sites

There would be no impacts to Indian Sacred Sites under either the No Action Alternative or the Proposed Action. Reclamation would continue to operate the CVP consistent with all requirements as described in the 2016 LTO ROD and the subsequent ROD from the ROC, and any fluctuations in Folsom Reservoir or Lake Natoma as a result of the Proposed Action would be within historical ranges (see Section 3.1.2). Both alternatives would maintain existing land use practices, would not involve construction or ground disturbance on Indian Sacred Sites, and would not limit access to, and ceremonial use of, Indian Sacred Sites, or significantly adversely affect the physical integrity of such sacred sites.

3.1.5 Socio-Economic Resources

There would be no impacts to socio-economic resources from the No Action Alternative. Allowing a transfer under the Proposed Action would not adversely affect the quality of human environment but would allow for additional groundwater recharge and increased flexibility to meet water demands when the City's surface water supplies become limited during droughts or otherwise restricted conditions.

3.1.6 Environmental Justice

There would be no impacts related to Environmental Justice under either the No Action Alternative or the Proposed Action. The No Action Alternative and the Proposed Action assume that water demands in the City's CVP service area would continue to be met with existing water supplies. Neither alternative would cause dislocation; changes in employment; increase flood, drought, or disease; or disproportionately affect minority populations. Therefore, there would be no Environmental Justice issues associated with either the No Action Alternative or the Proposed Action.

3.1.7 Indian Trust Assets

There would be no impacts to Indian Trust Assets under the No Action Alternative or the Proposed Action. Both alternatives would maintain existing land use practices at existing locations; not involve any construction on lands; or not have impacts to water, hunting, fishing, or ceremonial rights.

3.1.8 Air Quality

Neither the No Action Alternative nor the Proposed Action would result in significant changes to air quality. There would be no new facility required for the proposed transfer; water would move through existing facilities using existing pumps. After being diverted from Folsom Reservoir, transferred water would move via gravity and electric-powered pumps before being injected into the groundwater aquifer using wells. The limited quantity of the proposed water transfer would not result in a substantial increase in emissions. Since no impacts to air quality would occur, a determination of general conformity under the Clean Air Act is not required.

3.2 Water Resources

3.2.1 Affected Environment

The American River Basin in California covers an area of approximately 2,100 square miles and has an average annual unimpaired runoff of 2.7 million acre-feet; however, annual runoff has varied from 900,000 acre-feet to 5,000,000 acre-feet (USACE 2017). The major tributaries in the American River system include the North Fork American River, Middle Fork American River, and South Fork American River, all of which eventually flow into Folsom Reservoir.

The Folsom Dam and Reservoir on the American River is the major facility of the American River Division of the CVP. Reclamation operates Folsom Dam and Reservoir for all authorized purposes, including: flood control, meeting water right and contract obligations, CVP water service contract deliveries, environmental flow requirements and temperature management in the lower American River, and helping to meet Delta water quality standards (Reclamation 2017). At an elevation of 466 feet above mean sea level (National Geodetic Vertical Datum 29), Folsom Reservoir is the largest reservoir on the American River with a normal full-pool storage capacity of approximately 975,000 acre-feet and a drainage area of approximately 1,875 square miles (USACE 2017). Lake Natoma, which is impounded by Nimbus Dam, another facility of the CVP American River Division, is located seven miles downstream from Folsom Dam. Lake Natoma serves as a regulating afterbay for Folsom Dam with a total storage capacity of approximately 8,760 acre-feet, and Nimbus Dam serves a diversion dam for the FSC (Reclamation 2018). From Nimbus Dam, the lower American River extends 23 miles to the confluence with the Sacramento River near downtown Sacramento.

Reclamation holds both direct diversion and storage rights on the American River and uses these rights in combination to deliver water to local users under CVP water service contracts and to meet downstream regulatory requirements and water contract deliveries in and south of the Delta. SMUD and the City are two of eight long-term Water Service Contractors in the American River Division of the CVP, which also includes the City of Folsom, Sacramento County Water Agency, San Juan Water District, Placer County Water Agency (PCWA), El Dorado Irrigation District (EID), and East Bay Municipal Utility District. Reclamation facilities, including Folsom Dam and Reservoir, are also used to deliver non-CVP water to senior water rights holders, and many of these water rights holders take delivery from Folsom Reservoir (Reclamation 2005).

SMUD receives its CVP contract deliveries via the FSC, diverting at Nimbus Dam, and the City receives its CVP contract deliveries and its MFP contract deliveries through the City's intake and conveyance facilities at the Hinkle Wye, diverting at Folsom Dam. Both the City and SMUD service areas are in the CVP Consolidated Place of Use under Reclamation's water right permits.

The City has made major investments in ASR facilities and supporting interties and conveyance infrastructure to facilitate in-lieu groundwater recharge opportunities and emergency groundwater delivery capabilities throughout the City's service area. Under the City's ASR program, treated surface water can be injected into the aquifer during wet times (normal/wet years or during the rainy season) and withdrawn when the City needs additional water supplies. The ASR program uses include augmenting surface water supplies during droughts or "peak-shaving" (i.e., seasonal storage). In 2012, the City certified the *Aquifer Storage and Recovery Program Final Focused Environmental Impact Report* (State Clearing House No. 2009072018)

(Roseville 2012) which evaluated the environmental effects of the ASR program and obtained all permits for the ASR program in 2013. As of 2019, the City has successfully recharged water into the groundwater aquifer using its ASR facilities.

3.2.2 Environmental Consequences

No Action Alternative

Implementation of the No Action Alternative would mean that there would be no transfer of SMUD's CVP contract delivery to the City. The No Action Alternative assumes that water demands in the City's CVP service area would continue to be met with existing water supplies, but without the proposed transfer. The City would continue to use its CVP and MFP water supplies and other transferred water as approved for its ASR program and drought protection. Under the No Action Alternative, Reclamation would continue to operate the CVP, including Folsom Reservoir, consistent with all requirements as described in the 2008 U.S. Fish and Wildlife Service (USFWS) Formal Endangered Species Act Consultation on the Proposed Coordinated Operations of the Central Valley Project and State Water Project (2008 USFWS BO) and the National Marine Fisheries Service (NMFS) 2009 Biological Opinion and Conference Opinion on the Long-Term Operations of the Central Valley Project and State Water Project (2009 NMFS BO) and the 2016 LTO ROD and the subsequent ROD from the ROC.

SMUD has used a portion of its CVP water supply historically and expects to use a portion of its CVP water supply in the future. However, during the three years of the proposed CVP water supply transfer, it is not anticipated that SMUD would use its CVP water supply.

Proposed Action

Implementation of the Proposed Action would mean that up to 6,000 acre-feet of SMUD's CVP contract water would be transferred to the City in CVP Contract Years 2019, 2020, and 2021. The transfer would occur during December through February, and the water would be used in the City's ASR program in its service area to improve groundwater conditions, advance regional conjunctive use practices, and provide additional drought protection for the City.

Under the Proposed Action, the transfer would be executed during December through February when seasonal high inflows to Folsom Reservoir occur in the American River. The actual amount transferred each year would be subject to the annual request by the City to SMUD, and SMUD would inform Reclamation of that need in a schedule request. Reclamation would consent to the request following announcement of SMUD's CVP water allocation. Based on the available hydrologic forecast, the City and SMUD would coordinate closely with Reclamation to determine the timing and pattern for diverting transferred water supply in the December through February period to avoid any adverse impacts to Reclamation's operation of Folsom Reservoir.

Changes in Folsom Reservoir releases, with transferring up to 6,000 acre-feet in the 3-month period, to Lake Natoma would be minimal compared to the total flows through Lake Natoma in December through February (i.e., 825,000 acre-feet on average, based on the 1988 – 2018 period of record [California Department of Water Resources 2018]). Based on the simulated American River flow below Nimbus Dam in the preferred alternative of the 2016 LTO EIS, the transferred amount would be less than 0.4, 0.6, 1.1, 1.9, and 2.9 percent of the flow in December through February in wet, above normal, below normal, dry, and critical years, using the Sacramento

Valley Index. The Proposed Action would not have adverse effects on operation of Folsom Reservoir because of (1) the above-mentioned low percentages of the proposed transfer amount compared to Folsom Reservoir releases, and (2) the commitment in the Proposed Action for the City and SMUD to closely coordinate with Reclamation to determine the actual quantity, timing, and pattern to minimize potential adverse effects on Reclamation's operation of Folsom Reservoir. Similarly, the Proposed Action would have no impact on the cold-water pool and temperature management in the Lower American River because the proposed transfer period in December through February would be after the temperature management period.

The Proposed Action does not include any modification of the operation of facilities upstream of Folsom Reservoir owned and operated by other entities including PCWA, SMUD, EID, Georgetown Division Public Utility, and other individual water right holders. Therefore, it would not result in any changes in facility operations upstream of Folsom Reservoir. Similarly, the Proposed Action does not include any action downstream of Lake Natoma on the American River or the rest of CVP/SWP system. Under the Proposed Action, Reclamation would continue to operate the entire CVP system consistent with all requirements as described in the 2008 USFWS BO/2009 NMFS BO and 2016 LTO ROD. As discussed above, there would be minimal changes in CVP reservoir storage and operations, surface water elevations, and release patterns in the CVP system. Furthermore, the transferred amount would be subject to the same CVP M&I WSP as the No Action Alternative. Therefore, the Proposed Action would not have any effect on water supply allocations or deliveries for other CVP contractors, and no other CVP water users would be affected. The Proposed Action would not result in impacts to water resources.

3.3 Biological Resources

3.3.1 Affected Environment

Official lists of Federally-listed Candidate, Threatened, and Endangered species that may occur in or near the Action Area and were generated on December 7, 2018, by accessing the San Francisco Bay-Delta and Sacramento Fish and Wildlife Office's databases through the Information for Planning and Conservation (IPaC) (USFWS 2018a). The lists represent species that may occur in affected areas of El Dorado, Placer, and Sacramento counties, and were used to determine the effects of the No Action Alternative and the Proposed Action and a summary of the rationale supporting the determinations (Table 3-1). Information obtained from the IPaC reports was refined using habitat information obtained from the USFWS' Environmental Conservation Online System (ECOS) (USFWS 2018b) and species occurrences documented in the California Natural Diversity Database (California Department of Fish and Wildlife 2018).

Special-status species reported on the species lists that have no potential to be present in the Action Area, either due to lack of suitable habitat and/or because the species' range does not include the Action Area, include the: California red-legged frog (*Rana draytonii*), giant garter snake (*Thamnophis gigas*), California tiger salamander (*Ambystoma californiense*), delta smelt (*Hypomesus transpacificus*), El Dorado Bedstraw (*Galium californicu*m ssp. Sierra), Layne's Butterweed (*Senecio layneae*), Pine Hill Ceanothus (*Ceanothus roderickii*), Pine Hill Flannelbush (*Fremontodendron californicum* ssp. Decumbens), Stebbin's Morning-glory (*Calystegia stebbinsii*).

Some special-status species (valley elderberry longhorn beetle [*Desmocerus californicus dimorphus*], conservancy fairy shrimp [*Branchinecta conservation*], vernal pool fairy shrimp [*Branchinecta lynchi*], vernal pool tadpole shrimp [*Lepidurus packardi]*) would have the potential to occur in the Action Area (which includes the City's service area that uses CVP water). However, the proposed action is limited to the use of existing infrastructure and there would be no land use changes. As such, these species would not occur in the existing pipes and pumps that comprise the City's service area.

The remainder of the species listed in Table 3-1 are known or believed to occur in the Action Area

Table 3-1. Federal Status Species Potentially Found in the Proposed Action Area

Common Name	Scientific Name	Status	Effects	Potential for Occurrence in Action Area
Amphibians / Reptiles				
California red-legged frog	*Rana draytonii*	T, X	NE	**Absent.** Designated Critical Habitat is outside the action area.
California tiger salamander	*Ambystoma californiense*	T, X	NE	**Absent.** Designated Critical Habitat is outside the action area.
giant garter snake	*Thamnophis gigas*	T	NE	**Possible.** Habitat consists of rice fields or managed marshes with emergent wetland vegetation for cover and foraging, grassy banks for basking and upland burrows for refuge in inactive season. No Critical Habitat established.
Fishes				
delta smelt	*Hypomesus transpacificus*	T, X	NE	**Absent.** Designated Critical Habitat is outside the action area.
Central Valley Steelhead distinct population segment	*Oncorhynchus mykiss*	T	No Effect	**Absent.** This DPS spawns, rears, and migrates in the Lower American River downstream of Nimbus Dam and critical habitat is designated in the Lower American River from its confluence with the Sacramento River upstream to Nimbus Dam.
Central Valley Spring-run Chinook salmon evolutionarily significant unit	*Oncorhynchus tshawytscha*	T	No Effect	**Absent.** This ESU occasionally rears in the Lower American River downstream of Nimbus Dam and critical habitat is designated in the Lower American River from its confluence with the Sacramento River upstream to the Watt Avenue bridge.
Sacramento River Winter-run Chinook salmon evolutionarily significant unit	*Oncorhynchus tshawytscha*	E	No Effect	**Absent.** This ESU occasionally rears in the Lower American River downstream of Nimbus Dam but no critical habitat is designated in the Lower American River.
Central Valley fall- / late fall-run Chinook salmon evolutionarily significant unit	*Oncorhynchus tshawytscha*	Unlisted species of concern	No Effect	**Absent.** This ESU spawns, rears, and migrates in the Lower American River downstream of Nimbus Dam and the Lower American River from its confluence with the Sacramento River upstream to Nimbus Dam is designated as essential fish habitat for Chinook salmon under the Magnuson-Stevens Fishery Conservation and Management Act.

Common Name	Scientific Name	Status	Effects	Potential for Occurrence in Action Area
Green Sturgeon Southern distinct population segment	*Acipenser medirostris*	T	No Effect	**Absent.** This DPS has not been observed in the Lower American River but critical habitat is designated in the Lower American River from its confluence with the Sacramento River upstream to the Highway 160 bridge.
Insects				
valley elderberry longhorn beetle	*Desmocerus californicus dimorphus*	T, X	NE	**Present.** Habitat consists of riparian habitat only in the vicinity of their host plant, the elderberry.
Crustaceans				
conservancy fairy shrimp	*Branchinecta conservatio*	E, X	NE	**Absent.** Designated Critical Habitat is outside the action area.
vernal pool fairy shrimp	*Branchinecta lynchi*	T, X	NE	**Present.** Habitat consists of vernal pools and occasionally other freshwater aquatic habitats including ditches, road ruts, and other natural and artificial temporary water bodies.
vernal pool tadpole shrimp	*Lepidurus packardi*	E, X	NE	Present. Habitat consists of vernal pools and other freshwater aquatic habitats including ponds, reservoirs, ditches, road ruts, and other natural and artificial temporary water bodies.
Flowering Plants				
El Dorado bedstraw	*Galium californicum ssp. Sierra*	E	NE	**Absent.** Designated Critical Habitat is outside the action area.
Layne's butterweed	*Senecio layneae*	T	NE	**Absent.** Designated Critical Habitat is outside the action area.
pine hill ceanothus	*Ceanothus roderickii*	E	NE	**Absent.** Designated Critical Habitat is outside the action area.
pine hill flannelbush	*Fremontodendron californicum ssp.*	E	NE	**Absent.** Designated Critical Habitat is outside the action area.
Sacramento orcutt grass	*Orcuttia viscida*	E, X	NE	**Present.** Habitat consists of bottoms of vernal pools in eastern Sacramento County. Designated Critical Habitat intersects portions of the action area.
Stebbin's morning-glory	*Calystegia stebbinsii*	E	NE	**Absent.** Designated Critical Habitat is outside the action area.
Birds				
bald eagle	*Coccyzus americanus*	N/A	NE	**Present.** May breed in action area sometime in January 1 to August 31.
California thrasher	*Charadrius alexandrinus nivosus*	BCC	NE	**Present.** May breed in action area sometime in January 1 to July 31.
Clark's grebe	*Strix occidentalis caurina*	BCC	NE	**Present.** May breed in action area sometime in January 1 to December 31.
common yellowthroat	*Charadrius alexandrinus nivosus*	BCC	NE	**Present.** May breed in action area sometime in May 20 to July 31.
Costa's hummingbird	*Strix occidentalis caurina*	BCC	NE	**Present.** May breed in action area sometime in January 15 to June 10.
golden eagle	*Charadrius alexandrinus nivosus*	BCC	NE	**Present.** May breed in action area sometime in January 1 to August 31.

Common Name	Scientific Name	Status	Effects	Potential for Occurrence in Action Area
Lawrence's goldfinch	*Strix occidentalis caurina*	BCC	NE	**Present.** May breed in action area sometime in March 20 to September 20.
Lewis's woodpecker	*Charadrius alexandrinus nivosus*	BCC	NE	**Present.** May breed in action area sometime in April 20 to September 30.
long-billed curlew	*Strix occidentalis caurina*	BCC	NE	**Possible.** Breeds elsewhere.
marbeled godwit	*Charadrius alexandrinus nivosus*	BCC	NE	**Possible.** Breeds elsewhere.
Nuttall's woodpecker	*Strix occidentalis caurina*	BCC	NE	**Present.** May breed in action area sometime in April 1 to July 20.
oak titmouse	*Charadrius alexandrinus nivosus*	BCC	NE	**Present.** May breed in action area sometime in March 15 to July 15.
rufous hummingbird	*Strix occidentalis caurina*	BCC	NE	**Present.** Breeds elsewhere.
song sparrow	*Charadrius alexandrinus nivosus*	BCC	NE	**Present.** May breed in action area sometime in February 20 to September 5.
spotted towhee	*Strix occidentalis caurina*	BCC	NE	**Present.** May breed in action area sometime in April 15 to July 20.
tricolored blackbird	*Charadrius alexandrinus nivosus*	BCC	NE	**Present.** May breed in action area sometime in March 15 to August 10.
wrentit	*Strix occidentalis caurina*	BCC	NE	**Present.** May breed in action area sometime in March 15 to August 10.
Yellow-billed magpie	*Charadrius alexandrinus nivosus*	BCC, X	NE	**Present.** May breed in action area sometime in April 1 to July 31.

Key:
BCC = Bird of Conservation Concern
NE = No Effect
E = Endangered - Listed as being in danger of extinction
N/A = Not Applicable
T = Threatened - Listed as likely to become endangered in the foreseeable future
X = Critical Habitat is designated for this species
XP = Critical Habitat is proposed for this species

3.3.2 Environmental Consequences

No Action Alternative

There would be no new impacts to fish and wildlife, listed species, or Critical Habitat from the No Action Alternative. Under the No Action Alternative, Reclamation would continue to operate the CVP, including Folsom Reservoir, consistent with all requirements as described in the 2008 USFWS BO/2009 NMFS BO and the 2016 LTO ROD and the subsequent ROD from the ROC.

Proposed Action

The Proposed Action would not change Reclamation's CVP water allocation process or practice. The transfer would be a water management action to support existing uses and conditions.

Under the Proposed Action, the transfer would be executed during December through February when seasonal high inflows to Folsom Reservoir occur in the American River. The City would further coordinate closely with CVO to determine the timing and pattern for diverting the transferred water to minimize any impacts to the operation of Folsom Reservoir. The changes in releases, of up to 6,000 AF in the 3-month period, to Lake Natoma would be insignificant compared to the total flows through Lake Natoma in December through February (i.e., 825,000 acre-feet in average); therefore, there would be no new impacts to fish and wildlife as compared to the No Action Alternative. In addition, the transferred water would only be diverted through existing diversions, further limiting the potential for impacts to fish species. The Proposed Action would result in a minor shift in the location of water use; however, it would remain in the American River watershed and in the Place of Use for Reclamation's water right permits. There would be no anticipated impact to fish species or habitat from the Proposed Action and the transfer would be consistent with all requirements in 2008 USFWS BO/2009 NMFS BO and 2016 LTO ROD and the subsequent ROD from the ROC. Likewise, there would be no conditions of the transfer actions that would alter Reclamation's finding of "not likely to adversely affect" terrestrial species, including but not limited to, the giant garter snake, with which the USFWS concurred in the 2008 BO. No change to refuge water supplies would occur from the Proposed Action. In addition, the Proposed Action would have no impact on the cold-water pool and temperature management in the Lower American River because the proposed transfer period from December through February would be after the temperature management period. There would be no effect on operations upstream of Folsom Reservoir or downstream of Lake Natoma. Because this action would occur entirely in the American River Basin, there would be no concerns for species present south of the Delta.

Operations associated with the Proposed Action would be within the historic limits covered by the consultations for the Programmatic Environmental Impact Statement for the CVPIA. However, Section 3405 (a)(1)(L) of the CVPIA provides Reclamation an additional opportunity to reject any proposed transfer or exchange action that falls within the general criteria of the Proposed Action but is anticipated to have a significant environmental impact. In critical years, and any year type, Reclamation may not be able to facilitate a transfer of SMUD's CVP contract water in the quantity or schedule requested.

3.4 Cumulative Impacts

According to the Council on Environmental Quality regulations for implementing the procedural provisions of NEPA, a cumulative impact is defined as the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. Reclamation has reviewed existing or foreseeable projects in the same Action Area that could affect or could be affected by the Proposed Action.

As in the past, hydrological conditions and other factors are likely to result in fluctuating water supplies that would drive requests for CVP water transfers. Water districts would continue to provide water to their customers based on available water supplies and timing, while attempting to minimize costs. Farmers would continue to irrigate and grow crops based on these conditions and factors. A myriad of water service actions would be approved and executed each year to

satisfy water needs. It is likely that over the course of the Proposed Action, water districts would continue to request various water service actions, such as transfers, exchanges, and Warren Act contracts (conveyance of non-CVP water in CVP facilities). Each water service request involving Reclamation would be required to undergo environmental review prior to approval. In addition, the Proposed Action would not involve construction or modification of facilities. Therefore, there would be no cumulative impacts to existing facilities or other contractors.

The Proposed Action and the approval of other similar projects would not hinder or effect the normal operations of the CVP and Reclamation's obligation to deliver water to its contractors or to fish and wildlife habitats. Under the Proposed Action, the transfer would occur during December through February when seasonal high flows occur in the American River Basin. The City would further coordinate closely with CVO to determine the timing and pattern for diverting the transferred water to minimize any impacts to the operation of Folsom Reservoir. As described in detail in Section 3.2, the changes in releases, of up to 6,000 AF in the 3-month period, to Lake Natoma would be insignificant compared to the total flows through Lake Natoma in December through February (i.e., 825,000 acre-feet in average). Similarly, the Proposed Action would have no impact on the cold-water pool and temperature management in the Lower American River because the proposed transfer period from December through February would be after the temperature management period, and the City and SMUD would be committed in the Proposed Action to coordinate closely with Reclamation to determine the quantity, timing, and pattern to minimize any adverse effects on Reclamation's operation of Folsom Reservoir. Therefore, the Proposed Action, when considered cumulatively with all comparable transfer actions, would have no effect on river flows. Likewise, it would not be expected to have an effect on protected species reliant on the maintenance of minimum flows.

There are no known past, present, or reasonably foreseeable actions that would cumulatively result in significant impacts to the human environment when considered in conjunction with the Proposed Action.

Section 4
Consultation and Coordination

In consideration of the lack of significant impacts identified from the Proposed Action, no consultation or coordination with other Federal agencies were performed.

4.1 Public Review Period

Reclamation is providing the public with an opportunity to comment on the EA for a 30-day period starting on June 17, 2019. Reclamation received one comment letter from Save the American River Association for the EA. Reclamation has evaluated the comments carefully and included responses contained in the Finding of No Significant Impact (FONSI).

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Section 5
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Appendix A: Cultural Resources Compliance Memo

CULTURAL RESOURCES COMPLIANCE
Division of Environmental Affairs
Cultural Resources Branch (MP-153)

MP-153 Tracking Number: 19-CCAO-131

Project Name: Short-term Central Valley Project (CVP) Water Transfer Between Sacramento Municipal Utility District (SMUD) and City of Roseville (City)

NEPA Document: EA-19-05

NEPA Contact: Spencer Marshall, Natural Resources Specialist

MP 153 Cultural Resources Reviewer: BranDee Bruce, Architectural Historian

Date: April 26, 2019

Reclamation proposes to approve a short-term, 3-year water transfer of up to 6,000 acre-feet of SMUD's CVP supply under its current interim renewal contract and subsequent contracts with Reclamation to the City. The proposed CVP water transfer would be implemented in the period of December 1 through the last day in February in CVP contract years 2019, 2020, and 2021. Water delivered as part of the proposed undertaking would be from the City's existing intake and conveyance facilities at Folsom Dam, with no proposed construction or modification of facilities needed for delivery of this water.

Reclamation determined the proposed action constitutes a Federal undertaking, as defined at 36 CFR § 800.16(y), that has no potential to cause effects to historic properties pursuant to 36 CFR § 800.3(a)(1). As such, Reclamation has no further obligations under Title 54 U.S.C. § 306108, commonly known as Section 106 of the National Historic Preservation Act (NHPA). I have reviewed the draft EA-19-05 and the proposed action will not have significant impacts on properties listed or eligible for listing in the in the National Register of Historic Places.

This document conveys the completion of the cultural resources review and NHPA Section 106 process for this undertaking. Please retain a copy of this document in the administrative record for the proposed action. Should changes be made to the proposed action, additional NHPA Section 106 review, possibly including consultation with the Tribal Historic Preservation Officer or State Historic Preservation Officer, may be necessary.

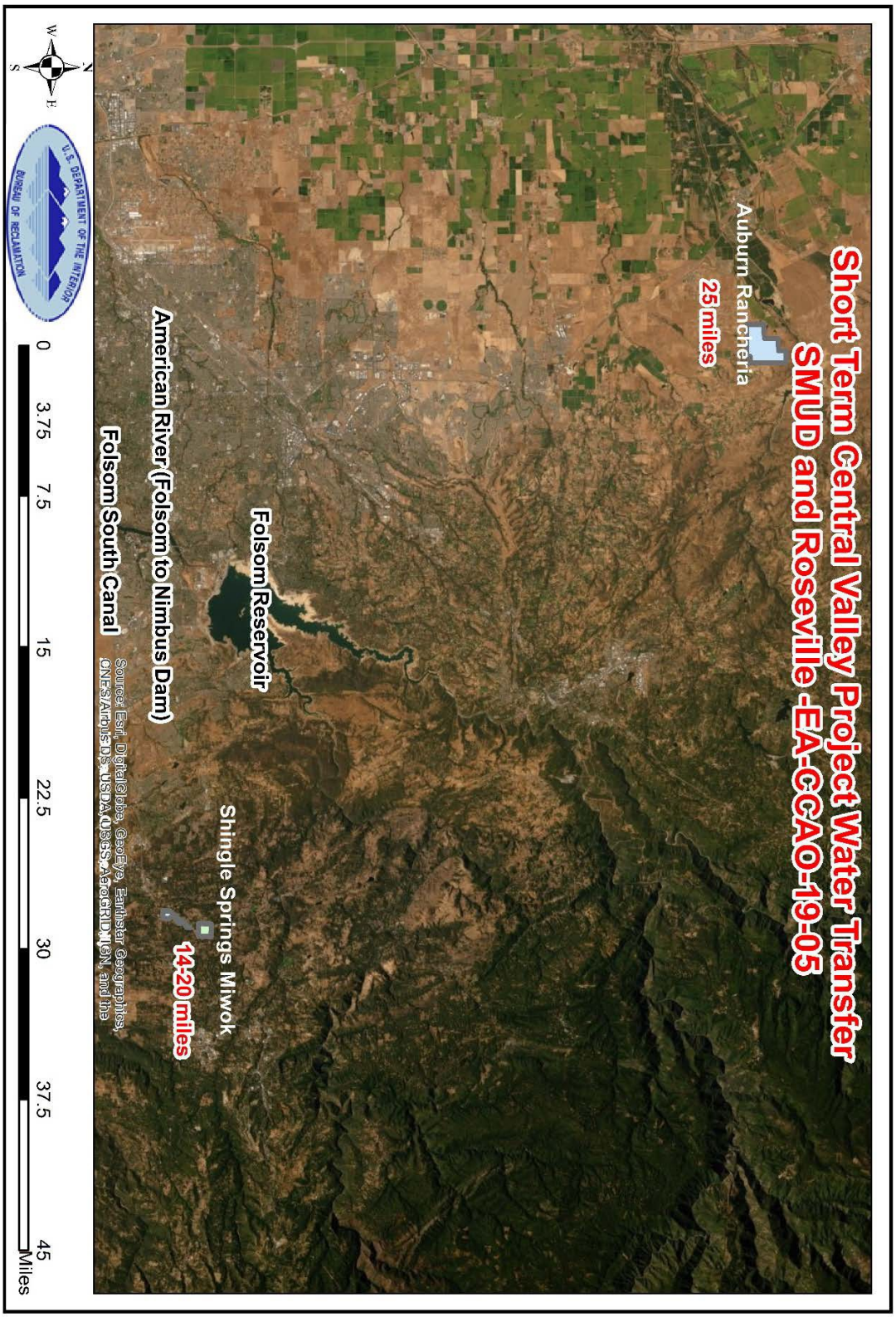
Appendix B: Indian Trust Assets Compliance Memo

ITA Determination: EA

The closest ITA to the proposed Short-Term Central Valley Project Water Transfer Between Sacramento Municipal Utility District and City of Roseville activity is the _Shingle Springs Miwok Rancheria about 14 miles to the east. (See attached image).

Based on the nature of the planned work it does not appear to be in an area that will impact Indian hunting or fishing resources or water rights nor is the proposed activity on actual Indian lands. It is reasonable to assume that the proposed action will not have any impacts on ITAs.

William DeGrush	William DeGrush	8/14/2019
Signature	Printed Name of Approver	Date


Short Term Central Valley Project Water Transfer
SMUD and Roseville -EA-CCAO-19-05
Auburn Rancheria
25 miles
Folsom Reservoir
Shingle Springs Miwok
14-20 miles
American River (Folsom to Nimbus Dam)
Folsom South Canal
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the
U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
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3.75
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30
37.5
45
Miles

COUNCIL COMMUNICATION

CC #: 0341
File #: 0206-03-01

Title:	Community Facilities District No. 3 (Municipal Services) - Annexation 23 (The Ranch at Sierra Vista)
Contact:	Jeannine Thrash 916-774-5473 jthrash@roseville.ca.us Dennis Kauffman 916-774-5313 dkauffman@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 9.1.

RECOMMENDATION TO COUNCIL

It is recommended that the City Council conduct a public hearing and adopt the following resolutions:

- A Resolution of Annexation to Territory to Community Facilities District No. 3 (Municipal Services) Authorizing the Levy of a Special Tax Lien and Submitting Levy to Tax to Qualified Electors
- A Resolution Declaring Results of Special Annexation Election for Community Facilities District No. 3 (Municipal Services) Determining Validity of Prior Proceedings, and Directing Recording of Amended Notice of Special Tax Lien.

BACKGROUND

As a condition of the Development Agreement between the City of Roseville and Baseline P&R, LLC relative to the Sierra Vista Specific Plan, the landowner shall annex into Community Facilities District No. 3 (Municipal Services) (CFD No. 3). The property is being annexed into CFD No. 3 in order to offset the property's impact on the City's General Fund resources available to pay for municipal services citywide, including the annexation area. The intent to annex was approved by Council on September 4, 2019 with Resolution No. 19-383. A Public Hearing was set for October 23, 2019.

FISCAL IMPACT

The annexation into CFD No. 3 helps offset the property's impact on the City's General Fund resources available to pay for municipal services, and therefore will not negatively impact the General Fund.

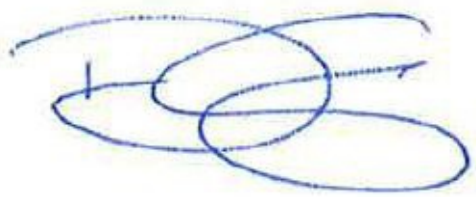
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. Adoption of the resolutions meet the above criteria and are not subject to CEQA. No additional environmental review is required.

Respectfully Submitted,

Jeannine Thrash, Administrative Analyst

Dennis Kauffman, Chief Financial Officer



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Dominick Casey, City Manager

ATTACHMENTS:

Description

Resolution No. 19-442

Resolution No. 19-443

Notice of Public Hearing

Amended Notice of Special Tax Lien

CITY COUNCIL OF THE CITY OF ROSEVILLE

RESOLUTION NO. 19-442

A RESOLUTION OF ANNEXATION OF TERRITORY TO COMMUNITY FACILITIES DISTRICT, AUTHORIZING THE LEVY OF A SPECIAL TAX AND SUBMITTING LEVY OF TAX TO QUALIFIED ELECTORS

CITY OF ROSEVILLE
Community Facilities District No. 3
(Municipal Services)

Annexation No. 23 (The Ranch at Sierra Vista)

WHEREAS, the City Council (the "Council") of the City of Roseville (the "City") on September 4, 2019, adopted Resolution No. 19-383, entitled "A Resolution of Intention to Annex Territory to Community Facilities District and to Authorize the Levy of Special Taxes Therein" (the "Resolution of Intention"), stating its intention to annex territory to the City's Community Facilities District No. 3 (Municipal Services) (the "CFD"), pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (the "Act");

WHEREAS, a copy of the Resolution of Intention, incorporating a description and map of the proposed boundaries of the territory to be annexed to the CFD and stating the services to be provided and the rate and method of apportionment of the special tax to be levied within the territory to be annexed to the CFD, is on file with the City Clerk and the provisions thereof are fully incorporated herein by this reference as if fully set forth herein;

WHEREAS, said annexation boundary map, labeled Annexation Map No. 23 of Community Facilities District No. 3 (Municipal Services) (The Ranch at Sierra Vista), has been recorded with the County Recorder of the County of Placer on September 13, 2019, in Book 3 at Page 41-18 of Maps of Assessment and Community Facilities Districts, which map shows the territory to be annexed to the CFD;

WHEREAS, on the date hereof, this Council held a noticed public hearing as required by the Act and the Resolution of Intention relative to the proposed annexation of territory to the CFD;

WHEREAS, at said hearing all interested persons desiring to be heard on all matters pertaining to the annexation of territory to the CFD and the levy of said special taxes within the area proposed to be annexed were heard and a full and fair hearing was held; and

WHEREAS, prior to the time fixed for said hearing, written protests had not been filed against the proposed annexation of territory to the CFD by (i) 50% of more of the registered voters, or six registered voters, whichever is more, residing in the existing CFD, or (ii) 50% or more of the registered voters, or six registered voters, whichever is more, residing in the territory proposed to be annexed to the CFD, or (iii) owners of one-half or more of the area of land in the territory proposed to be annexed to the CFD.

NOW, THEREFORE, be it resolved by the City Council of the City of Roseville:

1. All prior proceedings taken by this Council with respect to the CFD and the proposed annexation of territory thereto have been duly considered and are hereby determined to be valid and in conformity with the Act, and the CFD has been validly established pursuant to the Act.

2. The description and map of the boundaries of the territory to be annexed to CFD, as described in the aforementioned Annexation Map No. 23 on file with the Clerk are hereby finally approved, are incorporated herein by reference, and shall be included within the boundaries of the CFD, and said territory is hereby ordered annexed to the CFD, subject to voter approval of the levy of the special taxes therein as hereinafter provided.

3. The provisions of the Resolution of Intention as heretofore adopted by this Council are by this reference incorporated herein, as if fully set forth herein.

4. Pursuant to the provisions of the Act, the proposition of the levy of the special tax within the territory to be annexed to the CFD shall be submitted to the voters of the area to be annexed to the CFD at an election called therefor as hereinafter provided.

5. This Council hereby finds that fewer than 12 persons have been registered to vote within the territory proposed to be annexed to the CFD for each of the 90 days preceding the close of the hearing heretofore conducted and concluded by this Council for the purposes of these annexation proceedings. Accordingly, and pursuant to Section 53326 of the Act, this Council finds that for purposes of these proceedings the qualified electors are the landowners within the territory proposed to be annexed to the CFD and that the vote shall be by said landowners, each having one vote for each acre or portion thereof such landowner owns in the territory proposed to be annexed to the CFD.

6. Pursuant to Section 53326 of the Act, the election shall be conducted by mail ballot under Section 4000 of the California Elections Code. This Council hereby determines that paragraphs (a), (b), and (c)(1) of said Section 4000 and Section 4108 of the California Elections Code are applicable to this election, provided however, the City has received written waivers from the owner of all the territory to be annexed and the election may be expedited.

7. The Council hereby calls a special election to consider the measure described in the ballot referred to in paragraph 8 below, which election shall be held on October 23, 2019 at the City of Roseville Civic Center Council Chambers located at 311 Vernon Street, Roseville, California 95678.

8. The City Clerk is hereby appointed as the election official to conduct the election and cause to be provided to each landowner(s) in the territory to be annexed to the CFD, a ballot in the form of Exhibit A hereto, which form is hereby approved.

9. The City Clerk shall accept the ballots of the qualified electors received prior to 6:00 p.m. on October 23, 2019, whether received by mail or by personal delivery.

10. This Council hereby further finds that the provision of Section 53326 of the Act requiring a minimum of 90 days to elapse before said election is for the protection of voters, that the voters have waived such requirement and the date for the election hereinabove specified is established accordingly.

11. Under Section 50075.1 of the Government Code, the following accountability provisions shall apply to the special taxes: (a) the provision and/or acquisition of the services

and the incidental costs thereof, all as defined in the Resolution of Intention, shall constitute the specific single purpose; (b) the proceeds shall be applied only to the specific purposes identified in (a) above; (c) there shall be created special account(s) or funds(s) into which the proceeds shall be deposited; and (d) there shall be caused to be prepared an annual audit and report of the CFD.

* * * * * *

I hereby certify that the foregoing Resolution was duly adopted by the City Council of the City of Roseville, California, at a regularly scheduled meeting thereof, held on the_____day of _____, 2019, by the following vote of the City Council:

AYES: COUNCILMEMBERS
NOES: COUNCILMEMBERS
ABSENT: COUNCILMEMBERS
ABSTAIN: COUNCILMEMBERS

_____
Mayor

ATTEST:

_____
City Clerk of the City of Roseville

EXHIBIT A

CITY OF ROSEVILLE
Community Facilities District No. 3
(Municipal Services)

Annexation No. 23 (The Ranch at Sierra Vista)

OFFICIAL BALLOT
SPECIAL TAX ELECTION

This ballot is for the special landowner election to annex property into City of Roseville Community Facilities District No. 3 (Municipal Service). You must return this ballot to the office of the City Clerk of the City of Roseville **no later than the hour of 6:00 p.m. on October 23, 2019, either by mail or in person**. The Clerk's office is located at 311 Vernon Street, Roseville, CA 95678.

To vote, mark a cross (X) on the voting line after the word "YES" or after the word "NO." All marks otherwise made are forbidden. All distinguishing marks are forbidden and make the ballot void. If you wrongly mark, tear, or deface this ballot, return it to the City Clerk and obtain another.

AN "X" OR OTHER MARK WILL CAST ALL VOTES ASSIGNED TO THIS BALLOT, OR THE VOTER MAY WRITE NUMBERS IN THE SPACES PROVIDED.

The amount of money to be raised annually by the special tax levied in the territory to be annexed is $_____ for Fiscal Year 2019-20 (and subject to escalation annually), the duration of the special tax is perpetual, and the rate of the special tax shall be determined in accordance with the rate, method of apportionment, and manner of collection of special tax for the CFD.

BALLOT MEASURE: Shall the City of Roseville (the "City"), by and for its Community Facilities District No. 3 (Municipal Services) (the "CFD"), be authorized to levy special taxes within the territory annexed to the CFD pursuant to and as described in "A Resolution of Annexation of Territory to Community Facilities District, Authorizing the Levy of a Special Tax and Submitting Levy of Tax to Qualified Electors," adopted by the City Council of the City on October 23, 2019?	**YES:**_____ **NO:**_____

By execution in the space provided below, you also indicate your waiver of (i) the time limit pertaining to the conduct of the election, (ii) any requirement for analysis and arguments with respect to the ballot measure, and (iii) any irregularity in the proceedings that may be claimed as a result of the this vote or the application of such waivers.

Number of Acres:_____

Number of Votes: _____

Property Owner:

_____

By:_____

_____

CITY COUNCIL OF THE CITY OF ROSEVILLE

RESOLUTION NO. 19-443

A RESOLUTION DECLARING RESULTS OF SPECIAL ANNEXATION ELECTION, DETERMINING VALIDITY OF PRIOR PROCEEDINGS, AND DIRECTING RECORDING OF AMENDED NOTICE OF SPECIAL TAX LIEN

CITY OF ROSEVILLE
Community Facilities District No. 3
(Municipal Services)

Annexation No. 23 (The Ranch at Sierra Vista)

WHEREAS, in proceedings heretofore conducted by the City Council (the "Council") of the City of Roseville (the "City") pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (the "Act"), this Council has heretofore adopted a resolution calling a special election of the qualified landowner electors in the territory of land proposed to be annexed to Community Facilities District No. 3 (Municipal Services) (the "CFD");

WHEREAS, pursuant to the terms of the resolution which is hereby incorporated herein by this reference, the special election has been held and the City Clerk has filed a Canvass of Votes Cast in Special Election, a copy of which is attached hereto as Exhibit A; and

WHEREAS, this Council has reviewed the Canvass and hereby approves it;

NOW, THEREFORE, be it resolved by the City Council of the City of Roseville:

1. The issue presented at the special election was the levy of a special tax within the territory annexed to the CFD, to be levied in accordance with the formula heretofore approved by this Council on September 4, 2019, entitled, "A Resolution of Annexation of Territory to Community Facilities District, Authorizing the Levy of a Special Tax and Submitting Levy of Tax to Qualified Electors."

2. Pursuant to the Canvass on file with the City Clerk, the issue presented at the special election was approved by the landowners of the territory annexed to the CFD by more than two-thirds of the landowners voting at the special election.

3. Pursuant to the voter approval, said annexed territory to the CFD is hereby declared to be fully annexed to and part of the CFD and this Council may levy special taxes therein as heretofore provided in these proceedings.

4. It is hereby found that all prior proceedings and actions taken by this Council pursuant to the CFD and the territory annexed thereto were valid and in conformity with the Act.

5. Within 15 days of the date hereof, the City Clerk shall execute and cause to be recorded in the office of the County Recorder of the County of Placer, an amendment to the Notice of Special Tax Lien as required by Section 3117.5 of the California Streets and Highways Code.

* * * * * *

I hereby certify that the foregoing Resolution was duly adopted by the City Council of the City of Roseville, California, at a regularly scheduled meeting thereof, held on the_____day of _____, 2019, by the following vote of the City Council:

AYES: COUNCILMEMBERS
NOES: COUNCILMEMBERS
ABSENT: COUNCILMEMBERS
ABSTAIN: COUNCILMEMBERS

_____
Mayor

ATTEST:

_____
City Clerk of the City of Roseville

EXHIBIT A

CANVASS AND STATEMENT OF RESULT OF ELECTION

CITY OF ROSEVILLE
Community Facilities District No. 3
(Municipal Services)

Annexation No. 23 (The Ranch at Sierra Vista)

I hereby certify that on this date, I canvassed the returns of the election held on October 23, 2019, in the territory annexed to City of Roseville Community Facilities District No. 3 (Municipal Services), which election is designated as the Special Tax Annexation Election, and the total number of ballots cast in the territory to be annexed and the total number of votes cast for and against the measure are as follows and the totals as shown for and against the measure are full, true and correct:

	Qualified Landowner Votes	Votes Cast	YES	NO
City of Roseville Community Facilities District No. 3 (Municipal Services) Annexation No. 23 (The Ranch at Sierra Vista) Special Tax Annexation Election, October 23, 2019	_____	_____	_____	_____

BALLOT MEASURE: Shall the City of Roseville (the "City"), by and for its Community Facilities District No. 3 (Municipal Services) (the "CFD"), be authorized to levy special taxes within the territory annexed to the CFD pursuant to and as described in "A Resolution of Annexation of Territory to Community Facilities District, Authorizing the Levy of a Special Tax and Submitting Levy of Tax to Qualified Electors," adopted by the City Council of the City on October 23, 2019?	**YES:**____ **NO:**_____

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND on October 23, 2019.

By: _____
City Clerk
City of Roseville

NOTICE OF PUBLIC HEARING

CITY OF ROSEVILLE
Community Facilities District No. 3
(Municipal Services)

Annexation No. 23 (The Ranch at Sierra Vista)

Notice is hereby given by the City of Roseville (the "City") with respect to its Community Facilities District No. 3 (Municipal Services) (the "CFD") that on September 4, 2019, the City Council of the City, as the legislative body for the CFD, adopted its Resolution No. 19-383, "A Resolution of Intention to Annex Territory to Community Facilities District and to Authorize the Levy of Special Taxes Therein" (the "Resolution of Intention"). Reference is hereby made to the Resolution of Intention, on file with the City Clerk of the City for further particulars. The following is a summary of the provisions of the Resolution of Intention.

Pursuant to the Resolution of Intention, the Council determined that the public convenience and necessity require that certain territory, as more particularly described in the Resolution of Intention, be annexed to the existing CFD, all as provided in the Mello-Roos Community Facilities Act of 1982, as amended (Sections 53311 et seq., California Government Code (the "Act'). The Resolution of Intention provides that the special taxes heretofore caused to be levied in the CFD for financing the services provided through the CFD shall be levied in the territory proposed to be annexed, subject to public hearing and landowner election proceedings as specified in the Act.

Notice is further given that Wednesday, October 23, 2019 at 6:00 p.m. or as soon as possible thereafter, at the City of Roseville Civic Center Council Chambers located at 311 Vernon Street, Roseville, California 95678, are the time and place when and where the Council of the City as the legislative body for the CFD, will conduct a public hearing on the annexation of the territory described in the Resolution of Intention to the CFD and finally consider and determine whether the public convenience and necessity require the annexation of said territory to the CFD and the levy of special taxes therein.

Notice is further given that at the hearing, the testimony of all interested persons for and against the annexation of said territory to the CFD or the levying of special taxes within the territory proposed to be annexed will be heard.

Dated: _____, 2019

/s/ Sonia Orozco
Sonia Orozco, City Clerk
City of Roseville

RECORDING REQUESTED BY AND
AFTER RECORDATION PLEASE RETURN TO:

City Clerk Department
City of Roseville
311 Vernon Street
Roseville, CA 95678
Telephone: (916) 774-5263

SPACE ABOVE THIS LINE FOR RECORDER'S USE

AMENDMENT TO NOTICE OF SPECIAL TAX LIEN

CITY OF ROSEVILLE
COMMUNITY FACILITIES DISTRICT NO. 3 (MUNICIPAL SERVICES)
COUNTY OF PLACER, STATE OF CALIFORNIA

Annexation No. 23 (The Ranch at Sierra Vista)

Pursuant to the requirements of Section 3117.5 of the Streets and Highways Code of California and the Mello-Roos Community Facilities Act of 1982, as amended, section 53311, et. seq., of the California Government Code (the "Act"), the undersigned City Clerk of the City of Roseville (the "City"), County of Placer, State of California, hereby gives notice that a lien to secure payment of a special tax which the City is authorized to levy for Community Facilities District No. 3 (Municipal Services) (the "CFD"), County of Placer, State of California, is hereby imposed on the property described herein. The special tax secured by this lien is authorized to be levied for the purpose of paying the costs of public services in and according to the rate and method of apportionment set forth in that certain Notice of Special Tax Lien heretofore recorded in the Office of the County Recorder of the County of Placer, State of California on October 22, 2004, as Document No. 2004-0140669, to which recorded Notice of Special Tax Lien and amendment thereto reference is hereby made and the provisions of which are hereby incorporated by this reference.

This Amended Notice of Special Tax Lien amends the Notice of Special Tax Lien to add to the territory of Community Facilities District No. 3 (Municipal Services) of the City Roseville the lands set forth in that certain "Annexation Map No. 23" to Community Facilities District No. 3 (Municipal Services), County of Placer, State of California," heretofore recorded on September 13, 2019 at Book 3 Maps of Assessment and Community Facilities Districts at Page 41-18 in the office of the County Recorder of the County of Placer, State of California.

Pursuant to the requirements of Section 3114.5 of the Streets and Highways Code and Section 53324 of the Government Code, the undersigned, City Clerk of the City of Roseville, hereby gives notice that a lien to secure payment of a special tax which the City Council of the City of Roseville, County of Placer, State of California is authorized to levy is hereby imposed. The special tax secured by this lien is authorized to be levied for the purpose of paying for public services as described in **Exhibit A** attached hereto, and the incidental expenses related thereto.

The assessor's tax parcel(s) numbers of all parcels or any portion thereof which have been annexed to Community Facilities District No. 3 (Municipal Services), as shown in the Annexation Map referred to above, are thus included in this Amended Notice of Special Tax Lien, together with the name(s) of the

owner(s) thereof, as they appear on the latest secured assessment roll as of the date of recording hereof or as are otherwise known to the City are as set forth in **Exhibit C** attached hereto and hereby made a part hereof.

The special tax is authorized to be levied against the parcel(s) described in **Exhibit C** attached hereto, which parcel(s) has been annexed into Community Facilities District No. 3 (Municipal Services), City of Roseville, County of Placer, State of California, which has been officially formed and the lien of the special tax is a continuing lien which shall secure each annual levy of the special tax and which shall continue in force and effect unless the special tax obligation is canceled in accordance with law or the special tax ceases to be levied and a notice of cessation of special tax is recorded in accordance with Section 53330.5 of the Government Code.

The amended rate, method of apportionment and the manner of collection of the authorized special tax is shown on **Exhibit B** attached hereto. The rate, method of apportionment, and the manner of collection of the authorized special tax does not contain conditions under which the obligation to pay the special tax may be prepaid and permanently satisfied.

Notice is further given that upon the recording of this notice in the office of the county recorder, the obligation to pay the special tax levy shall become a lien upon all nonexempt real property within the Community Facilities District No. 3 (Municipal Services), City of Roseville, in accordance with Section 3115.5 of the Streets and Highways Code.

For further information concerning the current and estimated future tax liability of owners or purchasers of real property subject to this special tax lien, interested persons should contact the City Administrator of the City of Roseville, 311 Vernon Street, Roseville, CA 95678, telephone number (916) 774-5319.

Dated: As of _____, 2019

By: _____
City Clerk
City of Roseville

EXHIBIT A – List of Authorized Services
EXHIBIT B – Amended Rate and Method of Apportionment
EXHIBIT C – Property Owner(s) and Parcel Number(s)

EXHIBIT A

CITY OF ROSEVILLE
COMMUNITY FACILITIES DISTRICT NO. 3
(MUNICIPAL SERVICES)

LIST OF AUTHORIZED SERVICES

The Community Facilities District No. 3 (Municipal Services) (the "CFD") shall include the City services authorized under Section 53313 of the Community Facilities Act of 1982, Chapter 2.5 of Division 2 of Title 5 of the California Government Code, commencing with Section 53311 (the "Act"), which include the following services, to the extent that such services are in addition to those provided in the territory of the CFD before the CFD was created (or, as to territory which may be annexed to the CFD, before such territory was annexed to the CFD.) In accordance with Section 53313 of the Act, the additional services may not supplant services already available within the territory when the district was created.

(a) Police protection services, including, but not limited to, criminal justice services. However, criminal justice services are limited to providing services for jails, detention facilities, and juvenile halls.
(b) Fire protection and suppression services, and ambulance and paramedic services.
(c) Recreation program services, library services, maintenance services for elementary and secondary school sites and structures, and the operation and maintenance of museums and cultural facilities, subject to the limitations contained in Section 53313 of the Act.
(d) Maintenance of parks, parkways, and open space.
(e) Flood and storm protection services, including, but not limited to, the operation and maintenance of storm drainage systems, and sandstorm protection systems.
(f) Services with respect to removal or remedial action for the cleanup of any hazardous substance released or threatened to be released into the environment, subject to the limitations contained in Section 53313 of the Act.

EXHIBIT B

CITY OF ROSEVILLE
COMMUNITY FACILITIES DISTRICT NO. 3
(MUNICIPAL SERVICES)

RATE AND METHOD OF APPORTIONMENT OF SPECIAL TAX

A Special Tax applicable to each Assessor's Parcel in Community Facilities District No. 3 (Municipal Services) [herein "CFD No. 3"] shall be levied and collected according to the tax liability determined by the City Council, acting in its capacity as the legislative body of CFD No. 3, through the application of the appropriate Special Tax rate, as described below. All of the property in CFD No. 3, unless exempted by law or by the provisions of Section E below, shall be taxed for the purposes, to the extent, and in the manner herein provided.

A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Acreage" or **"Acre"** means the land area making up an Assessor's Parcel as shown on an Assessor's Parcel Map, or if the land area is not shown on an Assessor's Parcel Map, the land area shown on the applicable final subdivision map or other parcel map recorded at the County Recorder's Office.

"Administrative Expenses" means the costs incurred by the City to determine, levy and collect the Special Tax, including salaries of City employees and fees of consultants and the costs of collecting installments of the Special Taxes upon the general tax rolls; preparation of required reports, and any other costs required to administer the CFD as determined by the Finance Director.

"Administrator" means the person or firm designated by the City to administer the Special Taxes according to this Rate and Method of Apportionment of Special Tax.

"Affordable Housing Director" means, at any point in time, the person within the City who services as head of the department that is in charge of the City's affordable housing program.

"Affordable Unit" means a Unit built on a Parcel for which an Affordable Purchase Development Agreement or similar agreement has been recorded on title of the property designating the Unit as affordable (as determined by the City) and resulting in a deed of trust on the Parcel in favor of the City. The City's Affordable Housing Director shall determine which Units are designated as Affordable Units and maintain an Affordable Unit Listing which shall contain all designated buildable parcels by tract and lot number. The Affordable Unit Listing shall also be updated to reflect those Units no longer qualifying as Affordable Units, also known as Market Rate Units. The Affordable Unit Listing, which shall contain all qualifying Affordable Units as of April 30,

shall be made available to the Administrator by July 1 of each year for purposes of determining the Maximum Special Tax for Parcels pursuant to Section C.

"Affordable Unit Assignment" means a reduction in the Maximum Special Tax for a Parcel due to the assignment of an Affordable Unit(s) to the Parcel.

"Annual Tax Escalation Factor" means an annual increase in the Maximum Special Tax following the Base Year in an amount equal to the lesser of: (i) the combined percentage increase, if any, in the City of Roseville General Fund Operating Budget for police and fire services, or (ii) four percent (4%).

"Assessor's Parcel" or **"Parcel"** means a lot or parcel shown in an Assessor's Parcel Map with an assigned Assessor's Parcel number.

"Assessor's Parcel Map" means an official map of the County Assessor designating parcels by Assessor's Parcel number.

"Authorized Services" means the public services authorized to be funded by CFD No. 3 as set forth in the documents adopted by the City Council when the CFD was formed.

"Base Year" means Fiscal Year 2009-10.

"City" means the City of Roseville.

"City Council" means the City Council of the City of Roseville, acting as the legislative body of CFD No. 3.

"County" means the County of Placer.

"Developed Property" means, in any Fiscal Year, both of the following:

- For Condominium Conversion Parcels, all individual Units for which an escrow has closed prior to June 30 of the preceding Fiscal Year; and
- All other Parcels of Taxable Property within the CFD for which a use permit or building permit for new construction of a residential or non-residential structure was issued prior to June 30 of the preceding Fiscal Year.

"**Finance Director**" means the Finance Director for the City of Roseville or his or her designee or successor.

"**Fiscal Year**" means the period starting on July 1 and ending on the following June 30.

"Land Use Designation" means the land use designated to be built on a particular Parcel based on reference to an adopted community plan or specific plan or, to the extent that such a plan has not been approved for a Parcel, to the City's general plan.

"Market Rate Unit" means a Unit that is not an Affordable Unit.

"Multi-Family Property" means, in any Fiscal Year, all Parcels in CFD No. 3 for which a building permit was issued or may be issued for construction of a residential structure with multiple units that share common walls, all of which are offered for rent to the general public.

"Maximum Special Tax" means the maximum Special Tax determined in accordance with Section C below that can be levied on Taxable Property in any Fiscal Year.

"Public Property" means any property within the boundaries of CFD No. 3 that is owned by the federal government, State of California, County, City, or other public agency.

"Single Family Attached Property" means, in any Fiscal Year, all Parcels in CFD No. 3 for which a building permit was issued for construction of a residential structure consisting of two or more Units that share common walls and are offered as for-sale Units, including such residential structures that meet the statutory definition of a condominium contained in Civil Code Section 1351.

"Single Family Detached Property" means, in any Fiscal Year, all Parcels in CFD No. 3 for which a building permit was issued for construction of a Unit that does not share a common wall with another Unit.

"Special Tax" means any tax levied to pay for Authorized Services.

"Taxable Property" means all Assessor's Parcels within the boundaries of CFD No. 3 which are not exempt from the Special Tax pursuant to law or Section E below.

"Unit" means an individual single-family detached unit or an individual residential unit within a duplex, triplex, fourplex, townhome, condominium, or apartment structure.

"Zoning Designation" means, for a particular Parcel, the designation of zoning for the Parcel based on the zoning map symbols set forth in the City's zoning ordinance or, if the designation is inconsistent with the City's zoning ordinance, as determined by the Administrator.

B. CATEGORIZING PARCELS FOR ANNUAL TAX LEVY

Each Fiscal Year, the Administrator shall identify the current Assessor's Parcel numbers for all Parcels of Developed Property within CFD No. 3. The Administrator shall then identify the Land Use Designation for each Parcel of Developed Property to determine the appropriate Maximum Special Tax pursuant to Section C below. If a Land Use Designation has not been assigned to a Parcel of Developed Property, the Administrator shall determine the Zoning Designation for the Parcel and reference Table 1 below to determine the Maximum Special Tax associated with that Zoning Designation. If the Zoning Designation for the Parcel applies to more than one Land Use Designation as reflected in Table 1, the Administrator shall determine the appropriate Maximum

Special Tax rate for the Parcel by identifying the Maximum Special Tax shown in Table 1 for the land use category that is most similar to the land use that will be built on the Parcel.

For Single Family Attached Property or multi-family property, the number of Units shall be determined by referencing the condominium plan, apartment plan, site plan or other development plan for the property. For Condominium Parcels, the Administrator shall also determine the date of which escrow closed for any Units that were sold to individual buyers in the prior Fiscal Year.

For Parcels with a Land Use Designation of Residential, Mixed Use; Village Center – Medium Density Residential; Village Center – High Density Residential; or Commercial, Mixed Use, the Administrator shall determine whether (i) residential units that have been or will be built on the Parcel will be offered for sale to individual home buyers and (ii) a separate Assessor's Parcel number will be assigned to the airspace parcel associated with each residential unit. Once separate Parcel numbers have been assigned to the residential airspace Parcels, the Administrator shall assign a Maximum Special Tax to the airspace Parcel for each residential unit. In addition, the Administrator shall tax the commercial land uses on the Parcel using the Maximum Special Tax for the appropriate commercial Land Use Designation in Table 1 below. The acreage to be used to calculate the Maximum Special Tax on the commercial uses shall be the full land area of the underlying Assessor's Parcel on which the residential and commercial land uses are located.

Upon recordation of each Final Map creating Single Family Detached Property and/or Single Family Attached Property, the ECS Director is to determine the number of Affordable Units included within the Final Map. When building permits are issued for the Affordable Units designated on each Parcel, the Administrator shall reduce the Maximum Special Tax for each Affordable Unit to fifty percent (50%) of the Maximum Special Tax that applies to the Market Rate Units with the same Zoning Designation. After May 1 of each Fiscal Year, the Administrator shall obtain the Affordable Unit Listing from the Affordable Housing Director to confirm which Parcels qualify for an Affordable Unit Adjustment in the following Fiscal Year.

C. MAXIMUM SPECIAL TAX

All Taxable Property within the CFD shall be subject to a Maximum Special Tax that will be levied each Fiscal Year to pay for Authorized Services. As discussed above, the Administrator shall rely first on the Land Use Designation for a Parcel to determine the appropriate Maximum Special Tax in Table 1 below but, in the absence of an assigned Land Use Designation, the Administrator shall refer to the Zoning Designation and land use to be built on the Parcel. The following Maximum Special Tax rates apply to all Parcels of Developed Property within CFD No. 3:

Table 1 Maximum Special Taxes		
Land Use Designation	**Zoning Designation**	**Maximum Special Tax (Fiscal Year 2009-10) ***
Low Density Residential (LDR)	R1	$342.00 per Unit
Medium Density Residential (MDR)	RS R2	$200.00 per Unit
High Density Residential (HDR)	R3	$100.00 per Unit
Community Commercial	CC	$932.00 per Acre
General Commercial	GC	$932.00 per Acre
Highway Commercial	HC	$932.00 per Acre
Regional Commercial	RC	$932.00 per Acre
Central Business District	CBD	$932.00 per Acre
Business Professional	BP, MP	$801.00 per Acre

* Beginning July 1, 2010 and each July 1 thereafter, the Maximum Special Taxes shown above shall be adjusted by applying the Annual Tax Escalation Factor. The Maximum Special Tax for Affordable Units within a particular Zoning Designation shall be fifty percent (50%) of the amount shown above for that Zoning Designation, as adjusted by the Annual Tax Escalation Factor.

D. METHOD OF LEVY AND COLLECTION OF SPECIAL TAX

Each Fiscal Year, the Administrator shall levy the Maximum Special Tax on each Parcel of Developed Property in CFD No. 3. The Special Tax for CFD No. 3 shall be collected in the same manner and at the same time as ordinary ad valorem property taxes provided, however, that CFD No. 3 may (under the authority of Government Code Section 53340) in any particular case bill the taxes directly to the property owner off the County tax roll, and the Special Tax will be equally subject to foreclosure if delinquent.

E. LIMITATIONS

Notwithstanding any other provision of this Rate and Method of Apportionment of Special Tax, no Special Tax shall be levied on Public Property.

F. INTERPRETATION OF SPECIAL TAX FORMULA

The City reserves the right to make minor administrative and technical changes to this document that does not materially affect the rate and method of apportioning the Special Taxes. In addition, the interpretation and application of any section of this document shall be left to the City's discretion. Interpretations may be made by the City by ordinance or resolution for purposes of clarifying any vagueness or ambiguity in this Rate and Method of Apportionment of Special Tax.

EXHIBIT C

CITY OF ROSEVILLE
COMMUNITY FACILITIES DISTRICT NO. 3
(MUNICIPAL SERVICES)

Annexation No. 23 (The Ranch at Sierra Vista)

Property Owner(s) and Assessor Parcel Number(s)

Assessor's Parcel No.	Name of Property Owner
499-010-014 499-010-018 499-010-032	KV Sierra Vista, LLC
499-010-011 499-010-064 499-010-065 499-010-066 499-010-067 499-010-068 499-010-069	Sierra Vista Communities, LLC

COUNCIL COMMUNICATION

CC #: 0353
File #: 0400-04-13-2 & 0400-02 & 0400-03

Title:	Creekview Specific Plan General Plan and Specific Plan Amendment, Rezone, and Development Agreement Amendment
Contact:	Charity Gold 916-774-5247 cgold@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 9.2.

RECOMMENDATION TO COUNCIL

At the September 12, 2019 Planning Commission hearing, the Planning Commission recommended that the City Council take the following actions:

A. Consider the Addendum to the Creekview Specific Plan EIR;
B. Adopt a resolution approving the amendment to the General Plan text and land use;
C. Adopt a resolution approving the amendment to the Creekview Specific Plan text and land use;
D. Adopt the two (2) findings of fact and introduce the first reading of the ordinance rezoning the property; and
E. Consider the five (5) findings of fact and introduce for first reading an ordinance approving the First Amendment to the Creekview Specific Plan Development Agreement.

BACKGROUND

This Council Communication provides a summary evaluation of the project and a summary of the September 12, 2019 Planning Commission hearing. More detailed background and evaluation is provided in the Planning Commission staff report, included as Attachment 1.

Background/Project Description

The Creekview Specific Plan (CSP) is located in the northwest portion of the City, south of the Amoruso Specific Plan, north and west of the West Roseville Specific Plan, and east of the Al Johnson Wildlife Area. The project will modify the land uses within the CSP area, resulting in a redistribution of Low Density Residential (LDR), Medium Density Residential (MDR), and High Density Residential (HDR) land uses and a reduction of business professional and commercial uses. No overall change to the residential unit count within the plan area is proposed with this project. Amendments to the text within the CSP and an amendment to the CSP development agreement are proposed with this project.

Summary Evaluation:

The proposed General Plan Amendment, Specific Plan Amendment, and Rezone have been analyzed for consistency with the goals and policies of the General Plan, as discussed on pages 2-11 of the attached Planning Commission staff report. The proposed changes in land use and

zoning are consistent with the City's General Plan, and no conflicts with General Plan goals and policies related to Land Use, Traffic and Circulation, or Utilities have been identified. The proposed Development Agreement Amendment has been analyzed as discussed on pages 11-12 of the attached Planning Commission staff report. The proposed amendment is consistent with the requirements of Zoning Ordinance Section 19.84.040.

Summary of Planning Commission Hearing:

The project was heard by the Planning Commission on September 12, 2019. During the hearing, staff and the applicant's representative presented the legislative items and responded to questions from the Planning Commission related to the proposed reduction in commercial acreage. Staff stated that the City's commercial needs are evaluated holistically and that the northwest quadrant of the City currently has adequate commercial land use to serve the residents in that portion of the City. The applicant added that the proposed commercial acreage is sized to meet the current market demand.

On September 11, 2019, staff received a letter from Brookfield Sunset LLC (Brookfield) regarding concerns that certain modifications to the Development Agreement (DA), which affect timing of the CSP electric substation, could delay development within the Amoruso Ranch Specific Plan (ARSP). Prior to the hearing staff coordinated with the applicant, Brookfield, and Roseville Electric on a resolution that would satisfy all parties. The DAs for both the CSP and the ARSP will be amended to ensure that development within the ARSP is not affected by the amendment to the CSP DA. The proposed CSP amendment includes the modifications discussed at the Planning Commission hearing, and the ARSP DA amendment is currently being processed by staff. A more detailed background of this issue is provided in the Planning Commission Memorandum included as Attachment 2.

The attorney representing the property owner for the ARSP spoke in support of the Development Agreement Amendment modifications. The Planning Commission, by a vote of 4-0, considered the Addendum to the Creekview Specific Plan EIR; and recommended that the City Council approve the General Plan Amendment (Exhibit B), Specific Plan Amendment Text and Land Use (Exhibits C and D), Rezone (Exhibit E), and Development Agreement Amendment (Exhibit F).

Public Outreach:

The proposed project was distributed to the various agencies and departments which have requested notice of City applications, and all comments were considered and incorporated into the Conditions of Approval, as appropriate. Notice of the application was also distributed to the Roseville Coalition of Neighborhood Associations and public notices of the Planning Commission hearing and the City Council hearing were distributed to all property owners and residents within 300 feet of the project site. As mentioned above, one comment was received from Brookfield Sunset, LLC prior to the Planning Commission hearing. This letter is discussed in the Planning Commission hearing summary above. No comments were received in response to the City Council hearing notice.

FISCAL IMPACT

A technical report was prepared for the proposed specific plan amendment to evaluate the impact of the proposed project on the CSP Public Facilities Financing Plan (PFFP) (Attachment 3). The memorandum concluded that the funding obligation for the amended CSP would be greater than the funding obligation under the current plan, with the total funding obligation for backbone infrastructure, public facilities (including neighborhood parks, citywide parks, bike trails, and paseos), and development impact fees going from $151.2 million to $209 million.

No modifications are proposed to the CSP funding strategy within the existing PFFP. The City and Developer are working on the formation of a Community Facilities Districts (CFD) to finance a

portion of the backbone infrastructure (Infrastructure CFD), a CFD to fund annual ongoing maintenance of roadways/parks/open space/landscaping/etc. (Maintenance CFD), and annexation of the CSP into the City Municipal Services CFD (CFD No. 3). The three CFDs reduce the overall owner equity needed to construct the CSP and provide the annual funding for City services that are required by the CSP.
The project will have a net neutral cost effect on the City with a net positive fiscal impact.
Economic Development Jobs Created:
The project will create construction jobs during initial development of the site and retail jobs once constructed.

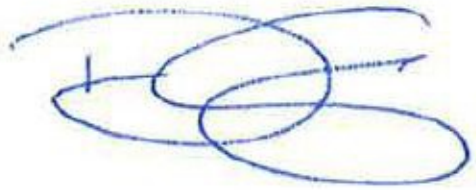
ENVIRONMENTAL REVIEW

As part of the project, an Addendum to the Creekview Specific Plan EIR (SCH# 02008032017) has been prepared consistent with California Environmental Quality Act Section 15164. At the September 12, 2019 Planning Commission hearing, the Planning Commission considered the Addendum to the CSP EIR before making a recommendation to City Council. Based on the environmental analysis of the Addendum, the proposed project does not have the potential to result in any new impact that was not previously disclosed, and will in general result in reduced impacts compared to the previous analyses. The Addendum is included as Exhibit A for consideration by the City Council.

Respectfully Submitted,

Charity Gold, Associate Planner

Mike Isom, Development Services Director



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Dominick Casey, City Manager

ATTACHMENTS:

Description

Attachment 1-PC Staff Report

Attachment 2-PC Memorandum

Attachment 3-PFFP Tech Memo

Exhibit A-CSP EIR Addendum

Resolution No. 19-450

Exhibit B-General Plan Amendment

Resolution No. 19-451

Exhibit C-Specific Plan Amendment Land Use

Exhibit D-Specific Plan Amendment Text

rezone ordinance

Exhibit E-Rezone

DA ordinance

Exhibit F-CSP DAA

Exhibit G-CSP DA Exhibits

CITY OF ROSEVILLE CALIFORNIA

Planning Division Staff Report
Planning Commission Meeting September 12, 2019

Prepared by: Charity Gold, Associate Planner

ITEM 6.2: General Plan Amendment, Specific Plan Amendment, Rezone, Development Agreement Amendment, and Tentative Subdivision Map Modification – 3764 Westbrook Blvd. – Creekview Specific Plan Amendment – PL18-0190

REQUEST

The applicant requests approval of a General Plan Amendment, Specific Plan Amendment, Rezone, Development Agreement Amendment, and Tentative Subdivision Map Modification for: 1) General Plan Amendment and Specific Plan Amendment to change the land use designations as follows: General Commercial (GC) from 15.5 acres to 9.3 acres; eliminate the Community Commercial/Business Professional (CC/BP) zoned lot; Medium Density Residential (MDR) from 66.0 acres to 51.2 acres; High Density Residential (HDR) from 18.7 acres to 17.7 acres; and Low Density Residential (LDR) from 157.3 to 182.7 acres; 2) Specific Plan Amendment to transfer 17 HDR units and 49 MDR units from lots south of the creek to lots north of the creek; 3) Rezone consistent with the land use changes; 4) Development Agreement Amendment to reflect these changes; and 5) Small Lot Tentative Subdivision Map Modification to create 1,133 residential lots.

Applicant – Kris Steward, Phillips Land Law, Inc.
Property Owner –Anthem United Creekview Developments, LP

SUMMARY RECOMMENDATION

The Planning Division recommends that the Planning Commission take the following actions:

A. Consider the Addendum to the Creekview Specific Plan EIR,
B. Recommend the City Council approve the General Plan Text and Land Use Amendments,
C. Recommend the City Council approve the Specific Plan Text and Land Use Amendments,
D. Recommend the City Council adopt the two (2) findings of fact and approve the Rezone,
E. Recommend the City Council approve the Development Agreement Amendment,
F. Adopt the three (3) findings of fact and approve the Tentative Subdivision Map Modification subject to (127) conditions of approval.

SUMMARY OF OUTSTANDING ISSUES

There are no outstanding issues associated with this request. The applicant has reviewed and is in agreement with the recommended conditions of approval.

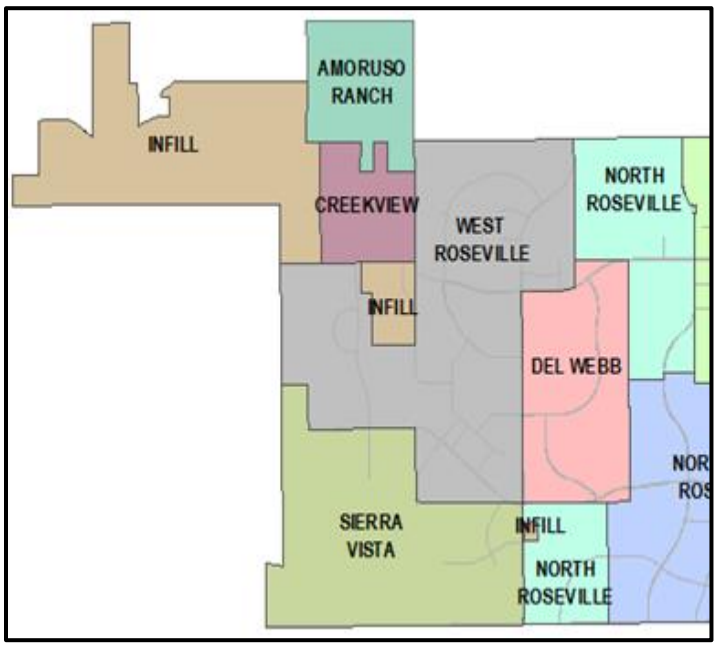
BACKGROUND

The project is located in the northwest portion of the City, south of the Amoruso Specific Plan, north and west of the West Roseville Specific Plan, east of the Al Johnson Wildlife Area, and within the Creekview Specific Plan (CSP) (Figure 1).

The CSP was approved by City Council on September 19, 2012, and established the land use designations and zoning for the specific plan area. With approval of the specific plan a Development Agreement was negotiated between the landowners and the City that set the terms, rules, conditions, regulations, entitlements, responsibilities, and other provisions relating to development of the plan area over a 30 year period.

On February 28, 2013, the Planning Commission approved a Large Lot Tentative Subdivision Map to divide the site into 53 large lots consistent with the adopted land use plan (2007PL-059). On January 28, 2016, the Planning Commission approved a Specific Plan Amendment, Small Lot Tentative Subdivision Map, Design Review for Residential Subdivision (DRRS), and Tree Permit to allow development consistent with the approved large lot map and to transfer residential units between the specific plan large lots (PL14-0522). Minor acreage adjustments to the large lots and unit transfers within those lots were included with these approvals. Although the unit transfer exceeded 20% triggering an amendment to the specific plan, the overall residential unit amount remained at 2,011 as originally approved with the CSP. On April 2, 2018 the Planning Manager approved an extension of the Tentative Subdivision Map, DRRS, and Tree Permit for six (6) years expiring on January 28, 2024.

Figure 1: Project Location



Presently, the applicant is requesting a General Plan, Specific Plan Amendment, and Rezone to modify the land uses in Phase 1 of the Creekview Specific Plan, resulting in a reduction of commercial uses, and a redistribution of LDR, MDR, and HDR units with no overall change to the residential unit count within the plan are, and a Large Lot Tentative Map Modification and Development Agreement Amendment to reflect these changes..

SITE INFORMATION

Location: 3764 Westbrook Boulevard

Total Size: Approximately 501 acres

Topography and Setting: Pleasant Grove Creek and its associated riparian corridor bisects the plan area from east to west. On the north side of the creek the site consists of relatively flat topography, while on the south side of the creek the site consists of gently undulating topography. Overall the site consists of annual grasslands, native oak trees, and wetlands. Properties to the north, east, and south of the site are designated for urban development, while the property to the west of the site is designated as a wildlife area.

EVALUATION GENERAL PLAN AMENDMENT, SPECIFIC PLAN AMENDMENT, AND REZONE

Proposed amendments to the General Plan and Specific Plan are analyzed for consistency with the goals and policies of the plan. For the proposed rezone, Zoning Ordinance Section 19.86.050 specifies that recommendations for approval or denial of a rezone shall include consideration of the proposed amendment's consistency with:

1. **The public interest, health, safety, or welfare of the City, and**

2. **The General Plan and any applicable Specific Plan.**

The project proposes a General Plan Amendment, Specific Plan Amendment, and Rezone to modify the approved land use designations and zoning within the Creekview Specific Plan (CSP), and amendments to the text within the CSP to reflect these changes.

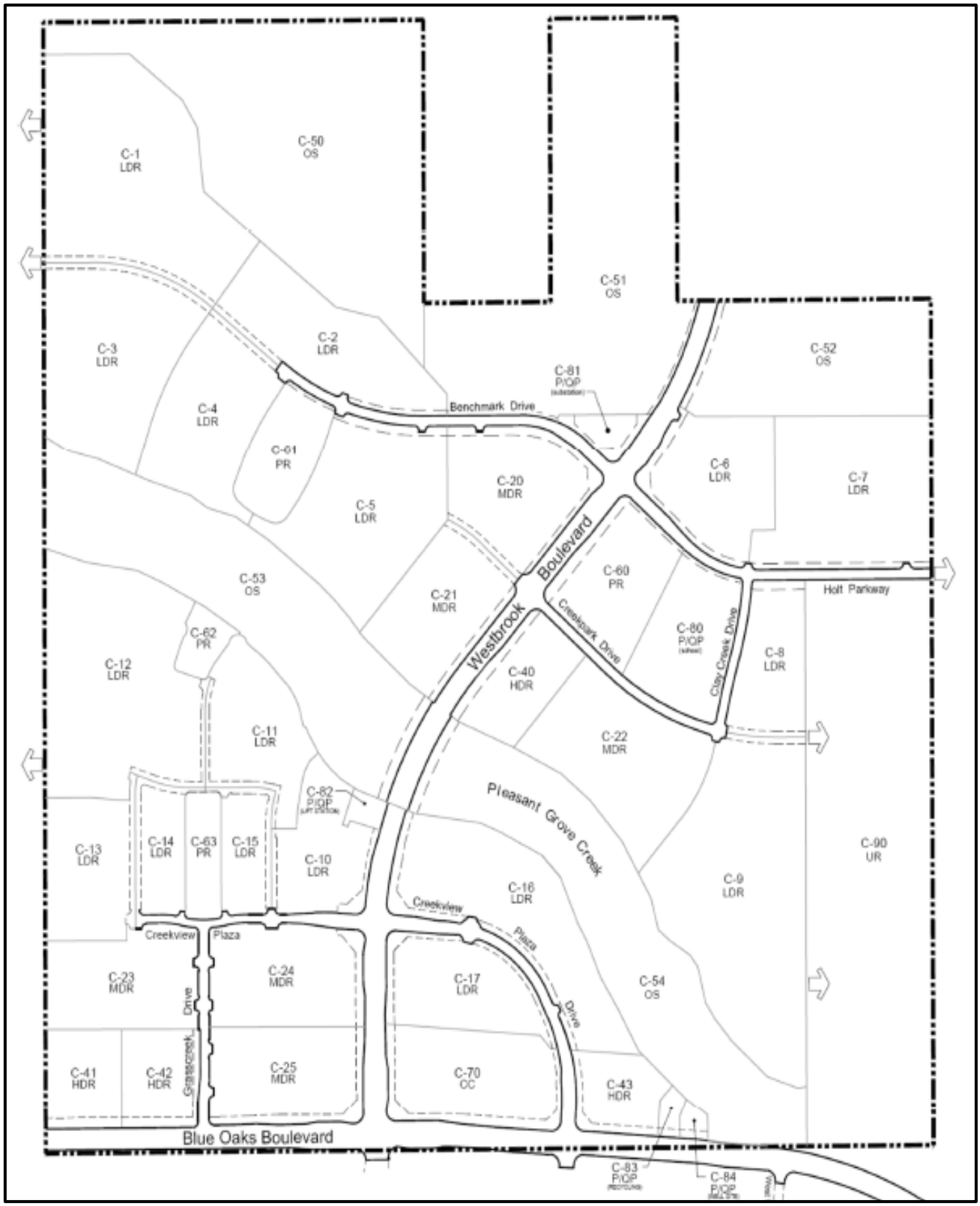
The requested amendments would redistribute the land uses and zoning within the approved boundaries of the Creekview Specific Plan area while the overall dwelling unit allocation will remain at 2,011. Approximately 10.1 acres of Community Commercial and Business Professional land use would be eliminated and replaced by single-family housing. The majority of the land use changes will occur within Phase 1 of the plan area, which encompasses the entire plan area south of Pleasant Grove Creek. Land use changes north of the creek are limited to rezoning to align the zoning with the proposed lot type. All lots designated R1/DS will be rezoned to RS/DS, no other changes to the lots north of the creek are proposed. The proposed land use and zoning changes are detailed in Table 1 and Figure 2, below.

Although the R1/DS lots north of the creek will be rezoned to RS/DS, no other changes to these lots will occur. The size, shape, and location of these lots were approved with the previous tentative map and no modifications to that portion of the map are proposed. The rezoned lots will continue to support single-family homes on conventional lots with lot sizes between 3,600 and 7,500. No changes to the associated large lots are proposed and the density will remain 0.5 to 6.9, as required for LDR lots.

Table 1: Land Use Summary

		Acreage			Dwelling Units		
Land Use Designation		Approved	Proposed	Difference	Approved	Proposed	Difference
Residential Uses							
LDR	Low Density Residential	157.3 ac	182.7 ac	25.4 ac	810 du	951 du	141 du
MDR	Medium Density Residential	66.0 ac	51.2 ac	-14.8 ac	654 du	513 du	-141 du
HDR	High Density Residential	18.7 ac	17.7 ac	-1.0 ac	547 du	547 du	0 du
	Subtotal	242.0 ac	251.6 ac	9.6 ac	2,011 du	2,011 du	0 du
Service & Employment							
CC	General Commercial	15.5 ac	9.2 ac	-6.3 ac			
CC/BP	Community Commercial/ Bus. Prof.	3.8 ac	0.0 ac	-3.8 ac			
	Subtotal	19.3 ac	9.2 ac	-10.1 ac			
Open Space and Public							
OS	Open Space	136.9 ac	136.9 ac	0.0 ac			
PR	Park	16.1 ac	16.3 ac	0.2 ac			
P/QP	Public/Quasi-Public	9.6 ac	9.7 ac	0.1 ac			
UR	Urban Reserve	39.9 ac	39.9 ac	0.0 ac			
ROW	Right of Way	37.5 ac	37.8 ac	0.3 ac			
	Subtotal	240.0 ac	240.5 ac	0.5 ac			
TOTAL		501.3 ac	501.3 ac	0.0 ac	2,011 du	2,011 du	0 du

Figure 2: Proposed Land Use Designations



The proposed project results in the loss of 6.3 acres of Community Commercial and 3.8 acres of Community Commercial/Business Professional land uses, leaving the CSP with a total of 9.2 acres of Community Commercial land uses. At the time the CSP was approved the Community Commercial site was sized to provide commercial services to the northwest section of the City, both in the CSP and the West Roseville Specific Plan. Since the adoption of the CSP, the City has approved the Amoruso Ranch Specific Plan (ARSP) and annexed this approximately 700 acre area. The ARSP includes two Community Commercial parcels, totaling 51 acres, within a 1.5 mile radius of the entire CSP area. The commercial land uses within the ARSP, along with the 9.2 acres commercial parcel in the CSP, will serve the commercial needs of northwest Roseville. Staff can support the reduction of commercial acreage within the CSP, with the inclusion of the commercial acreage in the ARSP.

Land Use Compatibility

The proposed project would reorient the land uses south of Pleasant Grove Creek while leaving the land uses north of the creek unchanged. The low density residential units within the plan area will be increased by moving 141 units from medium density lots to low density lots; however the overall unit count will remain unchanged at 2,011. To accommodate the additional LDR units, additional LDR acreage will be added south of the creek by reducing the commercial acreage from 15.5 to 9.2 and eliminating 3.8 acres of community commercial/business professional land use.

For the most part, the proposed changes consist of minor adjustments to the location of the land uses. On the east side of Westpark Boulevard the changes include replacing; the MDR lots with LDR lots, the CC/BP lot with a HDR lot, and a portion of the CC lot with a LDR lot. This change will result in residential uses being located adjacent to commercial uses. The specific plan design guidelines have been amended to address this interface with the addition of sound attenuating features, landscaping and a paseo.

On the west side of Westbrook Boulevard the park site has been modified from an east/west layout surrounded by MDR land uses to a north/south layout surrounded by LDR uses and Grasscreek Drive has been shifted east to align with the park. The combination of uses on this side of Westbrook Boulevard are considered internally compatible. Furthermore, consistency with the Design Guidelines will limit conflicts between these uses.

To improve access and safety, Roseville Electric has requested that the proposed 60kV overhead electrical transmission line be relocated from the south edge of the Pleasant Grove Creek open space corridor to the northern edge of Blue Oaks Boulevard and the eastern edge of Westbrook Boulevard. This change will place the 60kV line adjacent to the rear yards of the residential lots backing on to the eastern side of Westbrook Boulevard. Where adjacent to residential uses, the transmission line will be located within a 50-foot landscape corridor and separated from the residential rear property boundaries by a 6-foot masonry wall. As currently approved, the line would be located at the rear yards of the residences backing on to the open space corridor, separated by open fencing, with a similar setback. Staff is supportive of this revision as the proposed change would not result in more residences adjacent to the transmission line than would occur with the existing plan.

Non-Residential Conversion

As discussed above, staff can support the elimination of 10.1 acres of commercial designated lands; however, the land use amendments are required to be evaluated against the City's non-residential conversion policies. In 2004, in response to increased requests to rezone industrial properties to residential uses, the City Council adopted guidelines for the conversion of land from non-residential to residential uses. A copy of the guidelines is provided as Attachment 1. As stated in the guidelines, the purpose is to make clear the City's expectations related to the loss of job-generating land uses. The

overarching goal to be applied to land use changes outside of the infill portion of the City is to maintain the City's fiscal balance and prevent the loss of jobs and existing job centers while maintaining a balanced community. The guidelines include evaluating fiscal impacts, noise, park dedication, public services, affordable housing, schools, utilities, and traffic when contemplating residential land use allocations.

Below is summary of the provisions of the Non-Residential Rezone Guidelines, for areas within a Specific Plan:

1. A region-wide employment and land inventory study shall be required of each project that is equal to or greater than 50 acres.
2. Land use changes will not have a negative fiscal impact to the City. Each project shall be modeled individually for citywide impacts utilizing the City's fiscal model.
3. Projects that are 50 acres or greater in size shall maintain employment options and a favorable jobs-housing balance.
4. New housing development shall meet the City's 10% goal consistent with the Housing Element (4% affordable to very low, 4% affordable to low, and 2% affordable to middle income).
5. Projects shall provide a specific public benefit that may be in the form of a community benefit fee.
6. Increases in general fund service demands shall be mitigated by establishment of or annexation into a Community Facilities Mello Roos Assessment District to offset the costs of the project. The assessment may be utilized to offset the cost of the following: public safety; parks and open space maintenance; storm water management; and other costs identified by the City.
7. Parks obligation to include payment of citywide and neighborhood park fees. Active park needs shall be provided by the project. An in-lieu parkland dedication fee may be negotiated in lieu of land based on the project. For each acre of parkland dedication mitigated by an in-lieu fee a corresponding in-lieu fee shall be paid for park improvements. The in-lieu fees shall provide improvements of local benefit.
8. Place emphasis on the dedication of parklands within specific plan areas rather than acceptance of an in-lieu fee for land dedication.
9. Utilities (e.g. water, sewer, electric) shall not be impacted as to conveyance or capacity.
10. School impacts shall be mitigated through new impact agreements executed with the school districts to ensure that the project’s student generation is accommodated.
11. Residential units not utilized within a specific plan area shall be reallocated within that plan area and school district. Otherwise, requests for units shall be considered as additive to the City's existing unit allocation.
12. Encourage higher density residential mixed-use projects with consideration to the relaxing of any one guideline or multiple guidelines to promote and provide incentives for innovative higher density residential mixed use projects.

The total number of residential units proposed within the CSP will remain at 2,011, therefore, many of the issues addressed by the Non-Residential Rezone Guidelines do not apply to the proposed project. Because there is no increase in residential units, staff is not recommending imposing a public benefit fee for the proposed project. A public benefit fee is typically associated with projects that increase the need for City services through the addition of residential units. The CSP will continue to meet the City’s affordable housing goals by ensuring that 10% of the total units are made available as affordable housing. A total of 201 units are allocated for middle, low and very-low income households. The existing provision of park acreage and park fees obligation is sufficient to support the 2,011 units in the plan area. School district boundaries and school impact fees are not affected by the proposed project. The applicant has

prepared a technical memorandum to show that planned utilities are sufficient to accommodate the proposed project, and the City's Environmental Utilities and Electric Departments have reviewed and concurred.

A fiscal impact analysis was prepared for the project to examine the proposed change in land uses (see Attachment 2). The study determined that the amended project will have a greater funding obligation for backbone infrastructure, public facilities, and development fees than the approved project and would result in a net positive fiscal impact on the City. Consistent with the original approvals for the CSP, the proposed project will offset costs to the General Fund by annexing into Community Facilities District #3.

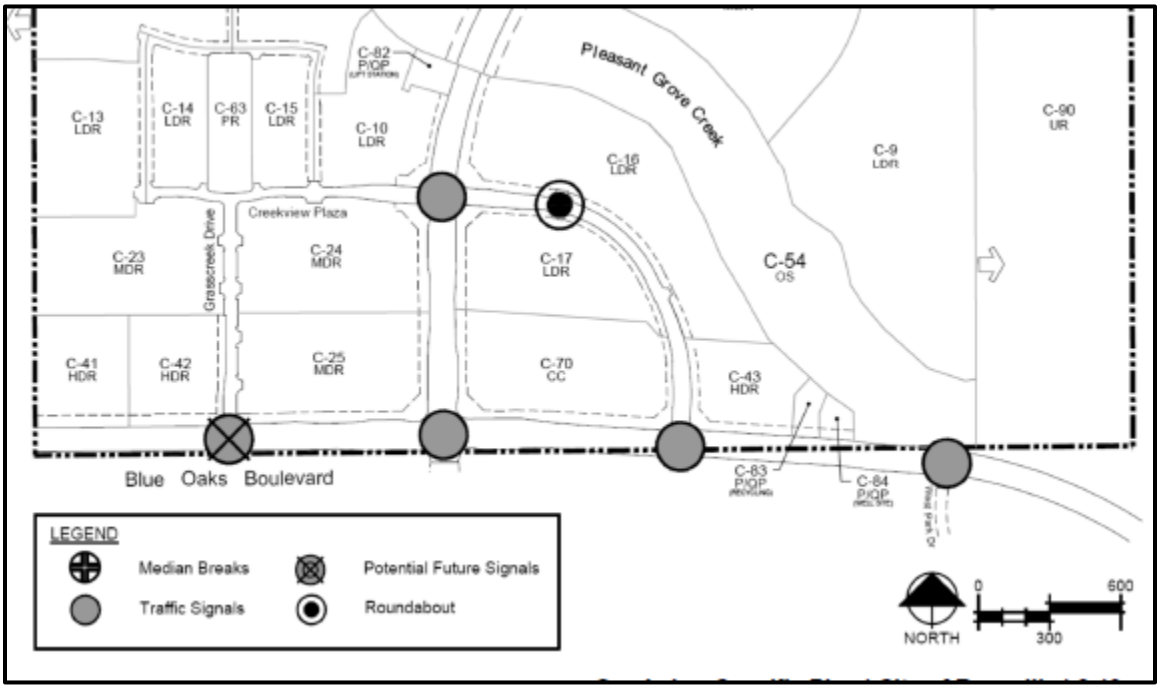
Traffic and Circulation

The proposed amendment to the land use plan would result minor revisions to the roadway network south of Pleasant Grove Creek. These revisions include modification of residential roadways consistent with the map modifications discussed below and an eastward shift of Grasscreek Drive toward Westbrook Boulevard. A Technical Memorandum was prepared for the proposed project by Fehr and Peers (Attachment 3) to compare the proposed changes in land use and circulation to the existing CSP and determine if any additional infrastructure was needed. The memorandum compared the trip generation and vehicle miles traveled (VMT) anticipated from the proposed project to the trip generation anticipated under the current scenario (2016 CSP) and determined that a reduction in trips would occur due to the removal of commercial and business professional land. Additionally, the memorandum determined that VMT would be reduced due the elimination of these uses and the corresponding long trip lengths associated with traveling from central Roseville to office space located within CSP. No additional infrastructure or analysis were warranted.

The memorandum included an evaluation of the intersection of Blue Oaks Boulevard and Grasscreek Drive. The evaluation determined that while the intersection of Blue Oaks Boulevard and Grassceek Drive does not currently warrant a signal, a signal may be warranted in the future if Placer Parkway is extended to Santucci Boulevard. The proposed location of Grasscreek Boulevard is approximately 900 feet west of the Westbrook Boulevard/Blue Oaks Boulevard intersection (Figure 3). Because this spacing does not meet City standards, an exception would need to be granted if a signal were to be warranted at this location. This intersection is identified as a possible location for a future signal in the specific plan and the development agreement. The City will coordinate with the applicant should a signal be needed in the future, presently no signal is required.

The proposed roundabout on Creekview Plaza was also evaluated. This roundabout is located approximately 400 feet east of the Westbrook Boulevard and Creekview Plaza intersection (Figure 3, above). The intersection is expected to carry modest traffic volumes, and is anticipated to operate acceptably as a single-lane roundabout. The final design will be constructed in accordance with City standards.

Figure 3: Grasscreek Drive/Blue Oaks Boulevard Intersection



Noise

The following includes a noise analysis that would typically be included within a project's environmental analyses and therefore not replicated in the staff report; however, this analysis is no longer required as a part of the California Environmental Quality Act (CEQA) as it relates to noise impacts on the project as opposed to noise generated by the project itself. Although, no longer required as part of a CEQA, the City's the General Plan includes policies intended to protect City residents from exposure to excessive noise. Accordingly, the following noise discussion focuses on the project's consistency with the City's General Plan Noise Element.

The City's noise polices require that the noise levels from transportation noise sources at the outdoor activity area of new noise-sensitive land uses not exceed 60 dB L_{dn}/CNEL and that the interior noise level at these uses not exceed 45 dB L_{dn}/CNEL (Table IX-1). For non-transportation noise sources, the noise level measured at the property line of noise-sensitive uses shall not exceed either 50 dB Hourly L_{eq} and/or 70 dB_{max} between the hours of 7 a.m. and 10 p.m., and 45 dB Hourly L_{eq} and/or 65 dB_{max} between the hours of 10 p.m. and 7 a.m (Table IX-3). The proposed project will place the rear yards of single-family residences adjacent to Westbrook Boulevard and Blue Oaks Boulevard, and will place new multi-family and single family uses within the 50 dB L_{eq} noise contour of the Roseville Energy Park (REP), which were not previously proposed.

The anticipated noise levels at the rear yards adjacent to Westbrook Boulevard and Blue Oaks Boulevard were modeled using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) and average daily trip (ADT) rates from the CSP EIR Table 4.6-10. The results are detailed in Table 2 below. As illustrated in the table, the 6-foot masonry wall proposed at the single-family property boundary interfaces with Westpark Boulevard and Blue Oaks Boulevard will attenuate the adjacent transportation noise to within City standards.

Table 2: Predicted Transportation Noise

Roadway Segment	Distance (centerline to property)	Noise Level (without barrier)	Noise Level (proposed 6-foot wall)	City Standard Met (60 L_{dn} dB)
Westbrook – North of Blue Oaks	101 Feet	65 L_{dn} dB	59 L_{dn} dB	Yes
Blue Oaks – West of Westbrook	100 Feet	62 L_{dn} dB	56 L_{dn} dB	Yes

As stated above, the addition of residential uses where commercial/business professional uses were previously proposed will place new residences within the REP 50 dB L_{eq} noise contour. The REP is considered a non-transportation noise source subject to the General Plan noise standards in Table IX-3, which establishes a 50 dB Hourly L_{eq}, and a 70 dB_{max}. Although new residential uses will be placed within the 50 L_{eq} noise contour, Table IX-3 include an exception for municipal power plants that allows the standard to be increased by 10 dB(A), but not beyond 55 dB(A). The predicted location of the 55 dB(A) contour is approximately 850 feet from the center of the REP. The HDR lot is approximately 1,200 feet from the center of the REP and the LDR lots are approximately 1,300 feet away. At these distances no conflict with the REP is anticipated.

Unit Transfer

The project includes a request to transfer 17 HDR units and 49 MDR units from lots south of the creek to lots north of the creek. Because the CSP includes a residential unit allocation for each residential large lot within the specific plan area, an amendment to the specific plan is needed to modify the allocated units. Due to the combination of unit transfers, land use changes resulting in elimination of large lots, and changes to large lot acreage many of the transfers exceed the 20 percent threshold, and two of the lot densities exceed the allowable units allowed within the applicable CSP land use designation. The proposed unit transfers are shown in Table 3 below. All units are being transferred within the boundaries of the CSP.

The current density allowed within the CSP HDR land use designation is 13 to 30 units per acre; however, two of the proposed HDR lots (Lots C-40 and C42) will have densities that that exceed the 30 dwelling unit maximum. The proposed amendment to the specific plan includes a modification to the Land Use Plan chapter to align the density maximum with the City's General Plan, which does not place a density restriction on the HDR land use designation, and remove the density cap on the HDR designation. With approval of the amendment the CSP HDR density allowance will be amended to "13.00 units per acre or greater" thereby allowing a density of 31.4 units per acre for lot C-42 and 32.3 units per acre for lot C-40 consistent with the General Plan. There will be no change in the overall unit count within the plan area and all other densities will remain within the appropriate ranges.

Table 3: Residential Unit Transfers

Lot Number	Allocated Units (E)	SP Gross Acres (E)	Allocated Units (P)	SP Gross Acres (P)	Unit Difference	Approximate Percent unit change	Resulting Density (units/acre)
C-40	151	5.2	168	5.2	+17	11%	32.3
C-41	176	6	127	4.27	-49	28%	29.7
C-42	220	7.5	136	4.33	-84	38%	31.4
C-43	0	0	3.88	116	+116	100%	29.9
C-10	44	7.10	36	5.99	-8	18%	6
C-11	28	6.90	34	7.54	+6	21%	4.5
C-12	84	17.10	95	17.28	+11	13%	5.5
C-13	65	10.00	50	8.55	-15	23%	5.8
C-14	0	0	20	3.72	+20	100%	5.4
C-15	0	0	20	3.59	+20	100%	5.6
C-16	0	0	71	12.93	+71	100%	5.5
C-17	0	0	36	6.92	+36	100%	5.2
C-23	80	6.70	61	8.13	-19	24%	7.5
C-24	69	7.50	59	8.12	-10	14%	7.3
C-25	25	3.90	62	7.25	+37	148%	8.6
C-26	21	3.10	0	0	-21	100%	-
C-27	50	4.50	0	0	-50	100%	-
C-28	39	3.90	0	0	-39	100%	-
C-29	44	4.30	0	0	-44	100%	-
C-30	44	4.40	0	0	-44	100%	-

According to the unit transfer criteria HDR units may be transferred until they are encumbered by an Affordable Housing Regulatory Agreement. The units proposed to be transferred between HDR lots have not been encumbered by a housing agreement, but Lots C-42 and C-43 are obligated to provide 80 and 81 affordable units respectively. Though no affordable housing agreement has been entered in to, this requirement is reflected in the proposed Development Agreement Amendment.

The proposed unit transfers will facilitate development within the CSP consistent with the proposed land use and zoning revisions. The proposed unit transfers will not increase the total number of units approved within the specific plan and therefore will not result in impacts to planned infrastructure, roadways, schools, or other public facilities that were not identified in the CSP EIR. The proposed unit transfer will not adversely affect or be materially detrimental to the public health, safety or welfare, public property or improvements. For these reasons, staff supports the proposed specific plan amendment to allow these unit transfers.

Conclusion

The proposed land use changes are generally consistent with the originally approved CSP. The proposed changes will reduce the commercial land use within the plan area while increasing the low density single-family product in response to market demand. Staff finds that the request will not conflict with the public interest, health, safety, or welfare of the City and that the request is consistent with the General Plan and the Creekview Specific Plan.

EVALUATION: DEVELOPMENT AGREEMENT AMENDMENT

Zoning Ordinance Section 19.84.040 specifies that recommendations for approval or denial of a Development Agreement, including Amendments, shall include consideration of the following:

1. Consistency with the objectives, policies, programs, and land use designations of the City of Roseville General Plan.

2. Consistency with the City of Roseville Zoning Ordinance.

3. Conformity with the needs of public health, safety, and welfare.

4. The effect on the orderly development of property or the preservation of property values.

5. Whether the provisions of the Agreement shall provide sufficient benefit to the City to justify entering into the agreement.

Development Agreements are binding contracts that set the terms, rules, conditions, regulations, entitlements, responsibilities, and other provisions relating to the development of the covered properties. The proposed amendments to the Development Agreement include changes to the sections affected by the proposed amendments to the land use plan, unit transfers, and associated infrastructure changes to make those sections consistent with the proposed amendments to the CSP as follows:

- Section 2.2 related to vested entitlements has been updated to reflect the number of units in each land use designation.

- Section 2.6.1 and 2.6.2 related to affordable housing have been updated to reflect revised large lots and to include provisions requiring the applicant to enter into an Affordable Housing Agreement, and establishing that the City will not provide affordable rental units with any subsidy.

- Section 3.5.3.1 related to bus transfer station location was updated to reflect the relocation of these facilities to the west side of C-70 and the east side of C-25.

- Section 3.12 related to parks, open space, and bike trails has been revised to reflect updated acreages.

- Section 3.12.1 related to parks and open space dedications has been revised to reflect updated acreages.

- Section 3.12.8 related to open space preserves has been revised to reflect updated acreages.

- Section 3.17.1.2 (i) related to fee deferrals has been modified to remove the landowner's ability to defer fees, with the exception of 50% of the SPRTA Tier II Traffic fee. For all new DAA requests in recent years, the City has consistently removed this fee deferral option.

As amended the Development Agreement maintains consistency with items 1-5 above.

EVALUATION TENTATIVE SUBDIVISION MAP MODIFICATION

The City of Roseville Subdivision Ordinance (Section 18.06.290) establishes the processes by which an approved Tentative Subdivision Map may be modified. There are two types of modifications established: minor amendments and major amendments. A minor amendment involves changes that are substantially consistent with the intent of the original approval. These are generally limited to changes which make small modifications to lot shapes and sizes or other small amendments to the subdivision layout. Any other type of modification is a major modification. The proposed Tentative Subdivision Map Modification includes changes to roadway locations, adds residential lots where commercial lots were previously anticipated, changes lot locations, and include new small lots not previously included. Therefore, the proposed modification is considered major.

Section 18.06.180 of the City of Roseville Subdivision Ordinance requires that three findings be made in order to approve or conditionally approve a tentative subdivision map. The three findings are listed below in ***italicized, bold*** text and are followed by an evaluation of the map in relation to each finding.

1. ***The size, design, character, grading, location, orientation and configuration of lots, roads and all improvements for the tentative subdivision map are consistent with the density, uses, circulation and open space systems, applicable policies and standards of the General Plan or any applicable specific plan for the area, whichever is more restrictive, and the design standards of this Title.***

2. ***The subdivision will result in lots which can be used or built upon. The subdivision will not create lots which are impractical for improvement or use due to: the steepness of terrain or location of watercourses in the area; the size or shape of the lots or inadequate building area; inadequate frontage or access; or, some other physical condition of the area.***

3. ***The design and density of the subdivision will not violate the existing requirements prescribed by the Regional Water Quality Control Board for the discharge of waste into the sewage system, Pursuant to Division 7 of the Water Code.***

All of the proposed modifications will occur on the portion of the map located south of Pleasant Grove Creek. No modifications to the approved small lots and large lots north of the creek are proposed with this modification and no modifications to the primary arterial roadways are proposed. Minor adjustments to modified collectors and residential streets are proposed as discussed below. Public facilities such as the lift station, electric substation, and well site remain unchanged. For the following discussion, the proposed modifications south of the creek will be discussed as occurring on either the east or west side of Westbrook Boulevard.

Subdivision Design

On the west side of Westbrook Boulevard the modifications include changes to the shape and locations of the two park lots and the roadway networks around them. The parks will generally maintain their size but park C-63 will be shifted so from an east west orientation to a north south orientation. This results in improved alignment with park C-62 to the north. The shape of park C-62 is modified slightly, but connection to the adjacent open space is maintained. Grass Creek Drive, which provides access from Blue Oaks Boulevard, has been moved eastward and will now line up with park C-63. The lotting pattern around these parks and the roadway have been adjusted and the small lots have been included on the MDR large lots.

On the east side of Westbrook Boulevard, the tentative map now includes small lots within previously approved large lots. The locations of the large lots are generally the same, but commercial large lot C-70 has been reduced in size and a new residential village (C-17) is proposed adjacent to its northern boundary. North and northeast of Village C-17 the MDR lots have been replaced with LDR lots within Village C-16. And, south of Village C-16 the commercial/business professional lot has been replaced with an HDR lot C-43. A pedestrian paseo will be constructed with Village C-16, which will align with the paseo along the northern boundary of C-70. Ultimately, this paseo will provide a connection to the bike trail system along Pleasant Grove Creek.

The currently approved map includes 856 single-family lots distributed on both the north and south sides of the creek. The amended map includes a total of 923 HDR, MDR, and LDR residential units, which includes 544 LDR and MDR single-family lots south of the creek. The proposed project includes additional single-family lots south of the creek that were not previously included; however, the overall unit count within the CSP has not changed and remains at 2,011 dwelling units and the proposed map will facilitate development that is consistent with the CSP as amended.

Lot Design

The proposed subdivision will create developable residential lots that range in size from 3,600 square feet to 5,500 square feet. However, LDR lots C-10 and C-13, and MDR lots C-23, C-24, and C-25 contain lots that are smaller than the CSP RS/DS standards. The proposed lot sizes are anticipated in the specific plan with development standards as specified in the Zoning Ordinance. The small lot product is intended to provide a variety of housing products and lot configurations. The proposed lot sizes will help provide a variety of density within the CSP. Similar housing types have been approved and constructed in the West Roseville Specific Plan, the Sierra Vista Specific Plan, and the North East Roseville Specific Plan. These products provide reduced lots sizes, bringing buildings and active areas closer to the sidewalk, which emphasizes the streetscape and encourages pedestrian activity

A Design Review Permit for Residential Subdivision (DRRS) was approved with the original Small Lot Tentative Subdivision Map approved in 2016. The DRRS included a request for reductions in lot size and setbacks for RS/DS lots; however, specific information regarding the development standards, site layout, floor plans, and architectural styles were not available at the time the DRRS was approved. The project was evaluated against other similar projects that had been approved within the specific plans mentioned above and conditioned to submit a second DRRS application prior to issuance of building permits.

The approved DRRS remains applicable to the proposed project and the DRRS condition has been modified to include the additional small lots proposed with this modification.

PUBLIC OUTREACH

The proposed project was distributed to the various agencies and departments which have requested notice of City applications, and all comments were considered and incorporated into the Conditions of Approval, as appropriate. Notice of the application was also distributed to the Roseville Coalition of Neighborhood Associations. No comments were received. A public notice of the Planning Commission hearing was published on August 30, 2019, and was distributed to all property owners within 300 feet of the project site. To date, no comments have been received.

CONCLUSION

As demonstrated by the analyses in the foregoing sections, the proposed project is consistent with the policies and intent of the General Plan and the Creekview Specific Plan. Staff supports the proposed project as it will not be detrimental to public health or safety, nor will it be detrimental to the public welfare.

ENVIRONMENTAL DETERMINATION

As part of the project, an Addendum to the Creekview Specific Plan EIR (SCH# 02008032017) has been prepared consistent with California Environmental Quality Act Section 15164. The Addendum was prepared for consideration by the City's Planning Commission before taking action on the project. A copy of the addendum is provided herein as Exhibit A. Based on the environmental analysis of the Addendum, the proposed project will not have the potential to result in any new impact that were not previously disclosed, and will in general result in reduced impacts compared to the previous analyses.

RECOMMENDATION

The Planning Division recommends the Planning Commission take the following actions:

A. Consider the Addendum to the Creekview Specific Plan EIR.

B. Recommend the City Council approve the **GENERAL PLAN AMENDMENT – 3764 Westbrook Blvd. – Creekview Specific Plan Amendment – PL18-0190**.

C. Recommend the City Council approve the **SPECIFIC PLAN AMENDMENT – 3764 Westbrook Blvd. – Creekview Specific Plan Amendment – PL18-0190**.

D. Recommend the City Council adopt the two (2) findings of fact as stated in the staff report and approve the **Rezone – 3764 Westbrook Blvd. – Creekview Specific Plan Amendment – PL18-0190**.

E. Recommend the City Council approve the **DEVELOPMENT AGREEMENT AMENDMENT – 3764 Westbrook Blvd. – Creekview Specific Plan Amendment – PL18-0190**.

F. Adopt the findings of fact as stated in the staff report and approve the **TENTATIVE SUBDIVISION MAP MODIFICAITON – 3764 Westbrook Blvd. – Creekview Specific Plan Amendment – PL18-0190** subject to (127) conditions of approval.

CONDITIONS FOR TENTATIVE SUBDIVISION MAP MODIFICATION (PL18-0190)

1. This Tentative Subdivision Map Modification shall expire on **January 28, 2024** pursuant to Condition 18 for PL18-0026 below. (Planning)

2. The project is approved as shown in Exhibits F and G and as conditioned or modified below. (Planning)

3. The Tentative Subdivision Map shall not be deemed approved until the actions on the Rezoning, Development Agreement and Specific Plan Amendment are approved and become effective. (Planning)

4. The project is subject to the previously approved conditions of approval for the CSP Large Lot Tentative Subdivision Map (2007PL-059) and Tentative Subdivision Map (PL14-0522), except as conditioned or modified below. (Planning)

5. Prior to issuance of building permits for construction of homes within CSP MDR Villages, the home builder shall be required to submit a Design Review Permit for Residential Subdivision (DRRS for review of consistency with the Zoning Ordinance development standards for RS/DS lots and consistency with the CSP Design Guidelines. (Planning)

6. The project shall comply with all required environmental mitigation identified in the CSP EIR, including Addendum. (Planning)

7. The applicant shall submit a digital CAD file, of the modified small lot tentative subdivision map data, via Accela. (Business Services)

8. The applicant shall submit a street name application with proposed street names. The application can be found HERE. After city review, the applicant will receive the application identifying approved or rejected street names. If enough street names are approved, the applicant shall submit a map with the approved street names to receive a stamp and to be used as the approved street name exhibit. This shall be included in the submittal for improvement plans. (Business Services)

9. All storm drainage, including roof drains, shall be collected on site and treated with Best Management Practices (BMP's) per the City's Stormwater Quality Design Manual. All storm water shall be routed to the nearest existing storm drain system or natural drainage facility. Drain outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. The grading/improvement plans for the site shall be accompanied with a shed map that defines that area tributary to this site and all drainage facilities shall be designed to accommodate the tributary flow. At completion of construction, the drainage analysis will be required to be updated, if necessary, to reflect as-built conditions. (Engineering)

10. Any modifications to the City's Flood plain as a result of this development will require the submittal of the new flood plain boundaries in GIS shape files aligned with the City's coordinates. (Engineering)

11. The cost of any facilities which are identified in the CIP and are beyond those needed for this project may be reimbursed to the developer. In accordance with §66485 and §66486 of the Subdivision Map Act, any improvements constructed by the subdivider which contain supplemental size, capacity, number, or length for the benefit of property not within the subdivision and which improvements are to be dedicated to the public, the subdivider shall be entitled to reimbursement for that portion of the cost of the improvements which is in excess of the construction required for the subdivision. (Engineering)

12. Testing of all fire systems shall be performed prior to the sales office can be opened for business. (Fire)

13. Within new subdivisions that are compact in development (i.e. parcels that are roughly less than 3000 sq ft), all interior roads that are 20 ft. in width, and classified as alleys or not clearly classified as roads, must be identified as a road with the type of Place. In these compact development subdivisions, houses will be addressed off of roads *within* the development. If the front doors of the houses within the subdivision face interior streets, they will be addressed off the front doors first. Where the front doors of the houses are facing walkways, common areas, or to streets outside the subdivision, the houses will be addressed off of the street the garage is facing. In all of these developments, the developer is required to provide signage on both front and back sides of the house identifying the Street Number and Street Name the houses are addressed off of. (Fire)

14. Affordable Purchase housing units affordable to Middle Income households at 95% of the Area Median Income shall be provided consistent with Section 2.6.1 of the Development Agreement as follows: (Housing)

Parcel	Middle Income Purchase Units
C-20	10 middle income units
C-22	20 middle income units
C-25	10 middle income units

15. Prior to the approval of each final small residential lot subdivision map containing lots for affordable purchase, (C20, C-22, & C-25) the developer shall enter into City's current Affordable Purchase Housing Agreement for such residential purchase units affordable to middle-income households. (Housing)

16. An Affordable Housing Rental Agreement shall be executed prior to issue of building permits for C-42 and C-43. (Housing)

17. All small open space lots, split because of the bike trail connections and adjacent to residential streets and home lots, shall be finished with grouted cobble. (Parks)

CONDITIONS FOR TENTATIVE SUBDIVISION MAP EXTENSION (PL18-0026)

18. This Tentative Subdivision Map shall be valid for a period of six (6) years from the original expiration date and shall expire if a Final Map is not recorded by **January 28, 2024**. Pursuant to the Subdivision Map Act, no additional extension shall be granted for this map. The approval of the DRRS and Tree Permit shall expire on the same date as the Tentative Subdivision Map. (Planning)

19. The final map shall include recordation of a pedestrian/bike access and maintenance easement over those locations of the open space where trails are planned. (Alternative Transportation, Engineering, Electric, Environmental Utilities)

CONDITIONS FOR TENTATIVE SUBDIVISION MAP (PL14-0522)

20. The approval of a Tentative Map and/or tentative site plan does not constitute approval of proposed improvements as to size, design, materials, or location, unless specifically addressed in these conditions of approval. (Engineering)

21. The design and construction of all improvements shall conform to the Design and Construction Standards of the City of Roseville, or as modified by these conditions of approval, or as directed by the City Engineer. (Engineering)

22. The developer shall not commence with any on-site improvements until such time as grading and/or improvement plans are approved and grading, underground utility and/or encroachment permits are issued by the Engineering Division. (Engineering)

23. The applicant shall pay City's actual costs for providing plan check, mapping, GIS, and inspection services. This may be a combination of staff costs and direct billing for contract professional services. (Engineering, Environmental Utilities, Finance)

24. Prior to the issuance of any improvement plans owner must have obtained issuance of a 404 permit as defined by the Development. (Engineering)

25. The applicant shall provide a future all-weather accessible crossing of University Creek capable of providing emergency and maintenance vehicle access to areas north of the creek, to the satisfaction of Planning, Fire, and Parks & Recreation. Development of an access road to the crossing or beyond the crossing is not required. The all-weather accessible crossing shall be provided prior to substantial completion of the first subdivision within Parcels C-1 or C-2. (Fire, Park, Recreation & Libraries)

PRIOR TO ISSUANCE OF A GRADING PERMIT AND/OR IMPROVEMENT PLANS

26. Landscape Plans shall be submitted with the Improvement Plans for all landscape corridors and all landscaped common areas. Landscaping shall be installed prior to approval of the Certificate of Completion for the subdivision and/or infrastructure improvements. The landscape plan shall comply with the CSP and the City of Roseville Water Efficient Landscape Requirements (Resolution 93-55). (Planning, Engineering, Parks, Fire, Environmental Utilities)

27. Grading around the native oak trees or other natural features shall be as shown on the improvement plans or as approved in these conditions. (Planning)

28. Improvement plans shall include Neighborhood Entry detail, including masonry wall and fence detail, (architectural design for wall, fence & pilasters), and pilaster locations in accordance with the CSP Design Guidelines. (Planning, Engineering)

29. The applicant shall submit to the Engineering Division the appropriate Army Corps of Engineers permit or clearance, the California Department of Fish and Game Stream Bed Alteration Agreement, and/or the Regional Water Quality Control Board Water Quality Certificate. (Planning, Engineering)

30. The grading and improvement plans shall be designed in accordance with the City's Design and Construction Standards and shall reflect the following:

    - Street improvements including, but not limited to, curb, gutter, sidewalk, pavement, drainage systems, traffic striping, signing, medians and markings, etc. along all existing and proposed City streets, as required by Engineering.

    - Grading shall comply with the City grading ordinance.

    - A rough grading and/or underground utility permit may be approved by the Engineering Division prior to approval of the improvement plans.

    - Access to the floodplain as required by Engineering and the Streets Divisions.

    - Standard access ramps shall be installed at all curb returns per City Standards. (Engineering)

31. For all work to be performed off-site, permission to enter and construct shall be obtained from the property owner, in the form of a notarized right-of-entry. Said notarized right-of-entry shall be provided to Engineering prior to approval of any plans. (Engineering)

32. The applicant shall obtain an encroachment permit from the Engineering Division prior to any work conducted within the City right-of-way. (Engineering)

33. The applicant shall remove and reconstruct any existing damaged curb, gutter, and sidewalk along the property frontage. During site inspection Engineering will designate the exact areas to be reconstructed. (Engineering)

34. All Lots/Parcels shall conform to Class 1 drainage, pursuant to the adopted City of Roseville Design and Construction Standards, except as shown on the tentative map, as approved in these conditions or as otherwise approved by the City Engineering. (Engineering)

35. Prior to the approval of the improvement plans, it will be the project proponent's responsibility to pay the standard City Trench Cut Recovery Fee for any cuts within the City streets that are required for the installation of underground utilities. (Engineering)

36. The CSP shall be mass graded in conformance with the Development Agreement and consistent with the approved Utility and Roadway Phasing Guide (February 18, 2015) and Creekview Infrastructure Phasing Matrix (July 2, 2019), as applicable by phase. (Engineering)

37. Per Section 3.10.5 of the Development Agreement, the Pleasant Grove Creek Bypass Channel Improvements shall be constructed with the first phase of construction and be deemed substantially complete by the City prior to issuance of the first building permit. (Engineering)

38. All pad grades shall be elevated to a minimum of 2-feet above the 100-year water surface elevation, based on the future, fully-developed condition of the watershed upstream of the project, or, all finished floor elevations shall be elevated to a minimum of 2-feet above the 200-year water surface elevation, based on the future, fully-developed condition of the watershed upstream of the project, whichever is greater in elevation. (Engineering)

39. Prior to the issuance of grading permits, the applicant shall obtain a Conditional Letter of Map Revision (CLOMR) from FEMA for the proposed grading shown within the FEMA Special Revision Flood Hazard Area. The applicant shall also obtain a Letter of Map Revision (LOMR) from FEMA prior to issuance of building permits for any structure located within the current FEMA floodplain. (Engineering)

40. A note shall be added to the grading plans that states:

    "Prior to the commencement of grading operations, the contractor shall identify the site where the excess/borrow earthen material shall be imported/deposited. If the borrow/deposit site is within the City of Roseville, the contractor shall produce a report issued by a geotechnical engineer to verify that the exported materials are suitable for the intended fill, and shall show proof of all approved grading plans. Haul routes to be used shall be specified." (Engineering)

41. The following note shall be added to the Grading and/or Improvement Plans:
    To minimize dust/grading impacts during construction the applicant shall:

    a. Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day.
    b. Use tarpaulins or other affective covers on all stockpiled earth material and on all haul trucks.
    c. Sweep the adjacent streets frontages at least once a day or as needed to remove silt and other dirt which is evident from construction activities.
    d. Ensure that construction vehicles are cleaned prior to leaving the construction site to prevent dust and dirt from being tracked off site. (Engineering)

42. The City shall have the authority to stop all grading operations, if in the opinion of city staff, inadequate dust control measures are being practiced or excessive wind conditions contribute to fugitive dust emissions. (Engineering)

43. A standard bus shelter turnout and pad shall be installed in the following locations:

- Northwest corner of Blue Oaks Blvd. at Westbrook Blvd.
- Northeast corner of Westbrook Blvd. at Blue Oaks Blvd Lot C-70 (Shelter #288).
- Southwest corner of Westbrook Blvd. at Creekview Plaza C-29.

The two stops on Creekview Plaza Drive and the two stops on Westbrook Boulevard at Creekview Plaza Drive shall include stubs for electricity and fiber. (Engineering)

44. Developer shall be responsible for the installation of a bus shelter and related improvements conforming to the city's current standards on the shelter pad as conditioned above. Upon installation and final inspection by the City of Roseville, the bus shelter and related improvements shall become property of the City of Roseville. The Developer and City may enter into a deferred improvement or other agreement based upon a construction cost of $10,000 per shelter for future construction of the Bus Shelters.

45. Per Section 3.12.6 of the Creekview Development Agreement, the mass grading plans and/or subdivision grading plans adjacent to the open space shall include rough grading for the open space bike trails and extension of subdivision drainage facilities as needed to accommodate the trails, consistent with the tentative map and the existing bridge planning studies as may be updated to meet the freeboard requirements of the Central Valley Flood Protection The developer shall be responsible for the cost of preliminary design, necessary permits and resource mitigation, rough grading and extension of drainage facilities without reimbursement. The trail shall meet City and state standards for Class I bikeways, including but not limited to turning radius and setbacks from roadways and obstructions. (Alternative Transportation, Engineering)

46. Per Section 3.12.6 of the Creekview Development Agreement, bike trail construction may be incorporated into the project improvement plans per the following:

    a. Prior to approval of improvement plans for subdivisions adjacent to open space trails, the developer shall submit a cost estimate for design and construction of adjoining trail improvements, including bridge abutments and bridges.

    b. If the City determines that sufficient funding is available all or part of the adjoining trail shall be included with the project improvements and the City and developer shall enter into a reimbursement agreement for the work.

    c. If sufficient funds are not available, the City shall be responsible for trail construction at a later date, except the city may elect to have developer construct the westerly bridge abutments, with reimbursement being made to the constructing party over time as funds become available and in accordance with a reimbursement agreement between the City and the developer.

    d. The trail shall meet City and state standards for Class I bikeways (Alternative Transportation, Engineering)

47. The applicant shall dedicate all necessary rights-of-way for the widening of any streets required with the tentative map. A separate document shall be drafted for approval and acceptance by the City of Roseville, and recorded at the County Recorder’s Office. (Engineering)

48. The proposed arterial roadways shall be constructed and funded as set forth in Section 3.5.2 of the Development Agreement. Developer shall enter into a Funding, Construction and Acquisition Agreement with the City for those improvements in excess of Developer's obligation. (Engineering)

49. All bridge crossings, both vehicular and pedestrian, shall be designed to meet the freeboard standards of the Central Valley Flood Protection Board. The freeboard shall be measured from the soffit of the bridge to the 200-year water surface elevation. (Engineering, Alternative Transportation)

50. Traffic Signals shall be constructed and funded as set forth in Section 3.5.7 of the Development Agreement. Temporary traffic signals installed on Blue Oaks Blvd or Westbrook Blvd, in locations other their ultimate locations, shall not be eligible for reimbursements as outlined in Section 3.5.7 of the Development Agreement. (Engineering)

51. Reimbursements to the West Roseville Specific Plan for oversized improvements serving the CSP, shall be reimbursed per Section 3.25 of the Development Agreement. (Engineering)

52. Phasing of infrastructure improvements shall be consistent with the Development Agreement and the approved Utility and Phasing Guide (February 18, 2015) and the Creekview Infrastructure Phasing Matrix (July 2, 2019), as applicable by phase. Phases A and B shall be considered sequential phasing, meaning Phase A and B improvements shall be deemed substantially complete prior to Phase C improvements being deemed substantially complete. All other phases may develop independently per the Utility and Roadway Phasing Guide. (Engineering)

53. The grading plans for the site shall be accompanied with a shed map that defines that area tributary to this site. All drainage facilities shall be designed to accommodate the tributary flow. All on-site storm drainage shall be collected on site and shall be routed to the nearest existing storm drain stub of natural drainage coarse. (Engineering)

54. The drainage outfalls shall extend down to the receiving water and shall be constructed with adequate velocity attenuation devices. All permanent structures, including headwalls for drainage outfalls, shall be constructed within the open space buffer, unless it can be demonstrated that the appropriate permits have been obtained by the Developer and the construction is consistent with the City's Overarching Open Space Management Plan. (Engineering)

55. Access ramps shall be provided for all drainage swales within the open space to ensure maintenance vehicles can adequately gain access to the upstream end of the swale. (Engineering)

56. The grading plans shall be accompanied with engineered structural calculations for all retaining walls greater than 4 feet in height. All retaining walls shall be of either split faced masonry units, keystone type construction, cast in place concrete with fascia treatment or rockery walls as approved by the City Engineering. (Engineering)

57. The developer shall be responsible for any necessary relocation of signal interconnect cables that may require re-location as a result of the construction of turn lanes and/or driveways. (Engineering)

58. Signal interconnect conduit shall be stubbed to parcels C-84, C-83, C-63, C-82 and C-60 with the construction of the respective roadways serving these parcels. (Parks, Environmental Utilities, Engineering)

59. To ensure that the design for any necessary widening, construction, or modifications of public streets does not conflict with existing dry utilities generally located behind the curb and gutter, and prior to the approval of design drawings for those frontage improvements, the project proponent shall have the existing dry utilities pot holed for verification of location and depth. (Engineering)

60. Sight distances for all driveways shall be clearly shown on the improvement plans to verify that minimum standards are achieved. It will be the responsibility of the project proponent to provide appropriate landscaping and improvement plans, and to relocate and/or modify existing facilities as needed to meet these design objectives. (Engineering)

61. Prior to construction within any phase of the project, high visibility temporary construction fencing shall be installed along the parcels adjacent to the open space parcels (C-50 through C-54). Fencing shall be maintained daily until permanent fencing is installed, at which time the temporary fencing shall be removed from the project site. (Engineering, CDD, Planning)

62. With the exception of access required for maintenance and/or emergency vehicles, the project shall be designed to prevent vehicle access into open space parcels (C-50 through C-54). Post and cable fencing or other improvements shall be utilized to meet this requirement. (Engineering, CDD, Planning)

63. Landscaping adjacent to the open space parcels (C-50 through C-54) shall be California native, drought-tolerant groundcover, shrubs, plants and trees. (CDD, Planning, Parks, Recreation & Library)

64. Prior to the approval of the Improvement Plans, the project proponent shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to the City, as defined by the Regional Water Quality Control Board. (Engineering)

65. Prior to the issuance of a grading permit or approval of Improvement Plans, the grading plans shall clearly identify all existing water, sewer and recycled water utilities within the boundaries of the project (including adjoining public right of way). Existing utilities shall be identified in plan view and in profile view where grading activities will modify existing site elevations over top of or within 15 feet of the utility. Any utilities that could potentially be impacted by the project shall be clearly identified along with the proposed protection measures. The developer shall be responsible for taking measures and incurring costs associated with protecting the existing water, sewer and recycled water utilities to the satisfaction of the Environmental Utilities Director. (Environmental Utilities)

66. Water and sewer infrastructure shall be designed and constructed pursuant to the adopted City of Roseville Improvement Standards and Construction Standards and shall reflect the following:

    a. Sewer and water service laterals shall not be allowed off of water and sewer mains larger than 12 inches in diameter. (Environmental Utilities)

    b. Utilities or permanent structures shall not be located within the area which would be disturbed by an open trench needed to expose sewer trunk mains deeper than 12' unless approved by Environmental Utilities in these conditions. The area needed to construct the trench is a sloped cone above the sewer main. The cone shall have 1:1 side slopes. (Environmental Utilities)

    c. Water and sewer mains shall not exceed a depth of 12' below finished grade, unless authorized in these conditions. (Environmental Utilities)

    d. All sewer manholes shall have all-weather 10-ton vehicular access unless authorized by these conditions. (Environmental Utilities)

67. Recycled water infrastructure shall be designed pursuant to the adopted City of Roseville Improvement Standards and the City of Roseville Construction Standards. The applicant shall pay all applicable recycled water fees. Easements shall be provided as necessary for recycled water infrastructure. (Environmental Utilities)

68. Any backflow preventers visible from the street shall be painted green to blend in with the surrounding landscaping. The backflow preventers shall be screened with landscaping and shall comply with the following criteria:

    a. There shall be a minimum clearance of four feet (4'), on all sides, from the backflow preventer to the landscaping.

    b. For maintenance purposes, the landscaping shall be installed on a maximum of three sides and the plant material shall not have thorns.

    c. The control valves and the water meter shall be physically unobstructed.

    d. The backflow preventer shall be covered with a green cover that will provide insulation. (Environmental Utilities)

69. A note shall be added to the Improvement Plans stating that all water backflow devices shall be tested and approved by the Environmental Utilities Department prior to the Notice of Completion for the improvements. (Environmental Utilities)

70. Fire hydrants shall be located as required by the Fire Department. The maximum distance between fire hydrants shall not exceed 500' on center. Fire hydrants shall not be located at the end of any residential court. Preferred location would be street corners and entry points to a subdivision. (Fire)

71. Minimum fire flow is 1,500 gallons per minute with 20 lbs. residual pressure. The fire flow and residual pressure may be increased, as determined by the Fire Marshall, where the project utility lines will serve non-residential uses. (Fire)

72. Framing of combustible construction cannot commerce until access roads and public fire hydrants are approved by the Fire Department. (Fire)

73. If this project will be phased, the fire department requirements for access and circulation throughout shall be approved by the City for such proposal. Access road shall comply in accordance with the California Fire Code, 2013 with the City of Roseville's Amendments. A separate phasing plan shall be reviewed and approved by this department. (Fire)

74. Any facilities proposed for placement within public/electric utility easements shall be subject to review and approval by the Electric Department before any work commences in these areas. This includes, but is not limited to, landscaping, lighting, paving, signs, trees, walls, and structures of any type. (Electric)

75. All Electrical Department facilities, including street lights where applicable, shall be designed and built to the "City of Roseville Specifications for Residential Trenching". (Electric)

76. The design for electrical service for this project will begin when the Electric Department has received a full set of improvement plans for the project. (Electric)

77. All landscaping in areas containing electrical service equipment shall conform with the "Electric Department Landscape Design Requirements" as outlined in Section 7.00 of the Electric Department's "Specifications for Residential Trenching". (Electric)

78. Over-grading onto the adjacent park shall be prohibited. (Parks, Recreation & Library)

79. Drainage shall be installed on the project's property to collect increased run-off due to development. Drainage shall not daylight onto City property, with the exception of the bypass channel on the AJWA property. (Parks, Recreation & Library)

80. Damage to any trees to be preserved, during the course of construction, shall be the property owner's responsibility. (Parks, Recreation & Library)

81. Accent lighting at entry monuments shall be above ground types. In-ground lighting will not be accepted. (Parks, Recreation & Library)

82. Signage at entry monuments shall be monolithic and bolted in place. (Parks, Recreation & Library)

83. Utilities for parks shall be coordinated with Parks, Recreation & Libraries. (Parks, Recreation & Library)

84. A master access plan for open space along the entire project shall be prepared and submitted. The plan shall show proposed vehicle access points at a frequency that allows access to the entire open space areas. The following items should be included in the plan exhibit:

    a. The exhibit should show the location of outfalls and other open space improvements or features that require maintenance so the City can determine where open space facility maintenance access is needed.

    b. The exhibit should show the open space resources and drainages to better understand access constraints within the open space parcels (C-50 though C-54). Swales and drainages can cut off access to some locations.

    c. Demonstrate that the access locations shown work for required equipment from a grade and turning radius perspective.

    Once approved, the master access plan shall be included in improvement plans for phases or sub-phases. (Parks, Recreation, & Libraries)

85. Costs for GIS mapping of city-maintained parcels shall be part of the project costs. (Parks, Recreation & Library)

86. Locate fences and walls on the private property side of the property line, where parks and publically maintained landscape lots are adjacent to residential parcels. (Parks, Recreation & Library)

87. All plant material for streetscapes and medians shall be maintained under a 30 calendar day establishment period after initial planting. Upon completion of the establishment period, all plant material shall remain under warrantee for an additional 11 months minimum. Any plant material which does not survive during the establishment period shall be immediately replaced. Any trees or shrubs which do not survive during the warrantee period shall be replaced one month prior to the end of the warrantee period. Tree or shrub replacement made necessary due to acts of God, neglect or vandalism shall be exempt from the warrantee. (Parks, Recreation, & Libraries)

88. Replace all references to "No Mow" turf with another plant. (Parks, Recreation, & Libraries)

89. The location and design of the gas service shall be determined by PG&E. The design of gas service for this project shall not begin until PG&E has received a full set of City approved improvement plans for the project. (PG&E)

90. It is the developer's responsibility to notify PG&E of any work required on PG&E facilities. (PG&E)

PRIOR TO OR UPON RECORDATION OF FINAL/PARCEL MAP

91. The following easements shall be provided and shown on the Final/Parcel Map or by separate instrument, unless otherwise provided for in these conditions:

    a. A 12.5 foot wide public utilities easement along all road frontages;
    b. Water and sewer easements; and,
    c. Per the Development Agreement, if a bike trail is completed prior to City's acceptance of open space within which the trail is located, City shall be responsible for trail maintenance. In that case, the City and Developer shall memorialize the maintenance obligations through recordation of a temporary maintenance and pedestrian/bike access easement. (Alternative Transportation, Engineering)
    d. The applicant shall dedicate a separate easement to the City of Roseville for all bus stops located within the Creekview Specific Plan and not located within a lettered lot to be dedicated to the City. The easement documents shall be drafted for approval and acceptance by the City of Roseville and recorded at the County Recorders' office. (Alternative Transportation, Engineering, Electric, Environmental Utilities)

92. Easement widths shall comply with the City's Design and Construction Standards. (Environmental Utilities, Electric, Engineering)

93. All existing easements shall be maintained, unless otherwise provided for in these conditions. (Environmental Utilities, Electric, Engineering)

94. With the recordation of the first Final Map all roadway Irrevocable Offers of Dedication (IOD's), Public Utility Easements (PUE') and Access Easements (AE's) with rights to construct shall be dedicated, as outlined in the Development Agreement and the "Utility and Roadway Phasing Guide" and as modified in the Creekview Infrastructure Phasing Matrix (July 2, 2019). (Engineering)

95. Separate document easements required by the City shall be prepared in accordance with the City's "Policy for Dedication of Easements to the City of Roseville". All legal descriptions shall be prepared by a licensed land Surveyor (Environmental Utilities, Electric, Engineering)

96. A declaration of Conditions, Covenants and Restrictions (CC&Rs), in a form approved by the City Attorney, shall be recorded on the entire property concurrently with the Final/Parcel Map. The CC&Rs shall include the following items:

    a. CC&Rs for Villages C-6, C-20, C-24, C-25 and C-70 shall disclose the location of bus stops and the possible operation of bus service in the locations identified.

    b. A clause prohibiting the amendment, revision or deletion of any sections in the CC&Rs required by these conditions of approval without the prior written consent of the City Attorney. (Attorney, Planning)

97. Parcels C-50, C-51, C-52, C-53, and C-54 will not be accepted by the City, either in fee or as an easement, until after the subdivider has fulfilled the terms of the Permit from the Department of Fish and Game or Army Corps of Engineers. Upon completion of the monitoring period, the owner shall notify the City of Roseville Planning Department. (Planning, City Attorney)

98. The City shall not approve the Final Map for recordation until either:

    a. A subdivision agreement is entered into along with the necessary bonds and insurance as required by the City. Said agreement shall be in a form acceptable to the City Attorney. OR;

b. The improvement plans are approved, and the improvements are constructed and accepted as complete. In this case, the subdivider shall enter into a one-year maintenance agreement concurrent with the recordation of the Final Map. (Engineering)

99. Any structures crossing Lot/Parcel lines created by the Final/Parcel map shall be removed. (Engineering)

100. Per the Development Agreement, the developer shall pay $20,000 for the Creekview Specific Plan area's fair share contribution towards update of the Long Range and Short Range Transit Plans and the Bicycle Master Plan. (Building, Alternative Transportation)

101. Per Section 3.5.20 of the Development Agreement, an access easement shall be maintained to the Wagner Property with the recordation of the first Final Map. (Engineering)

102. The street names shall be approved by the City of Roseville. (Engineering)

103. Applicant has the option of forming a Community Facilities District – Public Facilities (CFD) for the purpose of financing the construction and/or acquisition of public infrastructure and facilities within the project area. In order to allow the CFD to be in place at the beginning of the Levy cycle, the documentation shall be provided to the Finance Department not later than March 15 of the year preceding the Levy cycle in which the CFD will become effective. (Finance)

104. A Community Facilities District – Public Services (Services CFD) shall be formed for the subject property prior to the issuance of the first residential building permit, excluding permits for model homes or certificates of occupancy for non-residential uses. This district is being formed in order to fund maintenance of landscaping, open space, trails and neighborhood parks. It is the applicant's responsibility to cooperate with the Finance Department in preparing the appropriate documentation for the formation of the Services CFD. In order to allow the CFD to be in place at the beginning of the Levy cycle, the documentation shall be provided to the Finance Department not later than March 15 of the year preceding the Levy cycle in which the Services CFD will become effective. (Finance)

105. The subject property shall be annexed into Municipal Services District #3 (Muni CFD) prior to the issuance of the first residential building permit, excluding permits for model homes or certificates of occupancy for non-residential uses. This property is being added into this district in order to provide the funds required to offset the property's impact on City general fund resources available to pay for municipal services citywide, including the project area. It is the applicant's responsibility to cooperate with the Finance Department in preparing the appropriate documentation for the annexation of this property into the CFD. In order to allow the CFD to be in place at the beginning of the Levy cycle, the documentation shall be provided to the Finance Department not later than March 15 of the year preceding the Levy cycle in which the Muni CFD will become effective. (Finance)

106. The Final/Parcel Map shall include an irrevocable offer to dedicate public rights-of-way and public and/or private easements as required by the City. Lettered Lots/Parcels along major roads shall be dedicated in fee to the City as right of way. (Engineering)

107. The words "traffic control appurtenances" shall be included in the list of utilities allowed in public utilities easements (PUE's) located along public roadways. (Engineering)

108. The Final/Lot/Parcel/Parcel Map shall be submitted per, "The Digital Submittal of Cadastral Surveys". Submittal shall occur after Engineering approval but prior to Council approval (Engineering)

109. Electric construction costs incurred by the City of Roseville Electric Department for this project shall be paid for by the developer per the applicable policy. (Electric)

110. The applicant shall pay all applicable water and sewer fees. (Environmental Utilities)

OTHER CONDITIONS OF APPROVAL

111. The applicant shall pay City's actual costs for providing plan check, installation and inspection services. This may be a combination of staff costs and direct billing for contract professional services (Environmental Utilities, Engineering)

112. Any relocation, rearrangement, or change to existing electric facilities due to this development shall be at the developer's expense. (Electric)

113. It is the responsibility of the developer to insure that all existing electric facilities remain free and clear of any obstructions during construction and when the project is complete. (Electric)

114. Existing public facilities damaged during the course of construction shall be repaired by the applicant, at the applicant's expense, to the satisfaction of the City. (Engineering)

115. The project is subject to the noise standards established in the City's Noise Ordinance. In accordance with the City's Noise Ordinance project construction is exempt between the hours of seven a.m. and seven p.m. Monday through Friday, and between the hours of eight a.m. and eight p.m. Saturday and Sunday. Provided, however, that all construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order. (Engineering)

116. If site survey or earth moving work results in the discovery of hazardous materials in containers or what appears to be hazardous wastes released into the ground, the contractor shall notify the Roseville Fire Department immediately. A representative from the Fire Department will make a determination as to whether the incident is reportable or not and if site remediation is required. Non-emergency releases or notifications about the presence of containers found shall be reported to the Fire Department. (Fire)

117. Improvement plans shall show the Open Space and Preserve boundaries and label them as a protected areas The Pre-Construction meeting shall address the presence of the Open Space or Preserve, the sensitive habitats present and minimization of disturbance to the Open Space or Preserve. During grading and construction the Open Space or Preserve area shall be avoided and shall not be used for parking, storage, or project staging. The contractor shall remove all trash blown into the Open Space or Preserve from adjacent construction on a daily basis. After construction is complete, the temporary fencing shall be removed from the Open Space or Preserve, along with all temporary erosion control measures (e.g., straw bales, straw waddles and stakes, silt fencing). (Engineering, CDD, Planning, and Parks, Recreation & Libraries)

118. Landscape plans are required with the second submittal and shall include a master irrigation plan showing all phases of work. The master irrigation plan shall include all mainline layout/size, points of connection/sizes, controller location, valves and phasing with limit of work lines. This plan shall be included in all phased submittals. All irrigation and landscaping shall comply with the Parks Construction Standards. (Parks, Recreation & Libraries)

119. Clearly delineate City-maintained landscaping from privately maintained landscaping with a concrete mowband consistent with the Parks Construction Standards. (Parks, Recreation & Libraries)

120. For streetscapes to be City-maintained, provide a 2' bench between back of walk and toe of slope sloped away from the back of walk to decrease nuisance run-off from irrigated and landscaped slopes. (Parks, Recreation & Libraries)

121. Slopes along the developed property line and open space shall be 3:1 or less (severe). (Parks, Recreation & Libraries)

122. The dedication of parkland (future parks and/or open space) shall be deeded to the City through an Irrevocable Offer of Dedication (IOD). As a default, park and open space parcels shall be excluded from acceptance through the mapping approvals and completed as a separate deed process. (Parks, Recreation & Libraries, Development Services)

123. For Park parcels, the transfer of property shall be at the City's request, generally, timed to coincide with the start of the specific park design phase of work, unless otherwise noted or requested. (Parks)

124. For Open Space parcels, the transfer of property shall occur once all mitigation measures, Developer construction activity immediately surrounding the parcel and implementation measures identified in the Overarching Open Space Management Plan have been completed and verified as complete by the Open Space Division of Parks & Recreation, unless otherwise noted or requested. (Parks)

125. For streetscapes to be City-maintained, the lots shall be separate parcels and accepted through the standard Certificate of Compliance (COC) process for street improvements. The establishment period shall be complete at COC unless a letter of agreement outlining establishment responsibilities beyond the COC has been executed between the City and Developer. All HOA maintained landscaping shall be clearly identified on the landscape plans at time of plan approval. (Parks)

126. The project shall comply with all applicable environmental mitigation measures identified in the CSP EIR, including Addendum. (Planning)

MAP ADVISORY NOTES

127. The school/park campus shall be planned and coordinated between the Developer, City and School District prior to any application or submittal to the State Architects for review and approval. (Parks, Recreation & Library)

Attachments

1. Non-Residential Guidelines
2. Fiscal Impact Analysis
3. Transportation Impact Assessment

Exhibits

A. Addendum to the Creekview Specific Plan EIR
B. General Plan Amendment Land Use
C. Specific Plan Amendment Redlined Document
D. Rezone
E. First Amendment to Creekview Specific Plan Development Agreement
F. Tentative Subdivision Map Modification (set with all including LLM)
G. Conceptual Grading, Drainage, and Utilities

Note to Applicant and/or Developer: Please contact the Planning Division staff at (916) 774-5276 prior to the Commission meeting if you have any questions on any of the recommended conditions for your project. If you challenge the decision of the Commission in court, you may be limited to raising only those issues which you or someone else raised at the public hearing held for this project, or in written correspondence delivered to the Planning Manager at, or prior to, the public hearing.

PLANNING DEPARTMENT

311 Vernon Street, Roseville, CA 95678 (916) 774-5276

Guidelines for Conversion of Non-Residential Land Uses

August 4, 2004

Intent:

In response to pressures to convert portions of the City's non-residential land use inventory the City has developed the following guidelines for the consideration of land use changes. The intent of the guidelines is to articulate the City's expectations relating to land use change proposals. These guidelines are to be applied as performance measures in the preparation and review of any such proposals. The guidelines are not intended to be inclusive of all City development requirements, but rather supplement those requirements by identifying or emphasizing concepts particularly important or unique to potential land use changes. It is expected that the City's emphasis on certain concepts or requirements will change overtime. Therefore, the guidelines are to be a fluid document to be revisited every two years and updated to reflect the City's present need.

In consideration of the unique attributes and constraints of various areas of the City, the guidelines have been divided in two areas those guidelines that are applicable to the infill area and those that are applicable to the balance of the City. A map depicting these areas is attached.

Infill

The overarching goal to be applied to land use changes within the infill portion of the City is to encourage and emphasize reinvestment and revitalization without creating undue burdens and barriers to development while preserving neighborhood compatibility.

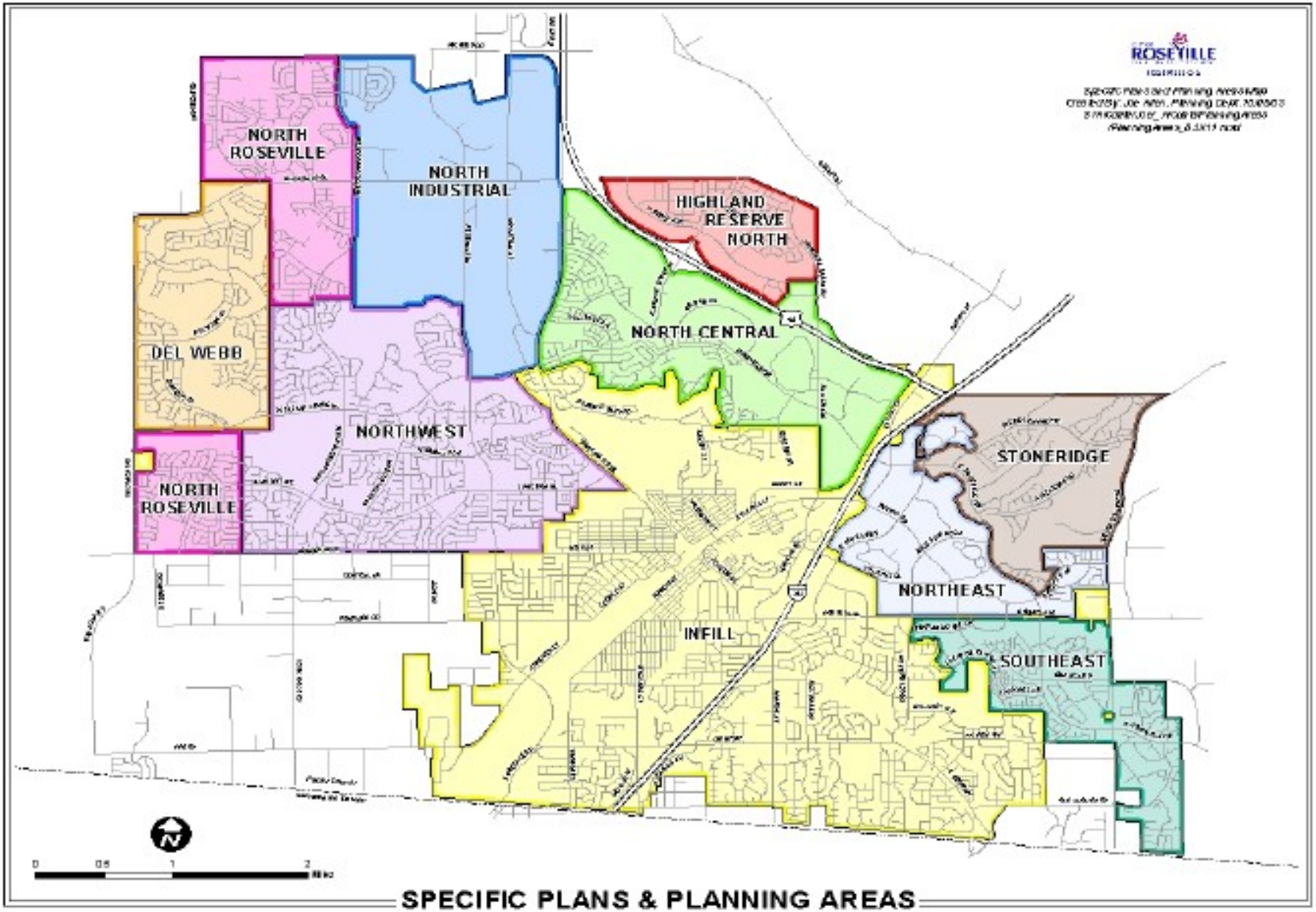
1. Infill properties are identified as those properties located within the City's infill planning area as designated on the City's Zoning Map.
2. Parks obligation to include payment of citywide and neighborhood park fees. Neighborhood Park fees are to be applied to infill neighborhood park improvements as identified on an infill park CIP projects list. Where the Parks Department demonstrates a park need a Parkland dedication or in-lieu park fee for land dedication may be negotiated and evaluated on a project by project basis, based on the nature of the project and the benefit to the City.
3. Encourage the use of private passive open space in-lieu of land dedication for infill projects.
4. Off site utilities (e.g. water, sewer, electric) that serve more than the specific project are not the sole responsibility of the project. Over-sizing of improvements or upgrading to City standards may be available for City reimbursement. The City may develop a CIP for off site improvements for which a project may pay an impact fee in lieu of constructing the improvement. Each project shall be reviewed on a case-by-case basis and shall be conditioned accordingly.
5. School impacts shall be mitigated through new impact agreements executed to reflect the payment of the City's existing infill school impact fees.
6. New housing development shall meet the City's 10% goal (4% affordable to very low, 4% affordable to low, and 2% affordable to middle income) except redevelopment areas shall provide 15%. (Of those 40% affordable to very low income and the balance affordable to low/middle income).
7. A land use change on the Placer County Fair Grounds shall require a master plan.

8. Encourage higher density residential mixed-use projects with consideration to the relaxing of any one guideline or multiple guidelines to promote and provide incentives for innovative higher density residential mixed-use projects.

Balance of the City

The overarching goal to be applied to land use changes for the balance of the City is to maintain the City's fiscal balance and prevent the loss of jobs and existing job centers while maintaining a balanced community.

1. Balance of the City includes properties within all specific plans and the North Industrial Plan area.
2. A region wide employment and land inventory study shall be required of each project that is equal to or greater than 50 acres.
3. Land use changes will not have a negative fiscal impact to the City. Each project shall be modeled individually for citywide impacts utilizing the City's fiscal model.
4. Projects that are 50 acres or greater in size shall maintain employment options and a favorable jobs housing balance.
5. New housing development shall meet the City's 10% goal consistent with the Housing Element (4% affordable to very low, 4% affordable to low, and 2% affordable to middle income).
6. Projects shall provide a specific public benefit that may be in the form of a community benefit fee.
7. Increases in general fund service demands shall be mitigated by establishment of or annexation into a Community Facilities Mello Roos Assessment District to offset the costs of the project. The assessment may be utilized to offset the cost of the following: public safety; parks and open space maintenance; storm water management; and other costs identified by the City.
8. Parks obligation to include payment of citywide and neighborhood park fees. Active park needs shall be provided by the project. An in-lieu parkland dedication fee may be negotiated in lieu of land based on the project. For each acre of parkland dedication mitigated by an in-lieu fee a corresponding in-lieu fee shall be paid for park improvements. The in-lieu fees shall provide improvements of local benefit.
9. Place emphasis on the dedication of parklands within specific plan areas rather than acceptance of and in-lieu fee for land dedication.
10. Utilities (e.g. water, sewer, electric) shall not be impacted as to conveyance or capacity.
11. School impacts shall be mitigated through new impact agreements executed with the school districts to ensure that the projects student generation is accommodated.
12. Residential units not utilized within a specific plan area shall be reallocated within that plan area and school district. Otherwise, requests for units shall be considered as additive to the City's existing unit allocation.
13. Encourage higher density residential mixed-use projects with consideration to the relaxing of any one guideline or multiple guidelines to promote and provide incentives for innovative higher density residential mixed-use projects.



SPECIFIC PLANS & PLANNING AREAS

MEMORANDUM

To: Mike Meyer, Anthem Communities

From: Jamie Gomes and Elliot Kilham

Subject: Creekview Rezone Fiscal Impact Analysis; EPS #192021

Date: June 25, 2019

Introduction

Anthem Communities (Applicant) retained Economic & Planning Systems, Inc. (EPS) to prepare the Fiscal Impact Analysis (Analysis) for the proposed rezone of the Creekview Specific Plan (Project), an approximately 500-acre development located in the City of Roseville (City).

This Analysis examines the Project's estimated fiscal impact on the City's annual General Fund budget, based on the Fiscal Year (FY) 2018-2019 Adopted Budget. Specifically, the Analysis estimates whether projected revenues from the Project will cover the costs of delivering citywide services (e.g., police protection, fire protection, and parks and recreation) to the Project's residents and employees. The Analysis is based on the assumption that these services will be provided by the City.

At the City's request, EPS analyzed the estimated fiscal impacts to the City for the following two land use scenarios:

- **Scenario 1**—Existing Land Uses (with commercially zoned area of approximately 19 acres).
- **Scenario 2—**Proposed Land Uses (with commercially zoned area reduced to approximately 9 acres).

This memorandum provides an overview of the Project and two scenarios, then summarizes annual fiscal impacts of each scenario based on assumed buildout of the Project area. Finally, this memorandum summarizes the methodology used to calculate the fiscal impacts and presents detailed calculations and result in the appendices.

The Economics of Land Use

Economic & Planning Systems, Inc.
400 Capitol Mall, 28th Floor
Sacramento, CA 95814
916 649 8010 tel
916 649 2070 fax

Oakland
Sacramento
Denver
Los Angeles

www.epsys.com

Project and Scenario Overview

The Project site is approximately 500 acres, located northwest of the City. **Map 1** shows the Project's location in its local context. The Project site generally is bounded by the proposed Amoruso Ranch Specific Plan to the north, the Reason Farms area to the west, and the City to the east and south. The Project remains undeveloped:

- **Scenario 1**, the approved land use plan, includes entitlement for up to 2,011 residential units on 242 acres of land and 210,000 square feet of commercial space on 19.30 acres of land, as shown in **Table 1**.
- In **Scenario 2**, the Applicant proposes to build the same number of residential units, but to increase the number of low-density (LDR) units from 810 to 955 and reduce the number of medium-density (MDR) units from 654 to 509. This increase in LDR units results in the residential acreage of the Project increasing by 9.42 acres to 251.42 acres. The Applicant also proposes decreasing the commercial land uses in the Project to 100,000 square feet on 9.2 acres of land. In summary, the Applicant has proposed a Project that is lower density and has less commercial space. **Map 2** shows the land use zoning and parcel acreage in this scenario.

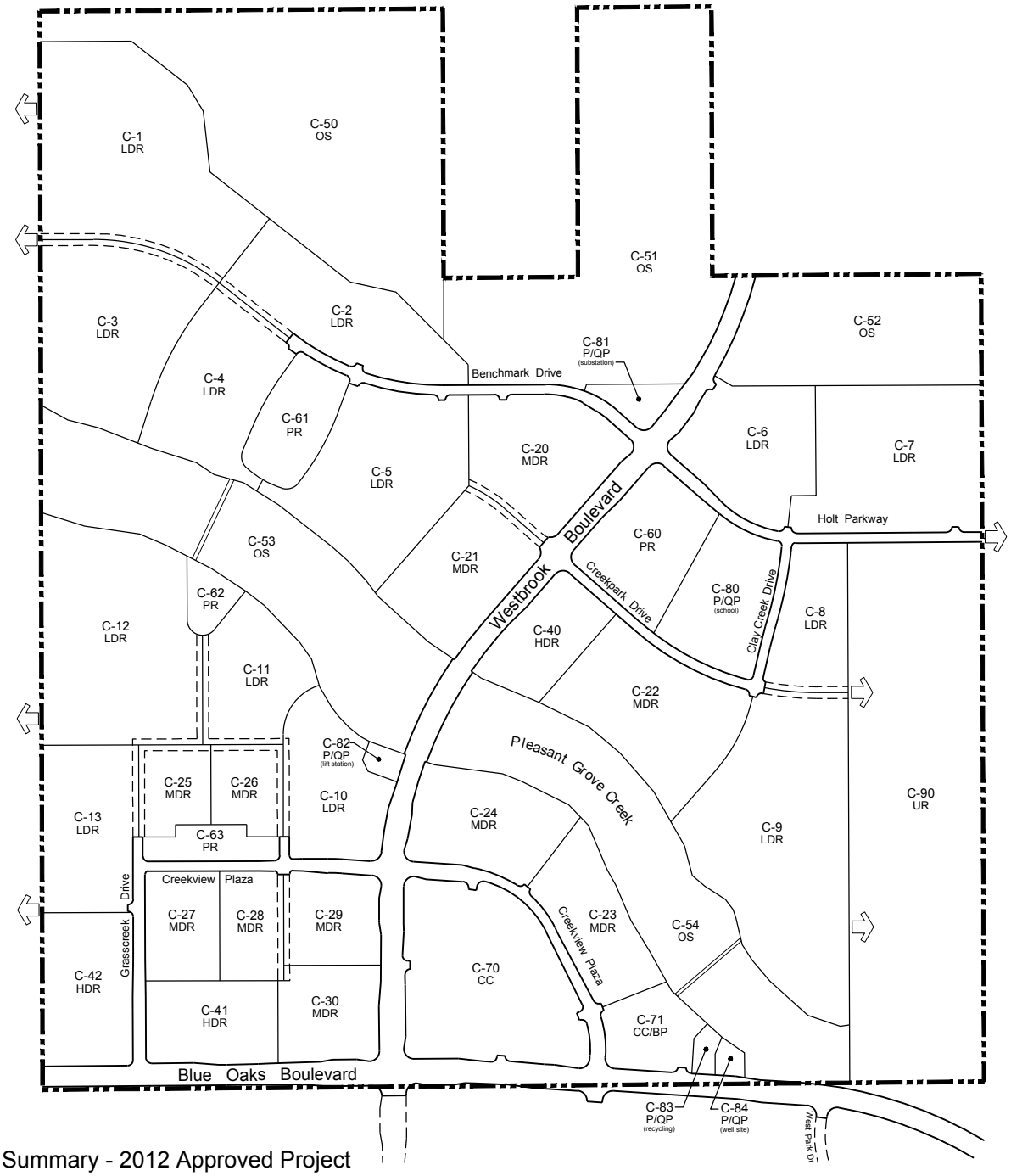
Table 1. Scenario Summary

	Scenario 1			Scenario 2		
	Existing Land Uses			Proposed Land Uses		
Land Use	Gross Acreage	Units	Sq. Ft. (Rounded)	Gross Acreage	Units	Sq. Ft. (Rounded)
Residential [1]						
Low Density (LDR)	157.30	810	---	182.85	955	---
Medium Density (MDR)	66.00	654	---	51.20	509	---
High Density (HDR)	18.70	547	---	17.37	547	---
Subtotal/Weighted Avg.	**242.00**	**2,011**	**---**	**251.42**	**2,011**	**---**
Service & Employment						
Community Commercial (CC)	15.50	---	170,000	9.20	---	100,000
Community Comm./Business Prof. (CC/BP)	3.80	---	40,000	0.00	---	0
Subtotal/Weighted Avg.	**19.30**	**---**	**210,000**	**9.20**	**---**	**100,000**
Other Land Uses						
Open Space (OS)	136.90	---	---	136.90	---	---
Park (PR)	16.10	---	---	16.20	---	---
Public/Quasi-Public (P/QP)	9.60	---	---	9.60	---	---
Urban Reserve (UR)	40.10	---	---	40.10	---	---
Right of Way (ROW)	37.40	---	---	37.98	---	---
Subtotal	**240.10**	**---**	**---**	**240.78**	---	---
Total	**501.40**	**2,011**	**210,000**	**501.40**	**2,011**	**100,000**

[1] High Density (HDR) land use assumed to be renter-occupied units.

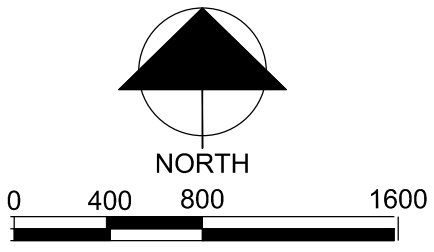
Source: Creekview; EPS.

Map 1



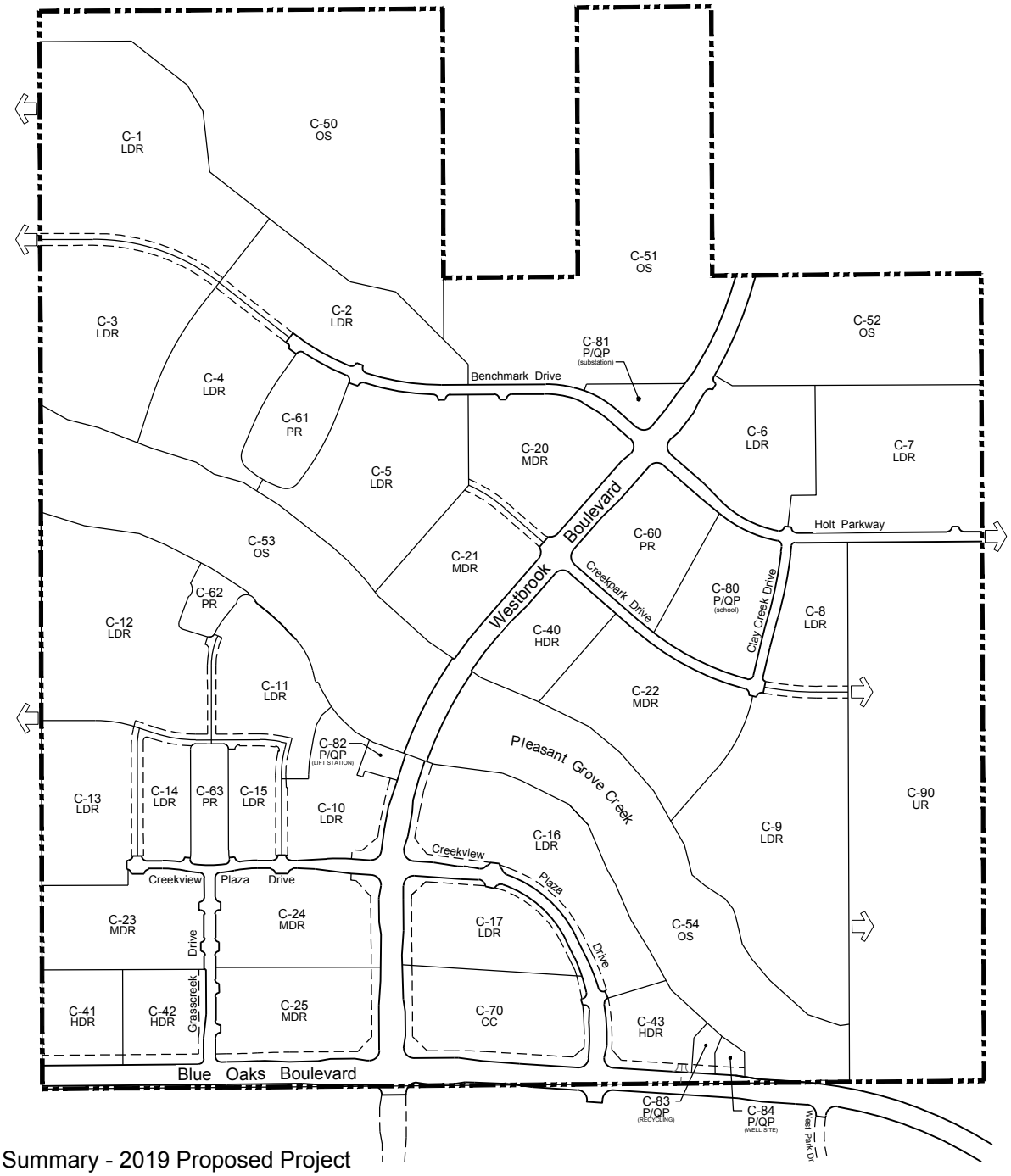
Land Use Summary - 2012 Approved Project

Land Use		Acres	Units
Residential			
Low Density Residential (LDR)		157.30 ac.	810 du
Medium Density Residential (MDR)		66.00 ac.	654 du
High Density Residential (HDR)		18.70 ac.	547 du
	Subtotal	242.00 ac.	2,011 du
Service & Employment			
Community Commercial (CC)		15.50 ac.	
Community Comm./Business Prof. (CC/BP)		3.80 ac.	
	Subtotal	19.30 ac.	
Open Space & Public			
Open Space (OS)		136.90 ac.	
Park (PR)		16.10 ac.	
Public/Quasi-Public (P/QP)		9.60 ac.	
Urban Reserve (UR)		39.90 ac.	
Right of Way (ROW)		37.50 ac.	
	Subtotal	240.00 ac.	
TOTAL		**501.30 ac.**	**2,011 du**



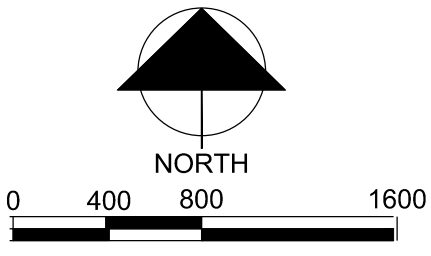
Creekview Specific Plan
Existing Land Use Plan (2012)

Map 2



Land Use Summary - 2019 Proposed Project

Land Use		Acres	Units
Residential			
Low Density Residential (LDR)		182.74 ac.	954 du
Medium Density Residential (MDR)		51.20 ac.	510 du
High Density Residential (HDR)		17.68 ac.	547 du
	Subtotal	251.62 ac.	2,011 du
Service & Employment			
Community Commercial (CC)		9.26 ac.	
	Subtotal	9.26 ac.	
Open Space & Public			
Open Space (OS)		136.90 ac.	
Park (PR)		16.27 ac.	
Public/Quasi-Public (P/QP)		9.65 ac.	
Urban Reserve (UR)		39.90 ac.	
Right of Way (ROW)		37.70 ac.	
	Subtotal	240.42 ac.	
TOTAL		**501.30 ac.**	**2,011 du**



Creekview Specific Plan
Proposed Land Use Plan (2019)

The primary difference between the two scenarios is a proposed reduction to the amount of commercial land uses in the Specific Plan. It is important to note that EPS, under a separate analysis, is working with the City to help the City examine the potential cumulative impact of proposed commercial-to-residential rezones such as is proposed by the Applicant. That work, along with other information, may inform the City's determinations regarding the rezone request. The purpose of this Analysis is to compare the estimated fiscal impacts to the City under the current entitlement, as compared to the results from the proposed rezone, without making judgement as to the merit of the rezone request.

Overview of Results

The Analysis comparing the fiscal impacts to the City of the existing versus proposed zoning yielded the following results:

- **For both scenarios, annual revenues are anticipated to exceed annual expenditures for the Project before and after accounting for estimated annual taxes from Community Facilities District (CFD) No. 3 (Municipal Services).** At buildout, the Project in **Scenario 1** is estimated to generate a net annual General Fund surplus of approximately $321,000 before special taxes and assessments, and approximately $938,000 after CFD No. 3 revenues (approximately $617,000 in CFD No. 3 revenues). **Scenario 2** is estimated to generate a net annual surplus of approximately $174,000 before special taxes and assessments, and $806,000 after CFD No. 3 revenues (approximately $632,000 in CFD No. 3 revenues). Please see **Table 2** for a comparison of results between the 2 scenarios. Even though **Scenario 2** reduces potential net revenues to the City's General Fund, the rezone application does not create a situation where the rezoned land uses are anticipated to create a drain on the City's General Fund.

- **Estimated annual revenues in Scenario 2 are approximately $207,000 lower as compared to Scenario 1.** With significantly more commercial square footage possible under the existing zoning, estimated annual sales tax revenues that may accrue to the City under **Scenario 1** are greater than compared to **Scenario 2**. The difference in estimated sales tax revenues is the primary driver in the total difference in estimated revenues between the 2 scenarios.

- **Scenario 2 is estimated to slightly decrease annual expenditures at Project buildout by approximately $60,000.** The proposed change in residential and nonresidential land uses in **Scenario 2** decrease the demand on City services as compared to **Scenario 1**. The main departments contributing to the decreased expenditures are police ($28,000) and fire ($22,000). The higher expenditures in **Scenario 1** primarily result from having a higher number of employees as a result of the higher amount of commercial square footage.

DRAFT

Table 2
Roseville Creekview Rezone Fiscal Impact Analysis
Estimated Revenue and Expenditure Summary Comparison

Item	Scenario 1 Existing Land Uses	Scenario 2 Proposed Land Uses	Difference Amount	Difference Percentage
Formula	*a*	*b*	*c = b - a*	*c / a*
GENERAL FUND				
Annual Revenues [1]				
Taxes:				
Property Taxes	$1,424,100	$1,409,300	($14,800)	(1.0%)
Property Tax In-Lieu of VLF	$411,400	$407,100	($4,300)	(1.0%)
Real Property Transfer Tax	$67,100	$67,400	$300	0.4%
Sales Tax	$686,911	$577,447	($109,464)	(15.9%)
Measure B Sales Tax	$370,830	$304,650	($66,180)	(17.8%)
Prop. 172 Sales Tax	$15,200	$12,500	($2,700)	(17.8%)
Hotel/Motel Tax	$112,800	$110,000	($2,800)	(2.5%)
Business License Tax	$26,400	$25,700	($700)	(2.7%)
Franchise Fees	$71,700	$69,900	($1,800)	(2.5%)
Electric Franchise Fees	$189,700	$185,000	($4,700)	(2.5%)
Total Annual General Fund Revenues	**$3,376,141**	**$3,168,997**	**($207,144)**	**(6.1%)**
Annual Expenditures [2]				
City Council	$4,800	$4,700	($100)	(2.1%)
City Manager	$27,400	$26,700	($700)	(2.6%)
Development & Operations	$0	$0	$0	0.0%
Public Affairs & Communications	$8,700	$8,500	($200)	(2.3%)
City Attorney	$35,400	$34,600	($800)	(2.3%)
Human Resources	$34,000	$33,200	($800)	(2.4%)
Information Technology	$0	$0	$0	0.0%
City Clerk	$18,600	$18,100	($500)	(2.7%)
Central Services	$0	$0	$0	0.0%
Finance	$7,500	$7,300	($200)	(2.7%)
Economic Development & Housing	$16,100	$15,700	($400)	(2.5%)
Development Services	$117,500	$114,500	($3,000)	(2.6%)
Public Works	$151,000	$147,200	($3,800)	(2.5%)
Police	$1,115,500	$1,087,600	($27,900)	(2.5%)
Fire	$880,900	$858,900	($22,000)	(2.5%)
Parks, Recreation & Libraries	$637,700	$637,700	$0	0.0%
Total Annual General Fund Expenditures	**$3,055,100**	**$2,994,700**	**($60,400)**	**(2.0%)**
Annual General Fund Surplus/(Deficit)	**$321,041**	**$174,297**	**($146,744)**	**(45.7%)**
CFD No. 3 [3]	$617,000	$632,000	$15,000	2.4%
Subtotal Net Annual Surplus/(Deficit) Including CFD No. 3	**$938,041**	**$806,297**	**($131,744)**	**(14.0%)**

summary

Source: City of Roseville FY 2018-19 Adopted Budget; EPS.

Note: Values are rounded to the nearest $100.

[1] See Table B-1 for details on revenue estimating procedures.
[2] See Table C-1 for details on expenditure estimating procedures.
[3] See Table B-6.

y of Roseville FY 2018-19 Adopted Budget; EPS.

Memorandum Organization

Data, assumptions, and detailed calculations underlying the Analysis are provided in the following four appendices attached to this memorandum:

- **Appendix A** contains the land use plan and detailed valuation assumptions, including population and employment factors.
- **Appendix B** contains detailed revenue estimates and revenue-estimating assumptions.
- **Appendix C** contains detailed expenditure estimates and expenditure-estimating procedures.
- **Appendix D** contains property tax allocation assumptions, including Project valuation and household income assumptions.

Methodology and Assumptions

This section details the underlying methodology and assumptions used to estimate the fiscal impact of the Project on the City. It describes assumptions concerning municipal service delivery, land development, and General Fund budgeting. In addition, it details the methodology used to forecast the Project's General Fund revenues and expenditures at buildout.

Municipal Service Provision

Citywide Services

This Analysis examines the Project's ability to generate adequate revenues to cover the City's costs of providing public services to the Project. The services analyzed in this Analysis comprise General Fund services (e.g., police, fire, and general government).

The Analysis excludes any services that may be funded privately, it does not address activities budgeted in other Governmental Funds or Proprietary Funds, nor does it include an evaluation of capital facilities or funding of capital facilities needed to serve new development.

General Assumptions

The Analysis is based on the City's FY 2018-2019 Adopted Budget, tax regulations, statutes, and other general assumptions discussed herein. Each revenue item is estimated based on current State of California (State) legislation and current City practices. Future changes by either State legislation or City practices can affect the revenues and expenditures estimated in this Analysis. All costs and revenues are shown in constant 2018 dollars. General fiscal and demographic assumptions are detailed in **Table A-1** in **Appendix A**.

This Analysis also uses information from the City, the Applicant, and historical and projected demographic data from the California Department of Finance (DOF), the U.S. Census Bureau, and the U.S. Bureau of Labor Statistics. Other critical assumptions that may affect the results of this Analysis are actual home prices versus estimated home prices or other changes in residential assumptions (e.g., residential densities, product types, and persons-per-household factors). The land use information in this Analysis was taken from the Specific Plan and proposed Specific Plan Amendment. The results of this Analysis will vary if development plans or other assumptions change from those on which this Analysis is based.

General Fund Revenue- and Expenditure-Estimating Assumptions

This Analysis considers only discretionary General Fund revenues that will be generated by the Project. Offsetting revenues, which are General Fund revenues that are dedicated to offset the costs of specific General Fund department functions, are excluded from this Analysis. Departmental costs funded by offsetting revenues or not affected by development also are excluded from this Analysis. Calculations used to exclude offsetting revenues from the Analysis were reviewed by City staff and are shown in **Table B-1** in **Appendix B**. Calculations used to estimate costs are shown in **Table C-1** in **Appendix C**.

Development Assumptions

Listed below are brief summaries of the land use and other development-related assumptions:

- **Land Use:** The Creekview Specific Plan Amendment Exhibit, dated February 12, 2019, was used for this Analysis, which examines the fiscal impacts of the Project at buildout.
- **Residential and Employee Estimates:** Population projections are calculated using an average persons-per-household factor of 2.67 for residential units, which was referenced from the City's FY 2018-2019 Adopted Budget. Employee estimates are based on factors of average square feet per employee for Project nonresidential land uses.
- **Residential Assessed Value:** The estimated assessed valuation of single-family residential development is based on prices of comparable residential projects in the City as provided by the Project Applicant. EPS also independently researched estimated finished home sales price data from The Gregory Group's New Home database as of 2018 Q4. The estimated assessed valuation of multifamily residential development is based on an average price per unit from CoStar, a third-party data source that provides sales and lease data for commercial real estate. Estimated buildout assessed values for the total Project are calculated in **Table D-2** in **Appendix D**.
- **Nonresidential Assessed Value:** EPS used a sales comparison approach to estimate finished nonresidential values for the Analysis. Sales comparison data came from Costar, as well as other current real estate market indicators and historic trends.
- **Property Turnover Rates:** The Analysis is based on the assumption that a for-sale residential unit will turn over once every 7 years, and multifamily residential rental properties and nonresidential properties will turn over once every 15 years.
- **Persons-Served Methodology:** In estimating service demands of the Project and those of the existing City, EPS used a factor to approximate the service demands of an employee in Project nonresidential land uses as compared to a Project resident. EPS used a factor of 0.5 to estimate an employee's impact on services as compared to a resident's impact, which is consistent with the persons-served methodology the City has used in the past.
- **Income of Households:** The average household income of each residential land use category (e.g., low density, medium density, high density) in the Project was estimated to forecast household retail expenditures. This calculation was derived using the following assumptions and data inputs:

- Estimated home values for product types proposed under each residential land use category, as described in **Table D-3** in **Appendix D**.
- A 5.5 percent, 30-year, fixed-rate mortgage with a 20 percent down payment and 2 percent annual taxes and insurance. Taxes and insurance include ad valorem taxes, as well as existing and proposed special taxes and assessments for infrastructure and services.
- For owner-occupied homes, 30 percent of income dedicated to mortgage payments, taxes, and insurance.
- For renter-occupied homes, 30 percent of income dedicated to monthly rent.

Estimated household incomes by land use type are calculated in **Table D-3** in **Appendix D**.

Revenue-Estimating Methodology

EPS used either a marginal-revenue case-study approach or an average-revenue approach to estimate Project-related General Fund revenues.

The marginal-revenue case-study approach simulates actual revenue generation resulting from new development. The case-study approach for estimating sales and use tax revenues, for instance, forecasts market demand and taxable spending from the Project's new residents, as well as taxable sales generated by the Project's on-site retail. Case studies used in this Analysis are discussed in greater detail later in this section.

The average-revenue approach uses the City's FY 2018-2019 Adopted Budget revenue amounts on a citywide per capita or per-persons-served basis to forecast revenues derived from estimated residents of the Project.[1]

Revenue sources *not* expected to increase as a result of development are excluded from this Analysis. These sources of revenue are not affected by development because either they are one-time revenue sources not guaranteed to be available in the future or there is no direct relation between increased employment growth and increased revenue.

A listing of all City General Fund revenue sources and the corresponding estimating procedure used to forecast future Project revenues are shown in **Table B-1** in **Appendix B**.

Reader's Note: The discussion of revenues in this memorandum generally reflects the order of the revenues presented in the tables. In some cases, however, this order may vary for purposes of organizing the background discussion and in describing similarly estimated revenue items.

[1] A *per capita* basis of estimating revenues is based on the assumption that only residents have a fiscal impact on City revenues. A *per-persons-served* basis of estimating revenues is used to take into account that businesses (and their employees) have a fiscal impact on many City revenues but at a lower level than residential development's impact.

Property Tax

Estimated annual property tax revenue resulting from development in the Project is presented in **Table B-3** in **Appendix B**. To be consistent with the City's budget data, the estimated assessed values for Project land uses are assumed to remain static in 2018 dollar values—real growth in assessed value is not estimated. The share of property taxes the City is assumed to receive from the Project is derived from the total assessed value of the Project and the City's property tax allocation share of the 1 percent ad valorem property tax, as shown in **Table D-1** in **Appendix D**.

The Project is in three Tax Rate Areas (TRAs): 005-068, 005-072, and 005-073. As shown in **Table D-1** in **Appendix D** for each TRA, the City is shown to receive all the property tax revenue before adjusting for the City's Educational Revenue Augmentation Fund (ERAF) adjustment factor. The gross property tax is adjusted by the ERAF factor to derive the post-ERAF share of property tax revenue available for tax sharing of approximately 33.31 percent. Based on the terms of the City and Placer County (County) property tax- and sales tax-sharing agreement, EPS understands the City is to remit to the County an equivalent of 18.25 percent of the post-ERAF property tax. That assumption is modeled in this Analysis.

Property Tax in Lieu of Vehicle License Fees

A formula provided by the State Controller's Office was used to forecast Property Tax in Lieu of Vehicle License Fees (PTIL VLF). PTIL VLF are calculated by taking the percentage increase of the City's assessed value resulting from the Project and applying that percentage share to the City's current State allocation of PTIL VLF. This calculation is shown in **Table B-3** in **Appendix B**.

Real Property Transfer Tax

Real property transfer tax is based on the assessed value of the Project's land uses and the anticipated turnover of residential properties over time. As stated earlier, the Analysis is based on the assumption the Project's for-sale residential property will turn over 14.3 percent per year (or once every 7 years), and multifamily rental and nonresidential property will turn over 6.7 percent per year (or once every 15 years). Real property transfer tax revenue projections are identified in **Table B-4** in **Appendix B**.

Sales Tax

Sales tax revenues are based on taxable sales generated in the City. The sales tax components examined in this Analysis include the Bradley-Burns 1 percent local sales tax rate and Measure B ½-cent local sales tax. The Bradley-Burn estimate considers a 16 percent tax-sharing agreement with the County, subtracting this share from the Project estimate. The 16 percent adjustment is the maximum possible amount that may be subject to sales tax sharing with the County. The initial agreement amount is 11.5 percent and is set to automatically increase to 16 percent, subject to a limited number of agreement reopener provisions. Using the maximum potential sharing percentage reflects the most conservative approach to examining estimated fiscal impacts to the City. Estimated sales tax revenues to the City are summarized in **Table B-5** in **Appendix B**.

The Analysis uses 2 methodologies to estimate taxable sales generated by the Project:

1. The **Market Support Method** measures taxable sales generated from new Project residents and employees.

2. The **Retail Space Method** measures taxable sales from the Project's retail land uses.

In addition to the above methodologies, the Analysis includes estimates of taxable sales revenues derived from anticipated business-to-business spending from Project commercial land uses.

Market Support Method

New Households

This Analysis estimates retail expenditures of future residents in the Project by type of retail category and the share of expenditures that will be captured in the City (e.g., generate sales in the City's retail establishments). The amounts and types of expenditures made by residents generally depends on their household income. Data for this Analysis are based on estimated Project resident incomes, household spending patterns, and retail demand and supply market conditions in the City.

Specifically, this Analysis estimates retail expenditures of future residents by:

- Estimating the total income of new households based on the projected home sales prices and monthly rent expenses. EPS assumes household income estimates are based on owner-occupied tenure, with home purchase financed by a 30-year fixed-rate mortgage.[2] EPS estimates residents in renter-occupied units spend approximately 30 percent of their total income on monthly rent.

- Evaluating Consumer Expenditure Survey (CES) data from the U.S. Bureau of Labor Statistics, which reports the proportion of income spent on various household goods and services by income group.

Based on these methods, EPS estimates future household incomes to be $143,000 for LDR units (assumed to be owner-occupied), $117,000 for MDR units (assumed to be owner-occupied), and $66,000 for high-density (HDR) units (assumed to be renter-occupied). Typical household expenditure patterns from the Bureau of Labor Statistics' CES suggests, at these income levels, Project residents for owner-occupied homes and renter-occupied units are estimated to spend 23.3 percent and 31.5 percent, respectively, of their household income on taxable retail expenditures. These assumptions and estimates are summarized in **Table D-3** in **Appendix D**.

The Analysis also is based on the assumption the City's retail businesses would capture roughly 85 percent of the Project's household retail demand. The estimate is not based on market analysis; rather, EPS developed the capture rate based on a qualitative appraisal of existing shopping centers in the Project's market area.

[2] The income estimate is based on the assumption that annual payment for the mortgage (30-year, 5.5 percent fixed interest, 20 percent down payment), property taxes, and insurance equal 30 percent of income. Property taxes and insurance are assumed at 2 percent of home value.

New Employees

The sales tax analysis accounts for taxable retail expenditures made by the new employees generated by development of nonresidential land uses in the Project. The number of employees is estimated by using the total occupied building square footage for each nonresidential land use and applying an average square foot per employee factor for each corresponding land use (see **Table A-3** in **Appendix A**). EPS estimates employees spend approximately $10 per business day on taxable goods.[3] The amount of taxable sales from new employees is discounted to avoid double counting employees who also are residents.

Total sales revenues generated for the City by the Project's new households and new employees and corresponding calculations for the Market Support Method are shown in **Table B-5A** in **Appendix B**.

Retail Space Method

Annual taxable sales generated by retail uses in the Project were calculated by taking an "annual sales per square foot" factor, published in the Urban Land Institute's *Dollars and Cents of Shopping Centers: 2008*, and escalating it to 2018 dollars using the Consumer Price Index. To prevent double counting, the Project's total taxable sales estimated from the Retail Space Method are reduced by the on-site taxable sales estimated by the Market Support Method (Project residents and employees).

The Retail Space Method also accounts for Project-related sales resulting from the displacement of taxable sales from existing retail outlets outside the Project area but inside the City. Accordingly, 5 percent of net taxable sales (total taxable sales less market support) at the Project's retail are assumed to represent a shift away from existing retail centers in the City.

Total sales revenues and corresponding calculations for the Retail Space Method are shown in **Table B-5B** in **Appendix B**.

Proposition 172

Revenues from the City's share of the County's half-cent sales tax for public safety are included in the Analysis and calculated in **Table B-5** in **Appendix B**. The City's public safety sales tax share is based on estimated citywide taxable sales from the City's FY 2017-2018 Adopted Budget rather than FY 2018-2019. The percentage of this revenue the City receives from the County does not fluctuate much from year to year, so the prior FY amount is reflective of current conditions.

CFD No. 3 (Municipal Services)

Project revenues from CFD No. 3 for police, fire, and library services are estimated in **Table B-6** in **Appendix B**. Estimates are based on fees per unit for residential land and per acre for commercial land.

Expenditure-Estimating Methodology

Expenditure estimates are based on the City's FY 2018-2019 Adopted Budget and supplemental information from City staff. All City General Fund expenditure items are listed on **Table C-1** in **Appendix C**. As described herein, the Project fiscal impact analyses rely on an "average-cost"

[3] This Analysis is based on the assumption there are 240 business days per year.

methodology to estimate all General Fund expenditure impacts of new development on the City. An average-cost methodology is a common fiscal impact analysis methodology that divides the City's net cost of service, for a given service function, by the service population to which that service is provided. In this manner, the average-cost method is based on the assumption the marginal cost of agency services to new Project residents and employees would equal the City's existing average-cost structure.

This Analysis applies adjustment factors to several General Fund department average-cost multipliers to reflect the fact that new residents and employees may not increase certain General Fund department expenditures on a 1:1 ratio. Some departments have fixed costs not anticipated to increase with new development (see **Table C-1** in **Appendix C**). These adjustment factors are based on EPS's experience with similar fiscal impact analyses and account for the size and land use of the Project as compared to that of the existing City.

Expenditures affected by residents and employees are projected using a *per-person-served* average expenditure multiplier and include the department functions listed below:

General Government
- City Council
- City Manager
- City Attorney
- Finance
- Public Affairs & Communication
- Human Resources
- Information Technology
- City Clerk
- Central Services

Other
- Economic Development & Housing
- Development Services/Planning
- Public Works
- Police
- Fire

Community Grants costs and Parks, Recreation & Libraries costs are estimated using a *per capita* average-cost multiplier because generally these departments' functions primarily serve residential development.

Technical Appendices

The technical calculations used in this Analysis are shown in **Appendices A** through **D** (**Tables A-1** through **D-3**) of this memorandum:

- **Appendix A** indicates the proposed land uses and general assumptions used in this Analysis.
- **Appendix B** identifies the projected revenues that will be generated by the Project for the City's General Fund.
- **Appendix C** details the estimated expenditures for the City to provide General Fund services to the Project and shows the offsetting revenue analysis, which allocates dedicated General Fund revenues to General Fund department functions.
- **Appendix D** shows the projected assessed value of the Project, which serves as the basis for calculating property tax revenues. In addition, this appendix provides detail on the portion of the Assembly Bill 8 allocation of property tax revenues provided to the City and includes the calculation of estimated average household income.

APPENDICES:

Appendix A: General Assumptions

Appendix B: Revenue-Estimating Tables

Appendix C: Expenditure-Estimating Tables

Appendix D: Supporting Tables for Revenue Estimates

APPENDIX A:

General Assumptions

Table A-1 General Assumptions A-1

Table A-2 Land Use Development Plan at Buildout.....A-2

Table A-3 Project Assumptions at Buildout A-3

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Table A-1
Roseville Creekview Rezone Fiscal Impact Analysis
General Assumptions

Item		Assumption
General Assumptions		
Base Fiscal Year [1]		FY 2018-19
Dollars		(2018$)
General Demographic Characteristics		
City of Roseville		
Population [2]	Per Capita	137,213
Employees [3]		91,543
City of Roseville Persons Served [4]	Persons Served	**182,985**

gen assumps

Source: California Department of Finance (DOF); California Employment Development Department (EDD); US Census Bureau; EPS.

[1] Reflects the City of Roseville Fiscal Year 2018-19 Adopted Budget. Revenues and expenditures are in 2018 dollars. This analysis does not reflect changes in value resulting from inflation or appreciation.
[2] DOF Table 2: E-5 City of Roseville population estimate as of 3/2018.
[3] Roseville FY 2018-19 Adopted Budget states EMSI estimates Roseville to have 83,221 jobs. EPS adjusted by an additional 10% to account for self-employed workers.
[4] Defined as total population plus half of total employees.

Table A-2
Roseville Creekview Rezone Fiscal Impact Analysis
Land Use Development Plan at Buildout

Land Use	Scenario 1 Existing Land Uses Gross Acreage	Average Density	Units	Sq. Ft. (Rounded)	Scenario 2 Proposed Land Uses Gross Acreage	Average Density	Units	Sq. Ft. (Rounded)
Residential [1]		*DU/Ac.*				*DU/Ac.*		
Low Density (LDR)	157.30	5.15	810	---	182.85	5.22	955	---
Medium Density (MDR)	66.00	9.91	654	---	51.20	9.94	509	---
High Density (HDR)	18.70	29.25	547	---	17.37	31.49	547	---
Subtotal/Weighted Avg.	**242.00**	**8.31**	**2,011**	**---**	**251.42**	**8.00**	**2,011**	**---**
Service & Employment		*FAR*				*FAR*		
Community Commercial (CC)	15.50	0.25	---	170,000	9.20	0.25	---	100,000
Community Comm./Business Prof. (CC/BP)	3.80	0.25	---	40,000	0.00	0.25	---	0
Subtotal/Weighted Avg.	**19.30**	**0.25**	**---**	**210,000**	**9.20**	**0.25**	**---**	**100,000**
Other Land Uses								
Open Space (OS)	136.90	---	---	---	136.90	---	---	---
Park (PR)	16.10	---	---	---	16.20	---	---	---
Public/Quasi-Public (P/QP)	9.60	---	---	---	9.60	---	---	---
Urban Reserve (UR)	40.10	---	---	---	40.10	---	---	---
Right of Way (ROW)	37.40	---	---	---	37.98	---	---	---
Subtotal	**240.10**	**---**	**---**	**---**	**240.78**	---	---	---
Total	**501.40**		**2,011**	**210,000**	**501.40**		**2,011**	**100,000**

lu plan

Source: Creekview; EPS.

[1] High Density (HDR) land use assumed to be renter-occupied units.

Table A-3
Roseville Creekview Rezone Fiscal Impact Analysis
Project Assumptions at Buildout

Land Use	Assumptions: Est. Average Assessed Value	Assumptions: Vacancy Rate [1]	Assumptions: Persons per HH/Sq. Ft. per Employee [2]	Assumptions: Persons Served Factor	Scenario 1 (Existing Land Uses): Units/Bldg. Sq. Ft.	Scenario 1 (Existing Land Uses): Occupied Units/Bldg. Sq. Ft.	Scenario 1 (Existing Land Uses): Population/ Employees	Scenario 1 (Existing Land Uses): Persons Served	Scenario 2 (Proposed Land Uses): Units/Bldg. Sq. Ft.	Scenario 2 (Proposed Land Uses): Occupied Units/Bldg. Sq. Ft.	Scenario 2 (Proposed Land Uses): Population/ Employees	Scenario 2 (Proposed Land Uses): Persons Served
Formula		*A*	*B*	*C*	*D*	*E = D * (1 - A)*	*F*	*G = C * F*	*H*	*I = H * (1 - A)*	*J*	*K = C * J*
Residential												
Low Density (LDR)	$575,000	4.0%	2.67	1.0	810	778	2,077	2,077	955	917	2,448	2,448
Medium Density (MDR)	$472,000	4.0%	2.67	1.0	654	628	1,677	1,677	509	489	1,306	1,306
High Density (HDR)	$226,000	6.4%	2.67	1.0	547	512	1,367	1,367	547	512	1,367	1,367
Subtotal					**2,011**	**1,918**	**5,121**	**5,121**	**2,011**	**1,918**	**5,121**	**5,121**
Service & Employment	*per sq. ft.*											
Community Commercial (CC)	$225	5.2%	450	0.5	170,000	161,200	358	179	100,000	94,800	211	106
Community Comm./Business Prof. (CC/BP)	$225	8.6%	300	0.5	40,000	36,600	122	61	0	0	0	0
Subtotal					**210,000**	**197,800**	**480**	**240**	**100,000**	**94,800**	**211**	**106**
Total							**5,601**	**5,361**			**5,332**	**5,227**

dev assumps

Source: Creekview; CoStar; US Census ACS 2017 5-Year; City of Roseville FY 2018-19 Adopted Budget; EPS.

[1] LDR and MDR vacancy rate based on California Department of Finance historical estimates (2012 through 2017) for Roseville, CA.
HDR and Service & Employmment vacancies based on City of Roseville FY 2018-19 Adopted Budget.
[2] Persons per household from the City of Roseville FY 2018-19 Adoped Budget.
Square feet per employee based on the Illustrated Book of Development Definitions.

APPENDIX B:

Revenue-Estimating Tables

Table B-1	Revenue-Estimating Procedures Based on City of Roseville FY 2018–19 Budget	B-1
Table B-2	Estimated Project Revenues at Buildout	B-2
Table B-3	Estimated Property Tax Revenues	B-3
Table B-4	Real Property Transfer Tax at Buildout	B-4
Table B-5	Estimated Taxable Sales and Use Tax Revenue	B-5
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Table B-5B	Estimated Annual Taxable Sales Generated from On-Site Nonresidential	B-7
Table B-6	Summary of Estimated Special Tax/Assessment District Revenues	B-8

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Table B-1
Roseville Creekview Rezone Fiscal Impact Analysis
Revenue-Estimating Procedures Based on City of Roseville FY 2018-19 Budget (2018$)

General Fund Revenues	Estimating Procedure	Case Study Reference	FY 2018-19 Budgeted Revenues	Service Population	Revenue Multiplier
Taxes:					
Property Taxes	Case Study	Table B-3	$34,511,000	N/A	-
Property Tax In-Lieu of VLF	Case Study	Table B-3	$9,701,750	N/A	-
Real Property Transfer Tax	Case Study	Table B-4	$800,000	N/A	-
Property Tax In-Lieu of Sales Tax	Case Study	Table B-5	$0	N/A	-
Sales Tax	Case Study	Table B-5	$55,796,000	N/A	-
Prop. 172 Sales Tax	Case Study	Table B-5	$1,151,700	N/A	-
Motor Vehicle In-Lieu	[1]		$60,000	N/A	-
Secured Tax ABX1 26-AB1484	[1]		$513,170	N/A	-
Hotel/Motel Tax	Persons Served		$3,850,000	182,985	$21.04
Business License Tax	Persons Served		$900,000	182,985	$4.92
Miscellaneous Taxes	[2]		$0	N/A	-
Franchise Fees	Persons Served		$2,447,000	182,985	$13.37
Licenses	[2]		$60,000	N/A	-
Permits	[2]		$2,731,864	N/A	-
Use of Money and Property	[1,2]		$1,383,812	N/A	-
Fees for Current Services	[2]		$11,183,817	N/A	-
Other Revenues	[2]		$1,848,249	N/A	-
Revenues & Grants from Other Agencies	[1,2]		$386,601	N/A	-
Electric Franchise Fees	Persons Served		$6,476,371	182,985	$35.39
Transfers In	[1]		$5,285,500	N/A	-
Subtotal General Fund Revenues			**$139,086,834**		
Less Offsetting Revenues	[3]		$22,291,343	N/A	-
Net General Fund Operating Revenues			**$116,795,491**		

rev pro

Source: City of Roseville FY 2018-19 Adopted Budget; EPS.

[1] Not expected to be affected by the Project and therefore no revenue multipliers are estimated in this analysis.
[2] This analysis assumes that all or part of these revenues are fully dedicated to specific General Fund departmental costs (Offsetting Revenues). Because these revenues are budget-neutral and are not discretionary, they are not included in estimating discretionary Project revenues.
[3] Sum of offsetting revenues (footnote 1) dedicated to specific General Fund department functions. These revenues are budget neutral and are netted out of both total revenues and total costs. See Table C-1. Amounts exclude one-time grant revenues.

Table B-2
Roseville Creekview Rezone Fiscal Impact Analysis
Estimated Project Revenues at Buildout (2018$)

General Fund Revenues	Source	Scenario 1 Existing Land Uses	Scenario 2 Proposed Land Uses	Difference Amount	Difference Percentage
Formula		*a*	*b*	*c = b - a*	*c / a*
Taxes:					
Property Taxes	Table B-3	$1,424,100	$1,409,300	($14,800)	(1%)
Property Tax In-Lieu of VLF	Table B-3	$411,400	$407,100	($4,300)	(1%)
Real Property Transfer Tax	Table B-4	$67,100	$67,400	$300	0%
Sales Tax	Table B-5	$686,911	$577,447	($109,464)	(16%)
Measure B Sales Tax	Table B-5	$370,830	$304,650	($66,180)	(18%)
Prop. 172 Sales Tax	Table B-5	$15,200	$12,500	($2,700)	(18%)
Hotel/Motel Tax	Persons Served	$112,800	$110,000	($2,800)	(2%)
Business License Tax	Persons Served	$26,400	$25,700	($700)	(3%)
Franchise Fees	Persons Served	$71,700	$69,900	($1,800)	(3%)
Electric Franchise Fees	Persons Served	$189,700	$185,000	($4,700)	(2%)
Subtotal General Fund Revenues		**$3,376,141**	**$3,168,997**	**($207,144)**	**(6%)**

revenues

Source: City of Roseville FY 2018-19 Adopted Budget; EPS.

Note: Values are rounded to the nearest $100.

Table B-3
Roseville Creekview Rezone Fiscal Impact Analysis
Estimated Property Tax Revenues (2018$)

Item	Assumptions	Formula	Scenario 1 Existing Land Uses	Scenario 2 Proposed Land Uses
1 Percent Property Tax				
Total Assessed Value of Project [1]		*a*	$945,310,000	$935,495,000
Property Tax Revenue (1% of Assessed Value)	1.00%	*b = a * 1.00%*	$9,453,100	$9,354,950
Estimated Property Tax Allocation [2]				
City of Roseville	15.06%	*c = b * 15.06%*	$1,424,100	$1,409,314
Other Agencies	84.94%	*d = b * 84.94%*	$8,029,000	$7,945,636
Property Tax In Lieu of Motor Vehicle In-Lieu Fee Revenue (VLF)				
Total Citywide Assessed Value [3]		*e*	$22,294,333,567	$22,294,333,567
Total Assessed Value of Project		*f = a*	$945,310,000	$935,495,000
Total Assessed Value		*g = e + f*	**$23,239,643,567**	**$23,229,828,567**
Percent Change in AV		*h = f / e*	4.24%	4.20%
Property Tax In Lieu of VLF [4]	$9,701,750	*i = h * $9,701,750*	$411,367	$407,096

prop tax

Source: City of Roseville FY 2018-19 Adopted Budget; Placer County Auditor-Controller; EPS.

[1] For assumptions and calculation of assessed value, refer to Table D-2.
[2] For assumptions and calculation of the estimated property tax allocation, refer to Table D-1.
[3] 2018-19 Placer County Assessment Roll Values for City of Roseville. Includes Citywide secured, unsecured, and homeowner exemption.
[4] Property tax in-lieu of VLF amount derived from the City of Roseville FY 2018-19 Adopted Budget. See Table B-1.

Table B-4
Roseville Creekview Rezone Fiscal Impact Analysis
Real Property Transfer Tax at Buildout (2018$)

Description	Source/ Assumption	Scenario 1 Existing Land Uses	Scenario 2 Proposed Land Uses
Assumptions			
Rate per $1,000 of AV [1]	$0.55		
Turnover Rate			
Owner-Occupied Homes	14.3%		
Renter-Occupied Homes	6.7%		
Nonresidential Sq. Ft.	6.7%		
Assessed Value [2]			
Residential			
Low Density (LDR)		$465,750,000	$549,125,000
Medium Density (MDR)		$308,688,000	$240,248,000
High Density (HDR)		$123,622,000	$123,622,000
Subtotal		**$898,060,000**	**$912,995,000**
Service & Employment			
Community Commercial (CC)		$38,250,000	$22,500,000
Community Comm./Business Prof. (CC/BP)		$9,000,000	$0
Subtotal		**$47,250,000**	**$22,500,000**
Total		**$945,310,000**	**$935,495,000**
Annual Transfer Tax Revenue			
Residential			
Low Density (LDR)	14%	$36,595	$43,146
Medium Density (MDR)	14%	$24,254	$18,877
High Density (HDR)	7%	$4,533	$4,533
Subtotal		**$65,382**	**$66,555**
Service & Employment			
Community Commercial (CC)	7%	$1,403	$825
Community Comm./Business Prof. (CC/BP)	7%	$330	$0
Subtotal		**$1,733**	**$825**
Total Annual Transfer Tax Revenue		**$67,114**	**$67,380**

transfer tax

Source: City of Roseville; EPS.

[1] Based on California Revenue and Taxation Code, §§ 11911-11929, which authorizes cities and counties to levy a real estate transfer tax at a rate of $0.55 per $1,000 value.
[2] Assessed Values (AV) derived in Table D-2 Note that assessed values are expressed in (2018$) and include no real AV growth.

Table B-5
Roseville Creekview Rezone Fiscal Impact Analysis
Estimated Taxable Sales and Use Tax Revenue (2018$)

Item	Assumptions	Formula	Scenario 1 Existing Land Uses	Scenario 2 Proposed Land Uses
Estimated Annual Taxable Sales (Rounded)				
Annual Taxable Sales from New Market Support	**Table B-5A**		$46,288,000	$46,686,000
Net Annual Taxable Sales from Onsite Commercial Use	**Table B-5B**		$27,878,000	$14,244,000
Total Annual Taxable Sales		a	**$74,166,000**	**$60,930,000**
Annual Sales Tax Revenue				
Bradley Burns Local Sales Tax Rate	1.0000%	*b = 1.0000% * a*	$741,660	$609,300
Sales Tax Sharing with Placer County [1]	16.0000%	*See Table B-5B*	$54,749	$31,853
Subtotal		*d = b - c*	**$686,911**	**$577,447**
Measure B Sales Tax	**0.50000%**	*f = 0.5000% * a*	**$370,830**	**$304,650**
City of Roseville Prop. 172 Public Sales Tax Revenue [2]	**0.02056%**	*e = 0.0206% * a*	**$15,249**	**$12,527**

sales tax

Source: California State Board of Equalization; City of Roseville EPS.

[1] Amount equal to 1 percent of the estimated on-site sales tax anticipated in the Specific Plan. Please see Table B-5B.
[2] State Board of Equalization collects one-half cent sales tax revenue under Proposition 172. Based on estimated citywide taxable sales, the City receives approximately 0.02056% of the annual taxable sales (City FY 2017-18 Adopted Budget).

Table B-5A
Roseville Creekview Rezone Fiscal Impact Analysis
Estimated Annual Taxable Sales, Hybrid Market Support Method (2018$)

Item Description	Assumption	Scenario 1 Existing Land Uses	Scenario 2 Proposed Land Uses
Annual Taxable Sales from New Occupied Households			
Residential Development		*Occupied Dwelling Units*	
Low Density (LDR)		778	917
Medium Density (MDR)		628	489
High Density (HDR)		512	512
Subtotal		**1,918**	**1,918**
Taxable Retail Expenditures [1]			
Low Density (LDR)	$33,400	$25,985,200	$30,627,800
Medium Density (MDR)	$27,300	$17,144,400	$13,349,700
High Density (HDR)	$20,800	$10,649,600	$10,649,600
Subtotal		**$53,779,200**	**$54,627,100**
Taxable Sales from New Households			
Estimated City Capture from New Residents [2]			
Taxable Sales Captured by the City	85%	**$45,712,320**	**$46,433,035**
Estimated Taxable Sales inside Project Area [3]	10%	$4,571,232	$4,643,304
Estimated Taxable Sales outside Project Area [3]	90%	$41,141,088	$41,789,732
Annual Taxable Sales from New Employees			
New Employees	Table A-3	480	211
Average Daily Taxable Sales per New Employee	$10.00		
Work Days per Year	240		
Total City Taxable Sales from New Employees		**$1,152,000**	**$506,400**
Adjusted City Taxable Sales from New Employees [4]	50%	**$576,000**	**$253,200**
Estimated Taxable Sales inside Project Area [3]	10%	$57,600	$25,320
Estimated Taxable Sales outside Project Area [3]	90%	$518,400	$227,880
Total Annual City Taxable Sales from Market Support		**$46,288,320**	**$46,686,235**
Taxable City Sales inside Project Area		$4,628,832	$4,668,624
Taxable City Sales outside Project Area		$41,659,488	$42,017,612

sales tax a

Source: BLS; Consumer Expenditure Survey; and EPS.

[1] See Table D-3. Rounded to the nearest $500.
[2] Total retail sales in the City exceeds resident's retail spending potential, indicating no sales leakage for Roseville, so this analysis marginal leakage for the Project households' retail spending.
[3] EPS estimate of resident/employee spending split between retail stores in the Project and stores outside the Project
[4] Discounted by 50% to avoid double-counting employees who are also residents and to account for taxable sales from new employees that occur outside the City.

Table B-5B
Roseville Creekview Rezone Fiscal Impact Analysis
Estimated Annual Taxable Sales Generated from On-Site Nonresidential (2018$)

On-Site Commercial Development	Assumption	Formula	Scenario 1 Existing Land Uses	Scenario 2 Proposed Land Uses
Community Commercial (CC)				
Taxable Sales per Sq. Ft. [1]	$210	*a*		
Occupied Building Sq. Ft.		*b*	161,200	94,800
Subtotal, Annual Taxable Sales		*c = a * b*	**$33,852,000**	**$19,908,000**
Community Comm./Business Prof. (CC/BP)				
Taxable Sales per Sq. Ft. [1]	$10	*d*		
Occupied Building Sq. Ft.		*e*	36,600	0
Subtotal, Annual Taxable Sales		*f = d * e*	**$366,000**	**$0**
Annual Taxable Sales from On-Site Commercial Dev. [2]		*g = c + f*	**$34,218,000**	**$19,908,000**
Less On-Site Market Support [3]		*h*	$4,628,832	$4,668,624
Subtotal Annual Sales less Market Support		*i = g - h*	**$29,589,168**	**$15,239,377**
Less Shift of Sales from Existing Retail Stores to the Project [4]	5%	*j = g * 0.05*	$1,710,900	$995,400
Net Annual On-Site Taxable Sales		*k = i - j*	**$27,878,268**	**$14,243,977**
Amount Subject to Property Tax Sharing with County [5]	16%	*l = g 0.16*	$5,474,880	$3,185,280

sales tax b

Source: Urban Land Institute & ICSC, *Dollars & Cents of Shopping Centers/The SCORE 2008* ; BOE; and EPS.

[1] Derived from ULI's Dollars & Cents of Shopping Centers: 2008. Values inflated to 2018 dollars using the CPI for the West Urban Region, All Urban Consumers. Taxable Retail Sales Factor based on taxable sales information from the CA Board of Equalization.

Retail Type	2008 Annual Sales per Sq. Ft.	Inflated 2018$ Annual Sales per Sq. Ft.	Taxable Retail Sales Factor	Taxable Sales per Sq. Ft.*
Community Commercial (CC)	$395	$473	44%	$210
Office				$10

**Rounded to the nearest $5.*

[2] Refers to new sales in the Project from customers other than new Project residents and employees. This total gross amount is subject to sales tax sharing with Placer County per the approved tax sharing agreement.
[3] Derived in Table B-5A.
[4] Represents a discount factor to account for taxable sales transactions that may shift from existing City retail centers to those inside the Project based on a preliminary review of existing retail demand and supply. This assumption was developed in accordance with DPFG for the Amoruso Ranch Specific Plan Fiscal Analysis.
[5] Reflects the maximum potential sales tax sharing by the City to the County per the sales tax sharing agreement.

Table B-6
Roseville Creekview Rezone Fiscal Impact Analysis
Summary of Estimated Special Tax/Assessment District Revenues

Land Use	CFD 3 Municipal Services FY 18/19 Rate	Scenario 1 Existing Land Uses	Scenario 2 Proposed Land Uses
PROGRAM			
Residential Land Uses			
Low Density (LDR)		810	955
Medium Density (MDR)		654	509
High Density (HDR)		547	547
Subtotal		2,011	
Nonresidential Land Uses			
Community Commercial (CC)		15.5	9.2
Community Comm./Business Prof. (CC/BP)		3.8	0.0
Subtotal Nonresidential		19.3	9.2
Residential Land Uses	*per unit*		
Low Density (LDR)	$440.00	$356,400	$420,200
Medium Density (MDR)	$257.00	$168,078	$130,813
High Density (HDR)	$128.00	$70,016	$70,016
Subtotal		**$594,494**	**$621,029**
Nonresidential Land Uses	*per acre*		
Community Commercial (CC)	$1,198	$18,567	$11,020
Community Comm./Business Prof. (CC/BP)	$1,030	$3,913	$0
Subtotal Nonresidential		**$22,480**	**$11,020**
Total Developable Land Uses		**$616,974**	**$632,049**

cfd

Source: City of Roseville; and EPS.

APPENDIX C:

Expenditure-Estimating Tables

Table C-1 Expenditure-Estimating Procedures Based on City of Roseville FY 2018–19 Budget C-1

Table C-2 Estimated Annual Project Expenditures..... C-2

Table C-1
Roseville Creekview Rezone Fiscal Impact Analysis
Expenditure-Estimating Procedures Based on City of Roseville FY 2018-19 Budget

Item	Estimating Procedure [4]	FY 2018-19 Budgeted Expenditures	Less Offsetting Revenue [1]	FY 2018-19 Net City Expenditures	Population or Persons Served	FY 2018-19 Average Cost	Adjustment Factor [2]	Population Net Average Cost
General Fund Expenditures [3]								
City Council	Persons Served	$229,005	$9,102	$219,903	182,985	$1.20	75%	$0.90
City Manager	Persons Served	$1,287,869	$39,938	$1,247,931	182,985	$6.82	75%	$5.11
Development & Operations	Persons Served	$0	$0	$0	182,985	$0.00	75%	$0.00
Public Affairs & Communications	Persons Served	$408,145	$12,657	$395,488	182,985	$2.16	75%	$1.62
City Attorney	Persons Served	$1,677,484	$64,420	$1,613,064	182,985	$8.82	75%	$6.61
Human Resources	Persons Served	$1,597,738	$49,547	$1,548,191	182,985	$8.46	75%	$6.35
Information Technology	Persons Served	$0	$0	$0	182,985	$0.00	75%	$0.00
City Clerk	Persons Served	$1,025,177	$179,441	$845,736	182,985	$4.62	75%	$3.47
Central Services	Persons Served	$0	$0	$0	182,985	$0.00	75%	$0.00
Finance	Persons Served	$2,207,492	$1,865,829	$341,663	182,985	$1.87	75%	$1.40
Economic Development & Housing	Persons Served	$814,076	$81,395	$732,681	182,985	$4.00	75%	$3.00
Development Services	Persons Served	$9,624,423	$5,614,709	$4,009,714	182,985	$21.91	100%	$21.91
Public Works	Persons Served	$7,871,233	$2,718,129	$5,153,104	182,985	$28.16	100%	$28.16
Police	Persons Served	$40,870,243	$2,795,204	$38,075,039	182,985	$208.08	100%	$208.08
Fire	Persons Served	$32,117,397	$2,050,265	$30,067,132	182,985	$164.31	100%	$164.31
Parks, Recreation & Libraries	Per Capita	$22,911,376	$5,825,579	$17,085,797	137,213	$124.52	100%	$124.52
Stormwater	Not Evaluated	$684,176	$21,217	$662,959	N/A	N/A	100%	N/A
Annexation Payments	Not Evaluated	$5,950,000	$184,513	$5,765,487	N/A	N/A	N/A	N/A
City Special Assessments	Not Evaluated	$139,581	$4,328	$135,253	N/A	N/A	N/A	N/A
Interfund Loan Interest Payment to GF Contributions by Developers Fund	Not Evaluated	$10,640	$330	$10,310	N/A	N/A	N/A	N/A
Transfer to Vehicle Replacement Fund	Not Evaluated	$0	$0	$0	N/A	N/A	N/A	N/A
Transfer to Post-Retirement Insurance/Accrual Fund	Not Evaluated	$5,704,624	$176,904	$5,527,720	N/A	N/A	N/A	N/A
Transfer to Golf Operations Funds	Not Evaluated	$700,000	$521,707	$178,293	N/A	N/A	N/A	N/A
Transfer to Parks, Recreation & Libraries Capital Fund	Not Evaluated	$580,000	$17,986	$562,014	N/A	N/A	N/A	N/A
Transfer to Transit Fund	Not Evaluated	$70,875	$0	$70,875	N/A	N/A	N/A	N/A
General Fund Contingency - Materials, Services & Supplies	Not Evaluated	$1,875,000	$58,145	$1,816,855	N/A	N/A	N/A	N/A
Total Annual General Fund Expenditures [5]		**$138,356,554**	**$22,291,343**	**$116,065,211**		**$584.94**		**$575.45**

exp pro

Source: City of Roseville FY 2018-19 Adopted Budget; EPS.

[1] Represents departmental revenues identified for specific General Fund department functions in the City's fiscal budget.
[2] Adjustment factor recognizes some department costs are fixed.
[3] Any department with a negative net cost is estimated to have a zero net cost for fiscal impact analysis purposes.
[4] "Not Evaluated" items not expected to be affected by the Project and is not evaluated in this analysis.
[5] May not tie out with the budget because of rounding.

Table C-2
Roseville Creekview Rezone Fiscal Impact Analysis
Estimated Annual Project Expenditures (2018$)

Expenditures	Source	Scenario 1 Existing Land Uses Amount (Rounded)	Scenario 1 Existing Land Uses Percentage of Total	Scenario 2 Proposed Land Uses Amount (Rounded)	Scenario 2 Proposed Land Uses Percentage of Total	Difference Amount	Difference Percentage
Formula		*a*		*b*		*c = b - a*	*c / a*
General Fund							
City Council	Table C-1	$4,800	0.2%	$4,700	0.2%	($100)	(2.1%)
City Manager	Table C-1	$27,400	0.9%	$26,700	0.9%	($700)	(2.6%)
Development & Operations	Table C-1	$0	0.0%	$0	0.0%	$0	0.0%
Public Affairs & Communications	Table C-1	$8,700	0.3%	$8,500	0.3%	($200)	(2.3%)
City Attorney	Table C-1	$35,400	1.2%	$34,600	1.2%	($800)	(2.3%)
Human Resources	Table C-1	$34,000	1.1%	$33,200	1.1%	($800)	(2.4%)
Information Technology	Table C-1	$0	0.0%	$0	0.0%	$0	0.0%
City Clerk	Table C-1	$18,600	0.6%	$18,100	0.6%	($500)	(2.7%)
Central Services	Table C-1	$0	0.0%	$0	0.0%	$0	0.0%
Finance	Table C-1	$7,500	0.2%	$7,300	0.2%	($200)	(2.7%)
Economic Development & Housing	Table C-1	$16,100	0.5%	$15,700	0.5%	($400)	(2.5%)
Development Services	Table C-1	$117,500	3.8%	$114,500	3.8%	($3,000)	(2.6%)
Public Works	Table C-1	$151,000	4.9%	$147,200	4.9%	($3,800)	(2.5%)
Police	Table C-1	$1,115,500	36.5%	$1,087,600	36.3%	($27,900)	(2.5%)
Fire	Table C-1	$880,900	28.8%	$858,900	28.7%	($22,000)	(2.5%)
Parks, Recreation & Libraries	Table C-1	$637,700	20.9%	$637,700	21.3%	$0	0.0%
Total General Fund Expenditures		**$3,055,100**	**100.0%**	**$2,994,700**	**100.0%**	**($60,400)**	**(2.0%)**

expenditures

Source: City of Roseville FY 2018-19 Adopted Budget; EPS.

Note: Values are rounded to the nearest $100.

APPENDIX D:

Supporting Tables for Revenue Estimates

Table D-1	Preliminary Property Tax Allocations	D-1
Table D-2	Estimated Assessed Valuation at Buildout	D-2
Table D-3	Estimated Project Household Incomes	D-3

DRAFT

Table D-1
Creekview Plan Area Fiscal Impact Analysis
Preliminary Property Tax Allocations

Fund/ Agency	Pre-ERAF Distribution of Tax Increment [1] Tax Rate Areas 005-068	005-072	005-073	Pre-ERAF Wt. Average	% of Factor Shift to ERAF	Post ERAF Distribution Factors	Property Tax Allocation [2] City 45.2%	County 54.8%
Taxing Entities Subject to Tax Sharing								
City of Roseville	41.5534%	41.5534%	41.5534%	41.5534%	19.8263%	33.3149%	15.0649%	18.2500%
County General Fund	0.0000%	0.0000%	0.0000%	0.0000%	33.0135%	0.0000%	-	-
Subtotal	**41.5534%**	**41.5534%**	**41.5534%**	**41.5534%**		**33.3149%**	**15.0649%**	**18.2500%**
Other Taxing Entities								
Roseville Cemetery	0.9715%	0.9715%	0.9715%	0.9715%	10.8568%	0.8660%		
Placer County Resource Conserv	0.0720%	0.0720%	0.0720%	0.0720%	10.6134%	0.0644%		
Roseville City Elem M&O	23.4198%	23.4198%	23.4198%	23.4198%		23.4198%		
Roseville High M&O	21.9476%	21.9476%	21.9476%	21.9476%		21.9476%		
Sierra College M&O	7.8985%	7.8985%	7.8985%	7.8985%		7.8985%		
Superintendent of Schools	3.9018%	3.9018%	3.9018%	3.9018%		3.9018%		
Placer Co Water Agency M&O	0.2354%	0.2354%	0.2354%	0.2354%	38.6067%	0.1445%		
Subtotal	**58.4466%**	**58.4466%**	**58.4466%**	**58.4466%**		**58.2426%**		
Subtotal	**100.0000%**	**100.0000%**	**100.0000%**	**100.0000%**		**91.5575%**		
Educational Revenue Relief Fund (ERAF)						**8.4425%**		
Total Gross Property Tax	**100.0000%**	**100.0000%**	**100.0000%**	**100.0000%**		**100.0000%**		

tra alloc

Source: Placer County and EPS.

[1] Represents the percentage allocation of the 1% ad valorem property tax by Tax Rate Area (TRA).
[2] Tax increment split based on the revenue sharing agreement in place between the City and County ensuring the County the equivalent of 18.25% of the 1% ad valorem property tax across all Sierra Vista, Creekview, and Reason Farms developments (net of ERAF) as detailed in the Roseville - West Placer Annexations document submitted by the County Executive Officer to the County Board of Supervisors, dated September 12, 2011.

Table D-2
Roseville Creekview Rezone Fiscal Impact Analysis
Estimated Assessed Valuation at Buildout (2018$) [1]

Item	Assessed Value	Scenario 1 Existing Land Uses	Scenario 2 Proposed Land Uses	Difference Amount	Difference Percentage
PROGRAM					
Residential					
Low Density (LDR)		810	955		
Medium Density (MDR)		654	509		
High Density (HDR)		547	547		
Subtotal		2,011	2,011		
Service & Employment					
Community Commercial (CC)		170,000	100,000		
Community Comm./Business Prof. (CC/BP)		40,000	0		
Subtotal		210,000	100,000		
Formula		*A*	*B*	*C = B - A*	*C/A*
Residential					
Low Density (LDR)	$575,000	$465,750,000	$549,125,000	$83,375,000	17.9%
Medium Density (MDR)	$472,000	$308,688,000	$240,248,000	($68,440,000)	(22.2%)
High Density (HDR)	$226,000	$123,622,000	$123,622,000	$0	0.0%
Subtotal		**$898,060,000**	**$912,995,000**	**$14,935,000**	**1.7%**
Service & Employment	*per bldg. sq. ft.*				
Community Commercial (CC)	$225	$38,250,000	$22,500,000	($15,750,000)	(41.2%)
Community Comm./Business Prof. (CC/BP)	$225	$9,000,000	$0	($9,000,000)	(100.0%)
Subtotal		**$47,250,000**	**$22,500,000**	**($24,750,000)**	**(52.4%)**
Total Assessed Value		**$945,310,000**	**$935,495,000**	**($9,815,000)**	**(1.0%)**

av base

Source: Creekview; EPS.

[1] Note that assessed values (AV)s are expressed in 2018$ and include no real AV growth.

Table D-3
Roseville Creekview Rezone Fiscal Impact Analysis
Estimated Project Household Incomes (2018$)

Residential Land Use Type	Occupied Number of Households [1] Scenario 1 Existing Land Uses	Occupied Number of Households [1] Scenario 2 Proposed Land Uses	Estimated Unit Value [2]	Estimated Annual Housing Costs [3]	Estimated Household Income (Rounded) [4]	Taxable Expenditures as a % of Income [5]	Average Annual Household Taxable Retail Exp. (Rounded) [6] Scenario 1 Existing Land Uses	Average Annual Household Taxable Retail Exp. (Rounded) [6] Scenario 2 Proposed Land Uses
Owner Occupied				*Annual Mortgage*				
Low Density (LDR)	810	955	$575,000	$42,842	$143,000	23.3%	$33,400	$33,400
Medium Density (MDR)	654	509	$472,000	$35,168	$117,000	23.3%	$27,300	$27,300
Renter Occupied			*Monthly Rent*	*Annual Rent*				
High Density (HDR)	547	547	$1,645	$19,740	$66,000	31.5%	$20,800	$20,800
Weighted Average/Total	**2,011**	**2,011**					**$27,989**	**$28,429**

hh income

Source: Bureau of Labor Statistics (BLS), Consumer Expenditure Survey; EPS.

[1] See Table A-3 for calculation of the number of occupied households.
[2] Residential unit value assumptions informed by new homes sales in Roseville, as reported by The Gregory Group Q4 2018. Data retrieved March 2019.
Renter Occupied monthly rent assumptions informed by apartment search in Roseville, as reported by CoStar. Data retrieved March 2019.
[3] Housing costs of owner-occupied units are based on a 5.5%, 30-year fixed-rate mortgage with a 20% down payment and 2% annual taxes and insurance.
[4] Assumes 30% of income is dedicated to housing costs (mortgage, taxes and insurance) or rent payments. Incomes rounded to the nearest $1,000.
[5] Taxable expenditures as a percentage of income derived from the BLS Consumer Expenditure Survey.
[6] Average retail expenditures per household used to estimate annual sales tax revenues, as shown in Table B-5A.

FEHR PEERS

TECHNICAL MEMORANDUM

Date: June 28, 2019
To: Matthew Todd – City of Roseville
From: John Gard and Rod Brown – Fehr & Peers
Subject: *Transportation Impact Assessment of Proposed Land Use Amendment to Creekview Specific Plan*
RS19-3787

This memorandum presents the assumptions, analysis methods, and results of an evaluation of the transportation-related effects of proposed changes to the Creekview Specific Plan (CSP).

Background

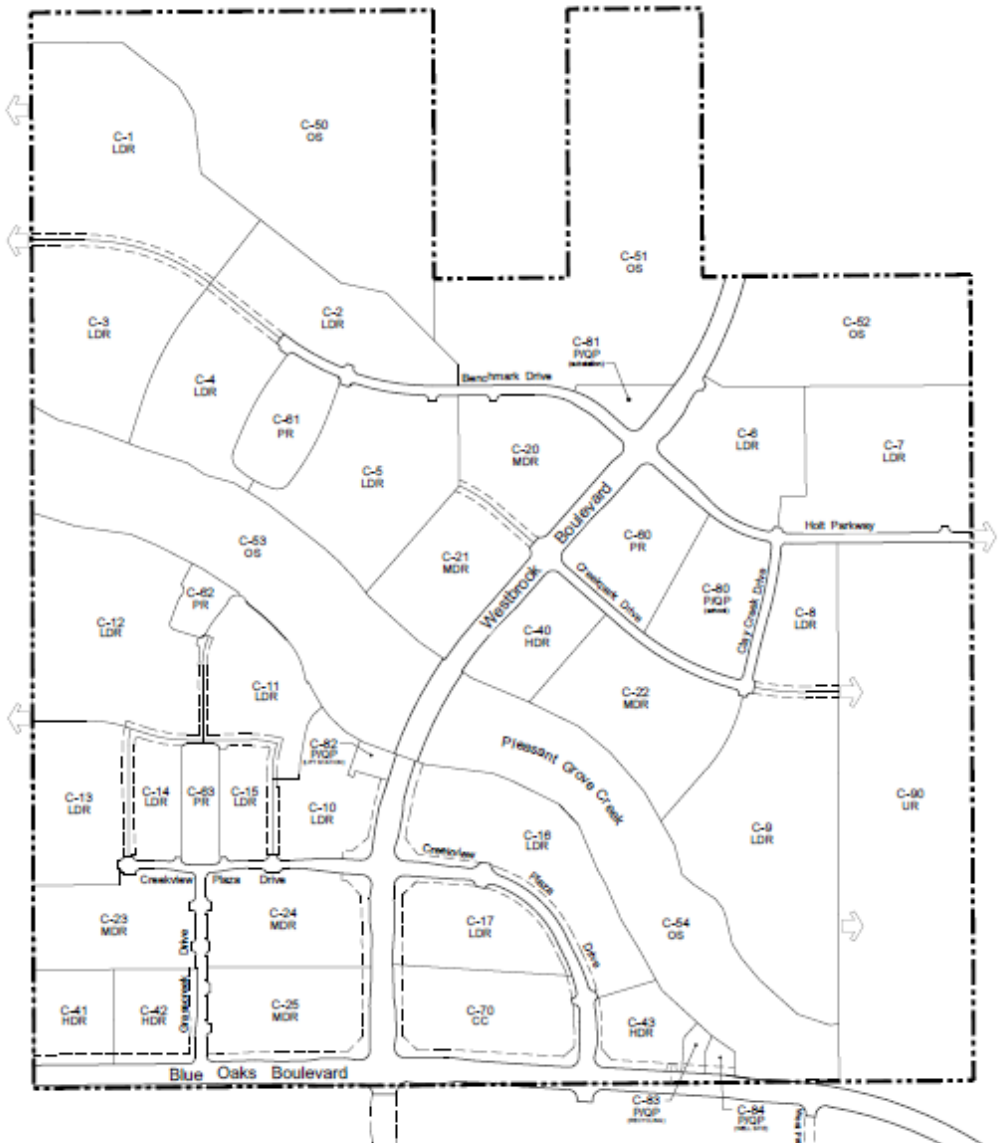
The CSP was approved in 2012 and included 2,011 residential units and community commercial, community commercial/business professional, school, park, open space, quasi-public, and urban reserve uses. A Specific Plan Amendment was approved in 2016 (2016 SPA) that maintained the overall land use pattern, maintained the unit count of 2,011 that was approved in 2012, and shifted residential units among parcels.

Proposed Land Use Changes

Amendments to the CSP are proposed (2019 SPA) to align residential housing types to meet market demand and to reduce the burden of Phase 1 infrastructure costs. Elimination of Community Commercial (CC) and Community Commercial/Business Professional (CC/BP) uses is also proposed, driven by the surplus of land designated for commercial uses within a short distance of the CSP and the reduced demand for commercial uses resulting from changing consumer preferences. Land use changes between the 2016 SPA and 2019 SPA are shown in **Table 1**, and the updated circulation plan is shown in **Figure 1**. All proposed modifications to circulation are only for the area south of Pleasant Grove Creek. The primary circulation change would be the shift of Grasscreek Drive (north-south collector west of Westbrook Boulevard) slightly further east.

The square footage of the remaining Community Commercial land use was estimated using a floor area ratio of 0.4 per email direction from Charity Gold of the City of Roseville, dated May 22, 2019.

Figure 1: Creekview Specific Plan 2019 SPA Proposed Land Use Plan



Source: City of Roseville, 2019.

Table 1
Creekview Specific Plan Land Use – 2016 SPA vs. 2019 SPA

Land Use	2016 SPA		2019 SPA (Proposed)		Change	
	Acres	Units	Acres	Units	Acres	Units
Residential						
Low Density Residential (LDR)	157.3	810	182.7	954	+ 25.4	+ 144
Medium Density Residential (MDR)	66.0	654	51.2	510	- 14.8	- 144
High Density Residential (HDR)	18.7	547	17.7	547	- 1.0	0
Subtotal	242.0	2,011	251.6	2,011	+ 9.6	0
Service & Employment						
Community Commercial (CC)	15.5	-	9.3	-	- 6.2	-
Community Comm/Business Prof (CC/BP)	3.8	-	0	-	- 3.8	-
Subtotal	19.3	-	9.3	-	- 10.0	-
Open Space & Public						
Open Space (OS)	136.9	-	136.9	-	0	-
Park (PR)	16.1	-	16.3	-	+ 0.2	-
Public/Quasi-Public (P/QP)	9.6	-	9.6	-	0	-
Urban Reserve (UR)	39.9	-	39.9	-	0	-
Right-of-Way (ROW)	37.5	-	37.7	-	+ 0.2	-
Subtotal	240.0	-	240.4	-	+ 0.4	-
Total	**501.3**	**2,011**	**501.3**	**2,011**	**0**	**0**

Source: City of Roseville, 2019.

Trip Generation Comparison

We compared the project's trip generation based on the approved 2016 SPA with the proposed 2019 SPA, using rates from the City of Roseville 2035 CIP travel demand model. **Table 2** shows the results of these calculations and indicates that the proposed land use modifications in the 2019 SPA would result in fewer trips being generated. These results suggest that traffic volumes in the vicinity of the project would be reduced during both peak hours and daily as a result of the land use changes.

Table 2
Trip Generation Comparison – 2016 SPA vs. 2019 SPA

Land Use	Amount	Trip Rate [1]			Trips		
		AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour	Daily
2016 SPA							
Single-Family Residential	1,464 du's	0.71	0.78	9	1,033	1,142	13,176
Multi-Family Residential	547 du's	0.41	0.58	6.5	223	317	3,556
Retail	179 ksf	0.87	2.67	35	156	478	6,265
Office	143 ksf	2.11	1.68	17.7	301	240	2,531
School	600 students	0.35	0.04	1	213	24	600
Park	16 acres	0.04	0.17	2.2	1	3	35
				Total	***1,927***	***2,204***	***26,163***
2019 SPA (Proposed)							
Single-Family Residential	1,464 du's	0.71	0.78	9	1,033	1,142	13,176
Multi-Family Residential	547 du's	0.41	0.58	6.5	223	317	3,556
Retail	162 ksf	0.87	2.67	35	141	433	5,670
Office	0 ksf	2.11	1.68	17.7	0	0	0
School	600 students	0.35	0.04	1	213	24	600
Park	16 acres	0.06	0.17	2.2	1	3	35
				Total	**1,611**	**1,918**	**23,037**
				Difference	**-316**	**-286**	**-3,126**

Notes:
1. Daily and PM peak hour trip rates from the City of Roseville travel demand model. AM peak hour rate estimated by calculating ratio of the *Trip Generation Manual* (ITE, 2017) AM peak hour rate to the ITE daily rate and applying this factor to the City of Roseville travel demand model daily rate.

ksf = thousand square feet. du's = dwelling units.
Source: Fehr & Peers, 2019.

Vehicle Miles of Travel Comparison

The proposed land use changes and roadway network changes were entered into the City of Roseville 2035 travel demand model. Vehicle miles of travel (VMT) was calculated for both the 2016 SPA and the 2019 SPA, using the boundary method for the City of Roseville. This method estimates the VMT for all roadways within the City.

According to model output, the scenario comprising the 2019 SPA was calculated to have a total VMT of 5,374,879; in contrast, the scenario comprising the 2016 SPA was calculated to have a total VMT of 5,378,872. Thus, the 2019 SPA would result in a reduction of 3,993 VMT. Model output for this calculation is included in Appendix A.

The VMT reduction caused by the 2019 SPA is likely largely due to the elimination of the CC/BP and reduction in the CC land uses within the CSP. Appendix A includes a plot of daily trips traveling to and

from the CC/BP land use based on the 2016 SPA. As shown in the plot, only a small portion of these trips are fully contained within the CSP, and many connect to destinations throughout Roseville and beyond City limits. VMT generation for office space in the CSP area is likely to be higher than VMT generation for office space located more centrally within Roseville.

Evaluation of 2019 SPA Roadway Network

The City of Roseville 2035 CIP travel demand model was used to estimate cumulative AM and PM peak hour traffic volumes at the following intersections, assuming the 2019 SPA in place:

1. Blue Oaks Boulevard/Grasscreek Drive
2. Blue Oaks Boulevard/Westbrook Boulevard
3. Westbrook Boulevard/Creekview Plaza
4. Creekview Plaza Drive/Street PP (evaluated for 2019 SPA only)

These volumes are shown in **Figure 2**. As shown in Figure 2, traffic volumes on Blue Oaks Boulevard and Westbrook Boulevard would be reduced due to the changes in land use.

Figure 2 also displays the traffic volumes at Intersection 1. Using the California *Manual of Uniform Traffic Control Devices* (2016) peak hour traffic volume signal warrant, this intersection would not meet the warrant (see Appendix A). While there is sufficient traffic on the Grasscreek Drive approach to warrant a signal, there is not adequate volume on Blue Oaks Boulevard to meet the warrant. It should be noted that this version of the 2035 travel demand model does not assume the extension of Placer Parkway to Santucci Boulevard. As a result, the segment of Blue Oaks Boulevard west of Westbrook Boulevard carries approximately 15,200 daily trips. Modeling conducted for the Amoruso Ranch Specific Plan indicated that the connection of Placer Parkway to Santucci Boulevard would cause the volume on this segment to increase to 38,000 daily trips. Under such a condition, a signal would be warranted at the Blue Oaks Boulevard/Grasscreek Drive intersection. Therefore, The City and applicant should coordinate to decide the following:[1]

1. When and by whom a traffic signal should be installed, and
2. If access should be restricted to right-turns only until such time that a signal is installed.

According to the Phase 1 Lotting Study (McKay & Somps, May 16, 2018), the proposed spacing of Intersections 1 and 2 on Blue Oaks Boulevard is approximately 900 feet. City standards recommend traffic signals be spaced a minimum of 1/4-mile apart. However, exceptions to this standard have been allowed under certain circumstances. The Blue Oaks Boulevard/Grasscreek Drive intersection would be a T-intersection, meaning the majority of intersection green time would be provided for the more

[1] Due to the uncertainty of the timing of Placer Parkway, development phasing of Creekview properties, and decisions regarding how infrastructure will be funded, these discussions are warranted.

heavily traveled eastbound and westbound approaches. Therefore, installation of a traffic signal would not adversely affect progression of traffic along this segment of Blue Oaks Boulevard.

Intersection 3 (Westbrook Boulevard/Grasscreek Drive) is planned to be signalized. The proposed 2019 SPA would not alter the needed lane configurations or need for signalization at this intersection.

Intersection 4 is a planned roundabout on Creekview Plaza Drive east of Westbrook Boulevard. It would carry modest volumes of traffic and operate acceptably as a single-lane roundabout. The *Tentative Subdivision Map* (MacKay & Somps, March 2019) shows a conceptual layout of the roundabout. We recommend its final design be constructed in accordance with City standards including geometric details, accommodation of large vehicles, pedestrian facilities, etc. It is also recommended that additional analysis be conducted to review the proposed driveway (shown below) that would serve Lot C-70 due to the potential for limited sight distance due to the street's horizontal curvature.

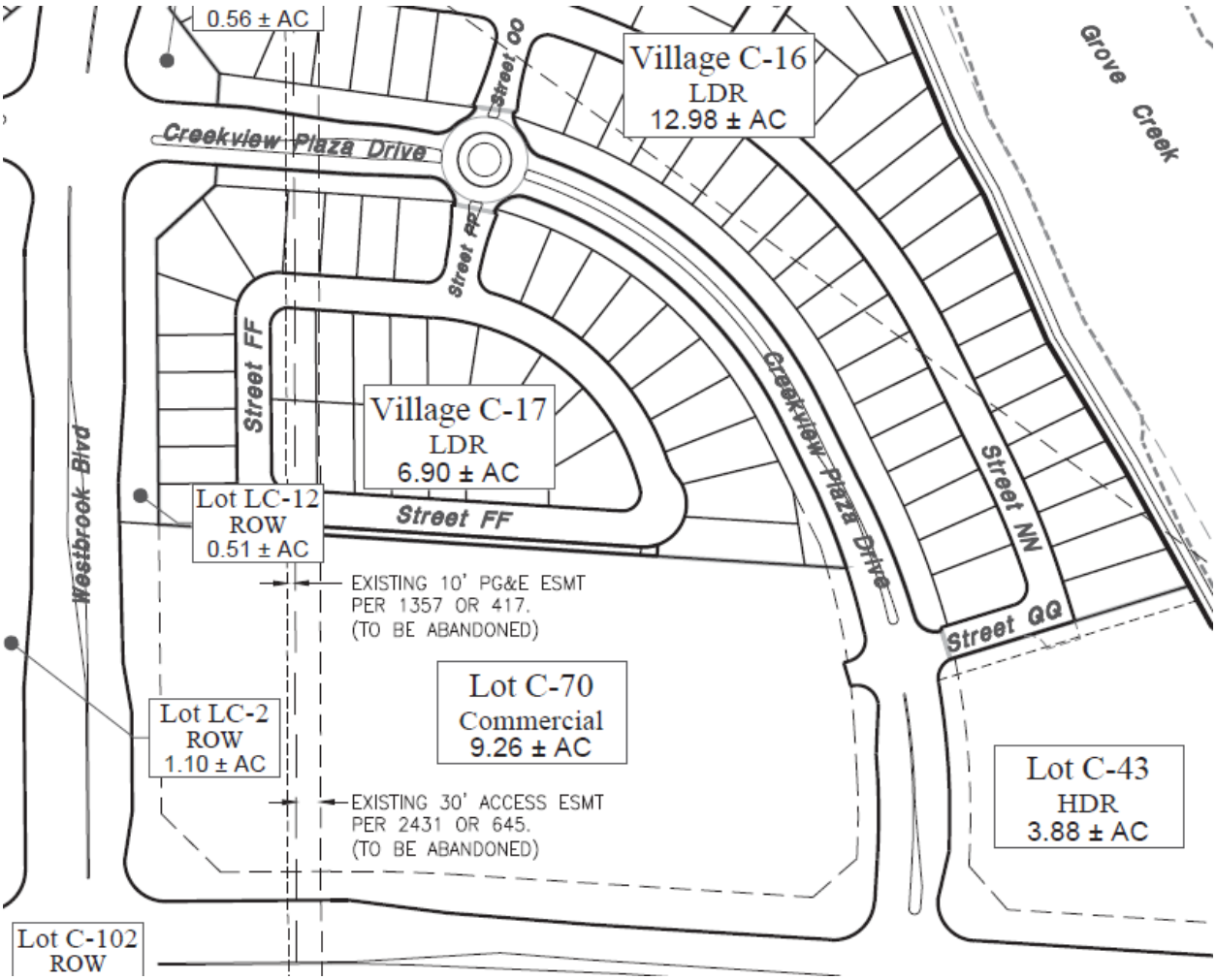
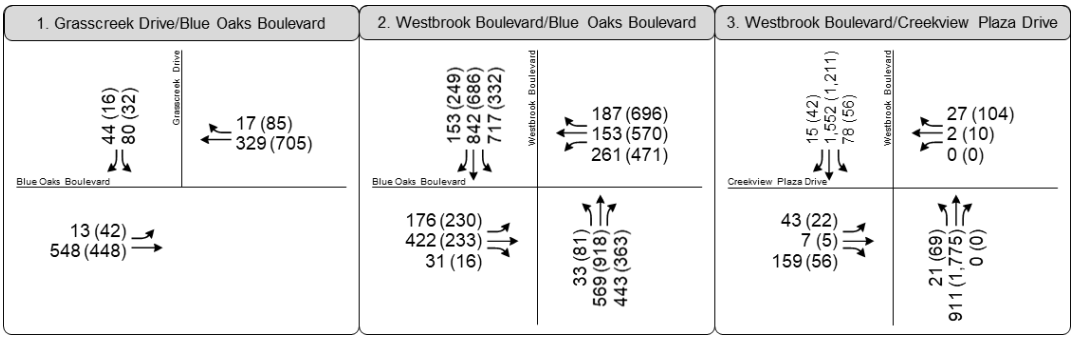
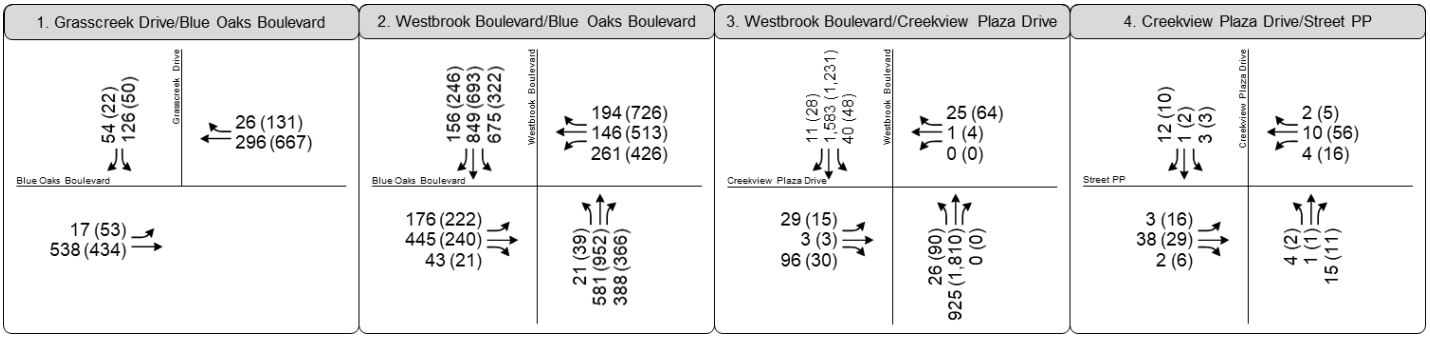


Figure 2: Peak Hour Traffic Volumes

2016 SPA



2019 SPA

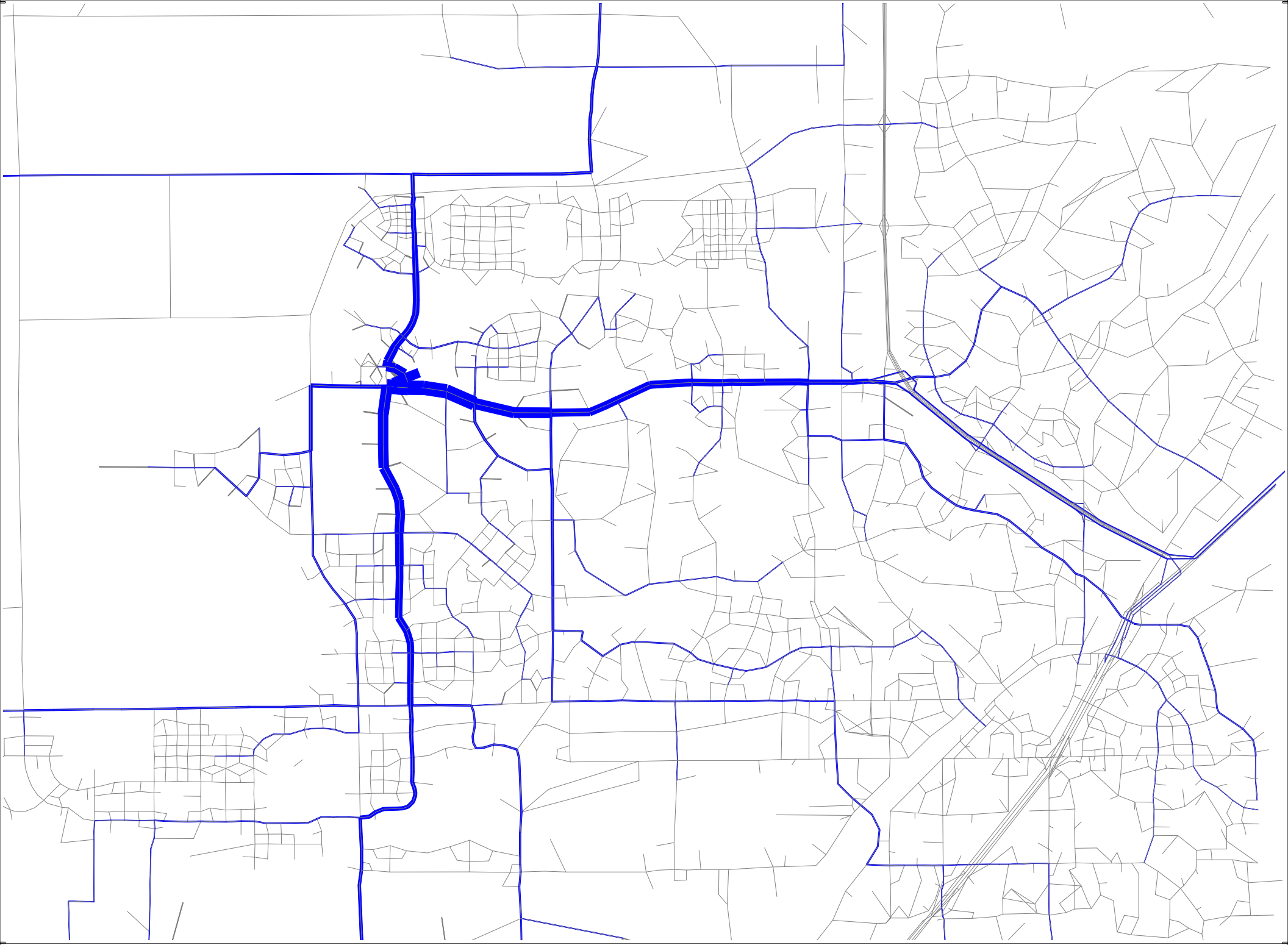


Legend

AM (PM) Peak Hour Traffic Volume

Source: Fehr & Peers, 2019.

Appendix A: Technical Reports



Creekview Specific Plan 2016 SPA Office Land Use Daily Trips

cube

(Licensed to Fehr & Peers)

FEHR PEERS

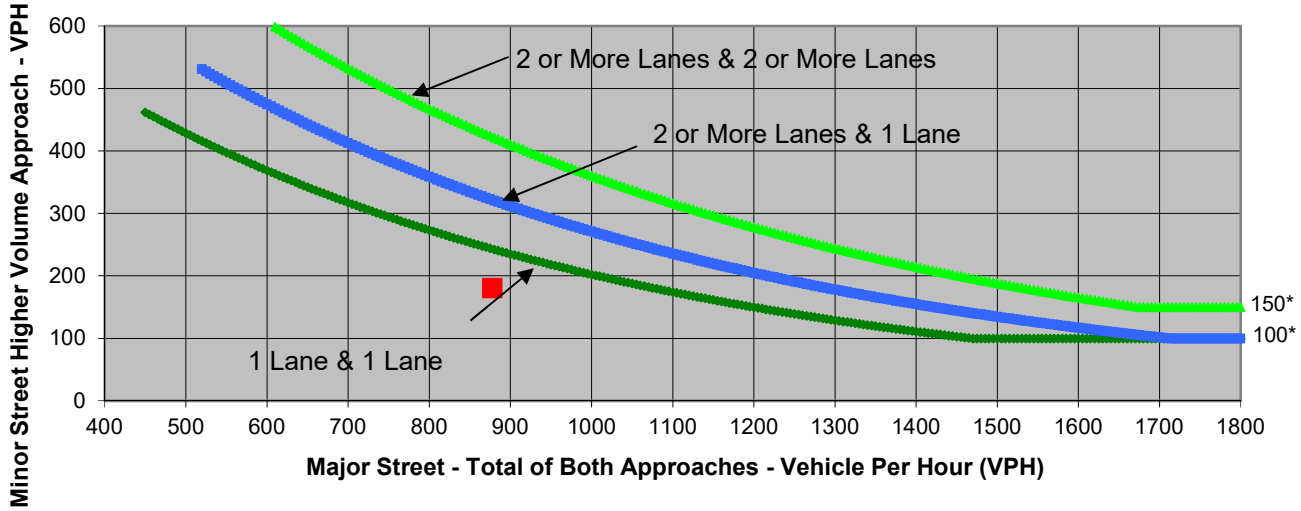
Major Street	Blue Oaks Boulevard	Project	Creekview SPA
Minor Street	Grasscreek Drive	Scenario	2019 SPA
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	126	17	0
Through	0	0	538	296
Right	0	54	0	26
Total	0	181	555	322

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Blue Oaks Boulevard	Grasscreek Drive	
Number of Approach Lanes	**3**	**1**	**NO**
Traffic Volume (VPH) *	**878**	**181**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

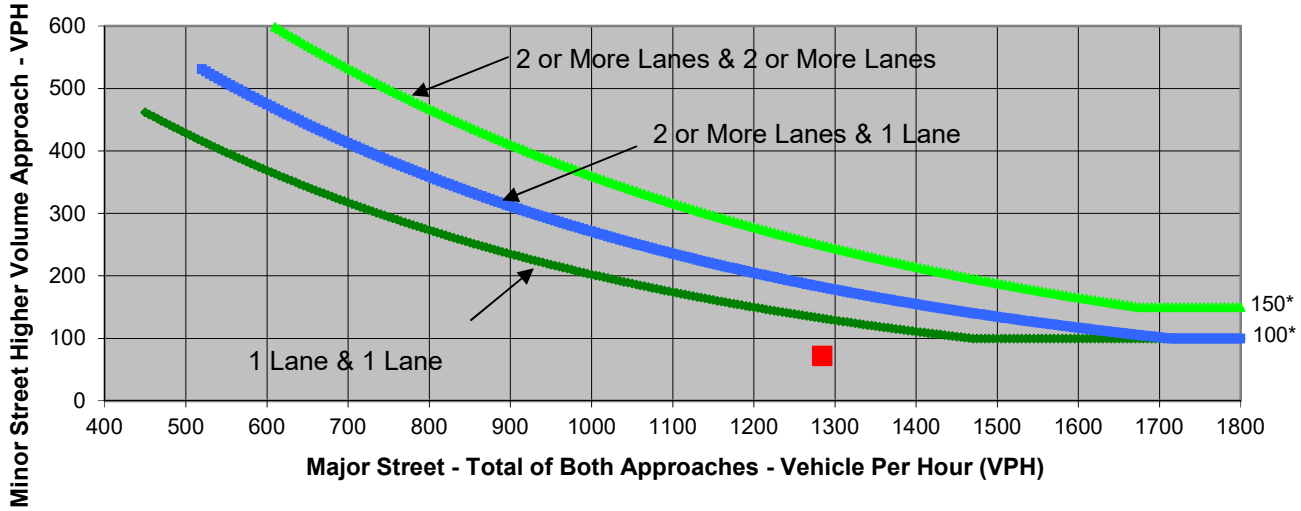
Major Street	Blue Oaks Boulevard	Project	Creekview SPA
Minor Street	Grasscreek Drive	Scenario	2019 SPA
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	50	53	0
Through	0	0	434	667
Right	0	22	0	131
Total	0	72	487	798

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Blue Oaks Boulevard	Grasscreek Drive	
Number of Approach Lanes	**3**	**1**	**NO**
Traffic Volume (VPH) *	**1,284**	**72**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
7	8	25	0.22596	2	10	1.00	1	3	3	0.54230	0.00005	24.99976	0.67788
7	8670	25	0.15682	2	10	1.00	1	3	721	0.37730	0.01226	24.93883	113.0672
7	8688	25	0.09988	2	10	1.00	1	3	510	0.24013	0.00868	24.95667	50.9388
8	7	25	0.22596	2	10	1.00	1	3	3	0.54230	0.00005	24.99976	0.67788
8	8666	25	0.12820	2	10	1.00	1	3	699	0.30841	0.01188	24.94073	89.6118
8	8692	25	0.14814	2	10	1.00	1	3	136	0.35571	0.00231	24.98844	20.14704
9	8654	25	0.12051	2	10	1.00	1	3	527	0.28975	0.00896	24.95527	63.50877
9	8692	25	0.15551	2	10	1.00	1	3	130	0.37338	0.00222	24.98891	20.2163
10	8686	25	0.12673	2	10	1.00	1	3	1258	0.30545	0.02139	24.89348	159.4263
11	8716	25	0.03278	2	10	1.00	1	3	2925	0.07947	0.04975	24.75370	95.8815
12	9026	25	0.06117	2	10	1.00	1	3	531	0.14708	0.00904	24.95490	32.48127
12	9028	25	0.16874	2	10	1.00	1	3	582	0.40577	0.00990	24.95057	98.20668
13	9034	25	0.10232	2	10	1.00	5	3	1196	0.24658	0.02034	24.89871	122.3747
14	8864	25	0.13678	2	10	1.00	1	3	697	0.32904	0.01185	24.94088	95.33566
15	8720	25	0.17001	2	10	1.00	1	3	1483	0.41008	0.02522	24.87454	252.1248
16	8878	25	0.13364	2	10	1.00	1	3	1810	0.32271	0.03078	24.84705	241.8884
17	8864	25	0.38585	2	10	1.00	1	3	820	0.92862	0.01395	24.93043	316.397
18	8726	25	0.07083	2	10	1.00	1	3	1044	0.17060	0.01776	24.91152	73.94652
19	8728	25	0.26141	2	10	1.00	1	3	99	0.62758	0.00168	24.99161	25.87959
19	8866	25	0.15154	2	10	1.00	1	3	351	0.36414	0.00596	24.97022	53.19054
19	8872	25	0.28092	2	10	1.00	1	3	627	0.67565	0.01066	24.94679	176.1368
20	8830	25	0.16477	2	10	1.00	1	3	2242	0.39845	0.03813	24.81080	369.4143
20	8874	25	0.25626	2	10	1.00	1	3	387	0.61583	0.00659	24.96712	99.17262
21	8732	25	0.12414	2	10	1.00	1	3	778	0.29873	0.01324	24.93398	96.58092
22	8734	25	0.07920	2	10	1.00	1	3	612	0.19047	0.01041	24.94804	48.4704
23	8736	25	0.15839	2	10	1.00	1	3	950	0.38136	0.01615	24.91951	150.4705
24	8822	25	0.09345	2	10	1.00	1	3	967	0.22502	0.01645	24.91804	90.36615
25	8826	25	0.13801	2	10	1.00	1	3	1749	0.33321	0.02975	24.85214	241.3795
26	8774	25	0.10324	2	10	1.00	1	3	333	0.24805	0.00566	24.97175	34.37892
26	8778	25	0.12255	2	10	1.00	1	3	371	0.29450	0.00631	24.96849	45.46605
27	8816	25	0.04277	2	10	1.00	1	3	2797	0.10363	0.04757	24.76438	119.6277
27	8820	25	0.13537	2	10	1.00	1	3	1094	0.32609	0.01861	24.90730	148.0948
28	8810	25	0.05791	2	10	1.00	1	3	5144	0.14141	0.08748	24.57011	297.889
29	8860	25	0.04015	2	10	1.00	1	3	5200	0.09807	0.08844	24.56549	208.78
30	8856	25	0.03719	2	10	1.00	1	3	1671	0.08977	0.02841	24.85875	62.14449
31	5938	25	0.36472	2	10	1.00	1	3	931	0.87811	0.01584	24.92104	339.5543
31	8802	25	0.18056	2	10	1.00	1	3	1840	0.43605	0.03128	24.84455	332.2304
31	8806	25	0.14591	2	10	1.00	1	3	99	0.35031	0.00169	24.99156	14.44509
32	8806	25	0.04623	2	10	1.00	1	3	4881	0.11280	0.08302	24.59169	225.6486
33	5916	25	0.11588	2	10	1.00	1	3	933	0.27899	0.01587	24.92090	108.116
33	5922	25	0.20392	2	10	1.00	1	3	448	0.49014	0.00763	24.96192	91.35616
33	8806	25	0.17174	2	10	1.00	1	3	88	0.41230	0.00150	24.99252	15.11312
34	5920	25	0.05170	2	10	1.00	1	3	1674	0.12480	0.02847	24.85843	86.5458
35	5912	25	0.08977	2	10	1.00	1	3	1561	0.21660	0.02655	24.86796	140.131
36	37	25	0.32001	2	10	1.00	1	3	15	0.76806	0.00026	24.99870	4.80015
36	8670	25	0.11679	2	10	1.00	1	3	730	0.28099	0.01242	24.93806	85.2567
36	9020	25	0.11438	2	10	1.00	1	3	1118	0.27557	0.01901	24.90532	127.8768
37	36	25	0.32001	2	10	1.00	1	3	15	0.76806	0.00026	24.99870	4.80015
37	38	25	0.22674	2	10	1.00	1	3	11	0.54420	0.00019	24.99904	2.49414
37	8668	25	0.21623	2	10	1.00	1	3	212	0.51933	0.00361	24.98197	45.84076
37	8672	25	0.20473	2	10	1.00	1	3	869	0.49281	0.01478	24.92630	177.9104
37	9018	25	0.22017	2	10	1.00	1	3	777	0.52980	0.01321	24.93412	171.0721
38	37	25	0.22674	2	10	1.00	1	3	11	0.54420	0.00019	24.99904	2.49414
38	8674	25	0.13166	2	10	1.00	1	3	473	0.31650	0.00805	24.95980	62.27518
38	9016	25	0.15316	2	10	1.00	1	3	960	0.36878	0.01633	24.91862	147.0336
39	41	25	0.26100	2	10	1.00	1	3	10	0.62641	0.00017	24.99915	2.61
39	42	25	0.16216	2	10	1.00	1	3	9	0.38921	0.00016	24.99920	1.45944
39	8672	25	0.19352	2	10	1.00	1	3	447	0.46514	0.00760	24.96208	86.50344
39	9566	25	0.15060	2	10	1.00	1	3	387	0.36192	0.00659	24.96709	58.2822
40	9565	25	0.05041	2	10	1.00	1	3	1477	0.12160	0.02512	24.87503	74.45557
41	39	25	0.26100	2	10	1.00	1	3	10	0.62641	0.00017	24.99915	2.61
41	42	25	0.25564	2	10	1.00	1	3	22	0.61357	0.00037	24.99813	5.62408
41	9565	25	0.21482	2	10	1.00	1	3	1607	0.51839	0.02733	24.86408	345.2157
41	9569	25	0.41313	2	10	1.00	1	3	374	0.99277	0.00637	24.96821	154.5106
42	39	25	0.16216	2	10	1.00	1	3	9	0.38921	0.00016	24.99920	1.45944
42	41	25	0.25564	2	10	1.00	1	3	22	0.61357	0.00037	24.99813	5.62408
42	9565	25	0.41543	2	10	1.00	1	3	486	0.99869	0.00827	24.95873	201.899
42	9566	25	0.31135	2	10	1.00	1	3	276	0.74793	0.00470	24.97651	85.9326
42	9569	25	0.15871	2	10	1.00	1	3	957	0.38215	0.01627	24.91889	151.8855
43	5900	25	0.17402	2	10	1.00	1	3	2707	0.42149	0.04603	24.77193	471.0721
43	9012	25	0.22983	2	10	1.00	1	3	2967	0.55715	0.05046	24.75022	681.9056
44	8708	25	0.08224	2	10	1.00	1	3	1768	0.19856	0.03006	24.85058	145.4003
44	9060	25	0.09049	2	10	1.00	1	3	914	0.21785	0.01554	24.92252	82.70786
45	8714	25	0.12244	2	10	1.00	1	0	140	0.29399	0.00238	24.98809	17.1416
45	9058	25	0.15242	2	10	1.00	1	3	646	0.36660	0.01099	24.94516	98.46332
46	9008	25	0.13625	2	10	1.00	1	3	453	0.32751	0.00771	24.96153	61.72125
46	9056	25	0.20231	2	10	1.00	1	3	355	0.48614	0.00604	24.96982	71.82005
47	9008	25	0.12669	2	10	1.00	1	3	1505	0.30562	0.02560	24.87266	190.6685
48	5898	25	0.11382	2	10	1.00	1	3	630	0.27375	0.01072	24.94653	71.7066
49	5892	25	0.10350	2	10	1.00	1	3	5573	0.25310	0.09477	24.53494	576.8055
50	5898	25	0.70760	2	10	1.00	1	3	391	1.70050	0.00665	24.96677	276.6716
52	25088	25	0.40681	1	10	1.00	100	0	85	0.97664	0.00145	24.99275	34.57885
54	8702	25	0.12516	1	10	1.00	100	0	1540	0.30195	0.02619	24.86971	192.7464

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
54	8714	25	0.13617	1	10	1.00	100	0	607	0.32748	0.01033	24.94847	82.65519
55	8784	25	0.06984	2	10	1.00	1	3	2104	0.16881	0.03579	24.82234	146.9434
55	8786	25	0.13143	2	10	1.00	1	3	2250	0.31785	0.03827	24.81009	295.7175
56	8786	25	0.07371	2	10	1.00	1	3	2353	0.17831	0.04001	24.80153	173.4396
56	8846	25	0.07389	2	10	1.00	1	3	844	0.17784	0.01435	24.92844	62.36316
57	8850	25	0.19165	2	10	1.00	1	3	439	0.46066	0.00746	24.96274	84.13435
57	8862	25	0.16739	2	10	1.00	1	3	787	0.40280	0.01338	24.93329	131.7359
58	8850	25	0.08978	2	10	1.00	1	3	559	0.21589	0.00951	24.95256	50.18702
59	9553	25	0.10502	2	10	1.00	1	3	799	0.25273	0.01360	24.93220	83.91098
59	9554	25	0.11201	2	10	1.00	1	3	601	0.26938	0.01022	24.94903	67.31801
60	8788	25	0.09089	2	10	1.00	1	3	1295	0.21909	0.02202	24.89037	117.7026
61	8794	25	0.06859	2	10	1.00	1	3	463	0.16487	0.00787	24.96073	31.75717
62	5944	25	0.18024	2	10	1.00	1	3	28	0.43261	0.00047	24.99765	5.04672
62	8790	25	0.16846	2	10	1.00	1	3	574	0.40509	0.00976	24.95131	96.69604
63	5944	25	0.15474	2	10	1.00	1	3	55	0.37144	0.00093	24.99535	8.5107
63	8796	25	0.18196	2	10	1.00	1	3	651	0.43767	0.01106	24.94480	118.456
64	5942	25	0.14427	2	10	1.00	1	3	1410	0.34790	0.02398	24.88066	203.4207
65	5940	25	0.07850	2	10	1.00	1	3	1592	0.18942	0.02707	24.86539	124.972
66	5870	25	0.09433	2	10	1.00	1	3	1672	0.22767	0.02844	24.85860	157.7198
67	5918	25	0.18380	2	10	1.00	1	3	3966	0.44707	0.06744	24.66728	728.9508
68	5870	25	0.11633	2	10	1.00	1	3	4009	0.28300	0.06817	24.66372	466.367
68	30004	25	0.06963	2	10	1.00	1	3	1755	0.16812	0.02986	24.85161	122.2007
69	5874	25	0.06897	2	10	1.00	1	3	1272	0.16623	0.02162	24.89234	87.72984
70	5930	25	0.04643	2	10	1.00	1	3	1412	0.11197	0.02401	24.88052	65.55916
71	5874	25	0.14941	2	10	1.00	1	3	646	0.35937	0.01099	24.94518	96.51886
71	5924	25	0.37453	2	10	1.00	1	3	78	0.89910	0.00132	24.99338	29.21334
72	5926	25	0.06375	2	10	1.00	1	3	1505	0.15378	0.02559	24.87270	95.94375
73	5905	25	0.20040	2	10	1.00	1	0	340	0.48151	0.00579	24.97111	68.136
73	5924	25	0.14287	2	10	1.00	1	3	294	0.34322	0.00500	24.97501	42.00378
74	5878	25	0.15241	2	10	1.00	1	3	200	0.36603	0.00340	24.98301	30.482
74	5908	25	0.08815	2	10	1.00	1	3	254	0.21175	0.00432	24.97843	22.3901
75	5906	25	0.30788	2	10	1.00	1	3	2134	0.74428	0.03629	24.81984	657.0159
76	5884	25	0.07889	2	10	1.00	1	3	2722	0.19109	0.04630	24.77064	214.7386
77	5910	25	0.05294	2	10	1.00	1	3	1113	0.12753	0.01892	24.90574	58.92222
78	8780	25	0.04981	2	10	1.00	1	3	1673	0.12023	0.02845	24.85857	83.33213
79	8782	25	0.05113	2	10	1.00	1	3	3379	0.12413	0.05746	24.71595	172.7683
80	5826	25	0.07332	2	10	1.00	1	3	1105	0.17662	0.01879	24.90639	81.0186
81	8924	25	0.04122	2	10	1.00	1	3	1460	0.09942	0.02484	24.87643	60.1812
82	5558	25	0.04314	2	10	1.00	1	3	413	0.10368	0.00703	24.96490	17.81682
83	5844	25	0.03178	2	10	1.00	1	3	1122	0.07657	0.01908	24.90498	35.65716
84	5566	25	0.05271	2	10	1.00	1	3	2782	0.12770	0.04731	24.76568	146.6392
85	5776	25	0.21194	2	10	1.00	1	3	794	0.51003	0.01350	24.93270	168.2804
85	5852	25	0.06247	2	10	1.00	1	3	1118	0.15050	0.01902	24.90528	69.84146
86	5828	25	0.17035	2	10	1.00	1	3	336	0.40931	0.00571	24.97147	57.2376
86	8930	25	0.12044	2	10	1.00	1	3	303	0.28936	0.00515	24.97429	36.49332
87	5840	25	0.02323	2	10	1.00	1	3	1000	0.05594	0.01701	24.91524	23.23
88	5850	25	0.08666	2	10	1.00	1	3	930	0.20864	0.01581	24.92118	80.5938
89	5854	25	0.06897	2	10	1.00	1	3	777	0.16595	0.01321	24.93414	53.58969
90	5768	25	0.12064	2	10	1.00	1	3	312	0.28985	0.00530	24.97352	37.63968
90	5854	25	0.29282	2	10	1.00	1	3	55	0.70289	0.00093	24.99535	16.1051
91	5832	25	0.09067	2	10	1.00	1	3	1124	0.21845	0.01912	24.90478	101.9131
92	8934	25	0.04365	2	10	1.00	1	3	1595	0.10534	0.02713	24.86510	69.62175
93	8932	25	0.18361	2	10	1.00	1	3	3301	0.44561	0.05614	24.72239	606.0966
94	5868	25	0.27293	2	10	1.00	1	3	667	0.65651	0.01134	24.94344	182.0443
94	6002	25	0.17455	2	10	1.00	1	3	828	0.42011	0.01409	24.92976	144.5274
95	5664	25	0.11480	2	10	1.00	1	3	2628	0.27799	0.04469	24.77854	301.6944
96	5664	25	0.03983	2	10	1.00	1	3	1917	0.09621	0.03260	24.83804	76.35411
97	5764	25	0.10917	2	10	1.00	1	3	713	0.26264	0.01212	24.93955	77.83821
98	5834	25	0.20522	2	10	1.00	1	3	474	0.49333	0.00806	24.95979	97.27428
98	22228	25	0.18645	2	10	1.00	1	3	221	0.44781	0.00376	24.98121	41.20545
99	22227	25	0.10990	2	10	1.00	1	3	625	0.26432	0.01063	24.94695	68.6875
99	22228	25	0.10025	2	10	1.00	1	3	848	0.24130	0.01442	24.92810	85.012
100	5948	25	0.06040	2	10	1.00	1	3	79	0.14499	0.00134	24.99331	4.7716
101	5934	25	0.03441	2	10	1.00	1	3	793	0.08280	0.01348	24.93277	27.28713
102	5936	25	0.08732	2	10	1.00	1	3	3181	0.21184	0.05410	24.73242	277.7649
103	105	25	0.26317	2	10	1.00	1	3	2	0.63160	0.00004	24.99981	0.52634
103	5951	25	0.33413	2	10	1.00	1	3	154	0.80234	0.00262	24.98693	51.45602
103	5953	25	0.11922	2	10	1.00	1	3	785	0.28689	0.01335	24.93344	93.5877
104	5864	25	0.09175	2	10	1.00	1	3	965	0.22093	0.01641	24.91823	88.53875
105	103	25	0.26317	2	10	1.00	1	3	2	0.63160	0.00004	24.99981	0.52634
105	5670	25	0.23242	2	10	1.00	1	3	422	0.55860	0.00718	24.96416	98.08124
105	5951	25	0.09036	2	10	1.00	1	3	382	0.21714	0.00650	24.96756	34.51752
105	5953	25	0.30919	2	10	1.00	1	3	137	0.74240	0.00233	24.98834	42.35903
107	5934	25	0.21166	1	10	1.00	100	0	852	0.50946	0.01448	24.92780	180.3343
108	5668	25	0.03900	2	10	1.00	1	3	1379	0.09404	0.02346	24.88325	53.781
108	5764	25	0.11802	2	10	1.00	1	3	277	0.28353	0.00471	24.97647	32.69154
109	110	25	0.26388	2	10	1.00	1	3	1	0.63331	0.00002	24.99988	0.26388
109	111	25	0.16129	2	10	1.00	1	3	1	0.38711	0.00003	24.99987	0.16129
109	5670	25	0.30678	2	10	1.00	1	3	240	0.73688	0.00409	24.97958	73.6272
109	5837	25	0.18827	2	10	1.00	1	3	441	0.45253	0.00751	24.96253	83.02707
110	109	25	0.26388	2	10	1.00	1	3	1	0.63331	0.00002	24.99988	0.26388
110	5671	25	0.10410	2	10	1.00	1	3	941	0.25064	0.01601	24.92023	97.9581
111	109	25	0.16129	2	10	1.00	1	3	1	0.38711	0.00003	24.99987	0.16129

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
111	5677	25	0.07187	2	10	1.00	1	3	807	0.17297	0.01372	24.93159	57.99909
112	22227	25	0.08149	2	10	1.00	1	3	1145	0.19635	0.01947	24.90300	93.30605
113	5683	25	0.17314	2	10	1.00	1	3	1399	0.41750	0.02379	24.88160	242.2229
113	5759	25	0.13622	2	10	1.00	1	3	1227	0.32828	0.02086	24.89612	167.1419
114	5752	25	0.22128	2	10	1.00	1	3	1408	0.53362	0.02395	24.88080	311.5622
114	5822	25	0.14642	2	10	1.00	1	3	458	0.35196	0.00779	24.96110	67.06036
115	5689	25	0.11036	2	10	1.00	1	3	196	0.26505	0.00333	24.98337	21.63056
115	5823	25	0.09224	2	10	1.00	1	3	465	0.22174	0.00791	24.96050	42.8916
116	5820	25	0.07337	2	10	1.00	1	3	919	0.17664	0.01562	24.92213	67.42703
117	5748	25	0.04633	2	10	1.00	1	3	403	0.11133	0.00685	24.96580	18.67099
118	5818	25	0.03845	2	10	1.00	1	3	235	0.09236	0.00399	24.98005	9.03575
119	5808	25	0.17042	1	10	1.00	100	3	809	0.41014	0.01376	24.93140	137.8698
119	6007	25	0.11651	1	10	1.00	100	3	244	0.27986	0.00415	24.97925	28.42844
120	5744	25	0.15757	1	10	1.00	100	3	611	0.37896	0.01039	24.94816	96.27527
120	6008	25	0.11952	1	10	1.00	100	3	384	0.28722	0.00654	24.96736	45.89568
121	5744	25	0.13327	2	10	1.00	1	3	0	0.31985	0.00000	25.00000	0
125	5692	25	0.30468	1	10	1.00	100	0	325	0.73205	0.00553	24.97237	99.021
125	6007	25	0.32064	1	10	1.00	100	0	117	0.76985	0.00199	24.99005	37.51488
128	5798	25	0.22538	2	10	1.00	1	3	389	0.54163	0.00661	24.96698	87.67282
129	5794	25	0.04806	2	10	1.00	1	3	329	0.11548	0.00560	24.97203	15.81174
129	5806	25	0.05373	2	10	1.00	1	3	205	0.12905	0.00348	24.98261	11.01465
130	5790	25	0.22222	2	10	1.00	1	3	268	0.53381	0.00455	24.97727	59.55496
130	5810	25	0.13755	2	10	1.00	1	3	155	0.33029	0.00263	24.98683	21.32025
131	5768	25	0.15494	2	10	1.00	1	3	127	0.37201	0.00216	24.98921	19.67738
132	5782	25	0.08811	2	10	1.00	1	3	138	0.21156	0.00235	24.98827	12.15918
132	5800	25	0.13613	2	10	1.00	1	3	305	0.32706	0.00519	24.97407	41.51965
133	5802	25	0.10428	2	10	1.00	1	3	267	0.25050	0.00455	24.97728	27.84276
134	8918	25	0.08306	2	10	1.00	1	3	4526	0.20241	0.07698	24.62094	375.9296
135	5558	25	0.05928	2	10	1.00	1	3	1893	0.14319	0.03220	24.84002	112.217
135	5646	25	0.09258	2	10	1.00	1	3	25	0.22221	0.00042	24.99788	2.3145
135	8920	25	0.12102	2	10	1.00	1	3	342	0.29077	0.00582	24.97091	41.38884
136	5562	25	0.06705	2	10	1.00	1	3	2115	0.16207	0.03597	24.82143	141.8108
136	5646	25	0.08977	2	10	1.00	1	3	447	0.21578	0.00760	24.96205	40.12719
137	8918	25	0.10348	2	10	1.00	1	3	3919	0.25167	0.06664	24.67118	405.5381
138	5952	25	0.06293	2	10	1.00	1	3	6	0.15104	0.00011	24.99945	0.37758
138	8916	25	0.10902	2	10	1.00	1	3	2048	0.26347	0.03483	24.82704	223.273
138	8937	25	0.10558	2	10	1.00	1	3	1025	0.25428	0.01743	24.91315	108.2195
139	5636	25	0.08716	2	10	1.00	1	3	1403	0.21018	0.02387	24.88123	122.2855
139	5642	25	0.07317	2	10	1.00	1	3	665	0.17602	0.01132	24.94354	48.65805
140	5584	25	0.07799	2	10	1.00	1	3	3125	0.18916	0.05314	24.73707	243.7188
141	5588	25	0.07456	2	10	1.00	1	0	530	0.17926	0.00902	24.95500	39.5168
142	5594	25	0.12059	2	10	1.00	3	3	1110	0.29051	0.01887	24.90601	133.8549
144	8942	25	0.12084	2	10	1.00	1	3	2597	0.29258	0.04416	24.78112	313.8215
150	8650	25	0.06351	2	10	1.00	5	3	384	0.15263	0.00652	24.96743	24.38784
151	5960	25	0.22588	2	10	1.00	5	3	296	0.54267	0.00504	24.97482	66.86048
151	9066	25	0.08409	2	10	1.00	5	3	537	0.20219	0.00913	24.95446	45.15633
152	8676	25	0.18098	2	10	1.00	5	3	530	0.43514	0.00901	24.95505	95.9194
152	8684	25	0.11461	2	10	1.00	5	3	548	0.27558	0.00932	24.95348	62.80628
153	8680	25	0.13249	2	10	1.00	5	3	792	0.31884	0.01348	24.93280	104.9321
154	8708	25	0.11294	2	10	1.00	5	3	416	0.27144	0.00707	24.96470	46.98304
154	9064	25	0.05170	2	10	1.00	5	3	1535	0.12474	0.02611	24.87012	79.3595
155	8706	25	0.03693	2	10	1.00	5	3	58	0.08865	0.00098	24.99508	2.14194
156	8696	25	0.14023	2	10	1.00	5	3	420	0.33703	0.00715	24.96432	58.8966
156	8702	25	0.18939	2	10	1.00	5	3	618	0.45550	0.01050	24.94759	117.043
157	8694	25	0.07804	2	10	1.00	5	3	681	0.18772	0.01158	24.94225	53.14524
157	9066	25	0.17246	2	10	1.00	5	3	271	0.41429	0.00461	24.97696	46.73666
158	8694	25	0.11984	2	10	1.00	5	3	339	0.28794	0.00577	24.97120	40.62576
159	5506	25	0.20348	2	10	1.00	5	3	532	0.48923	0.00905	24.95482	108.2514
159	8696	25	0.10894	2	10	1.00	5	3	244	0.26168	0.00415	24.97926	26.58136
159	8982	25	0.23800	2	10	1.00	5	3	114	0.57142	0.00193	24.99033	27.132
160	8980	25	0.15503	2	10	1.00	5	3	572	0.37279	0.00973	24.95143	88.67716
160	8996	25	0.15115	2	10	1.00	5	3	507	0.36338	0.00862	24.95699	76.63305
161	5502	25	0.09503	2	10	1.00	5	3	77	0.22814	0.00131	24.99347	7.31731
161	8994	25	0.08437	2	10	1.00	5	3	43	0.20253	0.00074	24.99631	3.62791
162	5500	25	0.07582	2	10	1.00	5	3	231	0.18212	0.00393	24.98035	17.51442
162	8994	25	0.18628	2	10	1.00	5	3	85	0.44720	0.00144	24.99281	15.8338
163	8976	25	0.17425	2	10	1.00	5	3	355	0.41871	0.00605	24.96981	61.85875
163	8996	25	0.16245	2	10	1.00	5	3	446	0.39046	0.00758	24.96215	72.4527
164	8968	25	0.05256	2	10	1.00	5	3	624	0.12642	0.01061	24.94707	32.79744
164	8998	25	0.09004	2	10	1.00	5	3	401	0.21638	0.00682	24.96597	36.10604
165	8970	25	0.09197	2	10	1.00	5	3	230	0.22091	0.00391	24.98047	21.1531
165	8974	25	0.17739	2	10	1.00	5	3	108	0.42588	0.00183	24.99086	19.15812
166	8970	25	0.15124	2	10	1.00	5	3	728	0.36388	0.01238	24.93827	110.1027
167	8646	25	0.14670	2	10	1.00	5	3	130	0.35223	0.00220	24.98899	19.071
167	8968	25	0.15013	2	10	1.00	5	3	333	0.36073	0.00567	24.97170	49.99329
168	8647	25	0.36069	2	10	1.00	5	3	187	0.86621	0.00318	24.98412	67.44903
168	8983	25	0.22196	2	10	1.00	5	3	1536	0.53549	0.02613	24.87004	340.9306
169	8647	25	0.16274	2	10	1.00	5	3	542	0.39130	0.00921	24.95403	88.20508
170	8682	25	0.09203	2	10	1.00	5	3	223	0.22103	0.00380	24.98101	20.52269
170	9030	25	0.17487	2	10	1.00	5	3	153	0.41991	0.00259	24.98703	26.75511
171	8682	25	0.10106	2	10	1.00	5	3	164	0.24269	0.00279	24.98603	16.57384
171	9034	25	0.08651	2	10	1.00	5	3	134	0.20771	0.00227	24.98863	11.59234
172	8680	25	0.16847	2	10	1.00	5	3	492	0.40501	0.00837	24.95824	82.88724

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
172	9034	25	0.17408	2	10	1.00	5	3	1440	0.41984	0.02449	24.87815	250.6752
173	9036	25	0.13011	2	10	1.00	5	3	996	0.31333	0.01695	24.91556	129.5896
174	176	25	0.27881	2	10	1.00	5	3	4	0.66916	0.00007	24.99964	1.11524
174	9567	25	0.29297	2	10	1.00	5	3	363	0.70399	0.00618	24.96916	106.3481
174	9568	25	0.21417	2	10	1.00	5	3	1046	0.51585	0.01779	24.91139	224.0218
175	5960	25	0.17793	2	10	1.00	5	3	270	0.42743	0.00460	24.97702	48.0411
175	5962	25	0.09046	2	10	1.00	5	3	1562	0.21826	0.02656	24.86790	141.2985
176	174	25	0.27881	2	10	1.00	5	3	4	0.66916	0.00007	24.99964	1.11524
176	9567	25	0.09403	2	10	1.00	5	3	1085	0.22651	0.01846	24.90804	102.0226
176	9568	25	0.49138	2	10	1.00	5	3	209	1.18015	0.00355	24.98225	102.6984
177	9076	25	0.27982	2	10	1.00	5	3	1295	0.67453	0.02203	24.89033	362.3669
178	8738	25	0.01345	2	10	1.00	5	3	1785	0.03247	0.03035	24.84915	24.00825
179	5962	25	0.09383	2	10	1.00	5	3	1237	0.22613	0.02104	24.89523	116.0677
179	8626	25	0.09488	2	10	1.00	5	3	1486	0.22886	0.02526	24.87432	140.9917
179	8638	25	0.19395	2	10	1.00	5	3	628	0.46647	0.01069	24.94669	121.8006
180	8630	25	0.12309	2	10	1.00	5	3	335	0.29575	0.00570	24.97154	41.23515
180	8634	25	0.18746	2	10	1.00	5	3	454	0.45061	0.00772	24.96148	85.10684
181	5504	25	0.13954	2	10	1.00	5	3	664	0.33566	0.01130	24.94363	92.65456
181	8990	25	0.13974	2	10	1.00	5	3	249	0.33566	0.00424	24.97884	34.79526
182	5504	25	0.33275	2	10	1.00	5	3	115	0.79892	0.00195	24.99024	38.26625
182	8620	25	0.18270	2	10	1.00	5	3	141	0.43870	0.00240	24.98802	25.7607
182	8630	25	0.14384	2	10	1.00	5	3	771	0.34611	0.01310	24.93465	110.9006
182	8988	25	0.17129	2	10	1.00	5	3	16	0.41112	0.00027	24.99866	2.74064
183	8622	25	0.15449	2	10	1.00	5	3	273	0.37113	0.00465	24.97680	42.17577
183	8628	25	0.18514	2	10	1.00	5	3	481	0.44505	0.00818	24.95919	89.05234
184	8626	25	0.16543	2	10	1.00	5	3	26	0.39707	0.00045	24.99776	4.30118
184	9074	25	0.04333	2	10	1.00	5	3	807	0.10427	0.01372	24.93158	34.96731
185	9076	25	0.22577	2	10	1.00	5	3	916	0.54353	0.01558	24.92233	206.8053
185	9092	25	0.16435	2	10	1.00	5	3	277	0.39482	0.00472	24.97644	45.52495
186	9080	25	0.06950	2	10	1.00	5	3	406	0.16703	0.00690	24.96554	28.217
186	9090	25	0.05417	2	10	1.00	5	3	207	0.13010	0.00352	24.98240	11.21319
187	9084	25	0.05710	2	10	1.00	5	3	1732	0.13784	0.02946	24.85356	98.8972
187	9090	25	0.12686	2	10	1.00	5	3	700	0.30518	0.01191	24.94061	88.802
188	9090	25	0.15604	2	10	1.00	5	3	289	0.37486	0.00492	24.97542	45.09556
189	9086	25	0.15304	2	10	1.00	5	3	1739	0.36947	0.02958	24.85298	266.1366
189	9090	25	0.33320	2	10	1.00	5	3	258	0.80039	0.00439	24.97808	85.9656
190	8604	25	0.25043	2	10	1.00	5	3	1796	0.60471	0.03055	24.84819	449.7723
191	9092	25	0.12473	2	10	1.00	5	3	536	0.29991	0.00911	24.95452	66.85528
192	9096	25	0.10134	2	10	1.00	5	3	1446	0.24442	0.02460	24.87762	146.5376
193	8616	25	0.15870	2	10	1.00	5	3	0	0.38088	0.00000	25.00000	0
193	8628	25	0.09012	2	10	1.00	5	3	0	0.21629	0.00000	25.00000	0
194	8610	25	0.14212	2	10	1.00	5	3	267	0.34140	0.00454	24.97730	37.94604
194	8614	25	0.15634	2	10	1.00	5	3	102	0.37536	0.00174	24.99129	15.94668
195	8642	25	0.12584	2	10	1.00	5	3	1058	0.30310	0.01800	24.91034	133.1387
196	5500	25	0.20681	2	10	1.00	5	3	470	0.49715	0.00800	24.96008	97.2007
196	8990	25	0.16287	2	10	1.00	5	3	233	0.39119	0.00396	24.98020	37.94871
197	5500	25	0.20456	2	10	1.00	5	3	123	0.49114	0.00209	24.98955	25.16088
197	6005	25	0.05168	2	10	1.00	5	3	208	0.12411	0.00354	24.98233	10.74944
198	6005	25	0.27027	2	10	1.00	5	3	170	0.64902	0.00289	24.98557	45.9459
198	8614	25	0.09756	2	10	1.00	5	3	976	0.23491	0.01659	24.91730	95.21856
198	8988	25	0.24286	2	10	1.00	5	3	89	0.58303	0.00151	24.99247	21.61454
200	8600	25	0.10159	2	10	1.00	5	3	74	0.24388	0.00126	24.99368	7.51766
200	8610	25	0.29169	2	10	1.00	5	3	30	0.70012	0.00050	24.99749	8.7507
201	8600	25	0.22994	2	10	1.00	5	3	2870	0.55725	0.04881	24.75832	659.9278
201	8602	25	0.34444	2	10	1.00	5	3	692	0.82860	0.01177	24.94127	238.3525
202	8606	25	0.22921	2	10	1.00	5	3	2229	0.55428	0.03791	24.81186	510.9091
203	8611	25	0.08638	2	10	1.00	6	3	0	0.20732	0.00000	25.00000	0
203	9085	25	0.09862	2	10	1.00	6	3	0	0.23668	0.00000	25.00000	0
204	6003	25	0.22121	2	10	1.00	6	3	0	0.53089	0.00000	25.00000	0
204	9099	25	0.23922	2	10	1.00	6	3	0	0.57414	0.00000	25.00000	0
205	8667	25	0.10817	2	10	1.00	7	3	570	0.26011	0.00970	24.95161	61.6569
205	8669	25	0.11747	2	10	1.00	7	3	1228	0.28310	0.02088	24.89605	144.2532
206	6003	25	0.34060	2	10	1.00	6	3	4671	0.83042	0.07944	24.60900	1590.943
207	8629	25	0.15246	2	10	1.00	7	3	498	0.36653	0.00846	24.95776	75.92508
208	8603	25	0.16392	2	10	1.00	6	3	868	0.39457	0.01476	24.92644	142.2826
208	9071	25	0.08980	2	10	1.00	6	3	1046	0.21629	0.01778	24.91141	93.9308
208	9095	25	0.34594	2	10	1.00	6	3	1567	0.83467	0.02664	24.86749	542.088
209	9071	25	0.28720	2	10	1.00	6	3	2247	0.69455	0.03822	24.81035	645.3384
209	9075	25	0.61256	2	10	1.00	6	3	1843	1.47935	0.03134	24.84427	1128.948
210	5516	25	0.32283	2	10	1.00	4	3	12170	0.80685	0.20697	24.00627	3928.841
211	5650	25	0.10824	2	10	1.00	4	3	7707	0.26659	0.13107	24.36140	834.2057
212	5524	25	0.06349	2	10	1.00	4	3	272	0.15252	0.00462	24.97691	17.26928
212	5648	25	0.07625	2	10	1.00	4	3	189	0.18311	0.00322	24.98392	14.41125
213	5520	25	0.15218	2	10	1.00	4	3	240	0.36552	0.00408	24.97962	36.5232
213	5526	25	0.09035	2	10	1.00	4	3	536	0.21723	0.00912	24.95449	48.4276
214	5518	25	0.17614	2	10	1.00	4	3	558	0.42355	0.00949	24.95264	98.28612
214	5528	25	0.24093	2	10	1.00	4	3	129	0.57849	0.00220	24.98901	31.07997
214	9054	25	0.15300	2	10	1.00	4	3	904	0.36832	0.01537	24.92336	138.312
215	5532	25	0.15861	2	10	1.00	4	3	1357	0.38243	0.02308	24.88511	215.2338
216	5524	25	0.13744	2	10	1.00	4	3	1417	0.33144	0.02410	24.88005	194.7525
216	8746	25	0.09852	2	10	1.00	4	3	612	0.23693	0.01041	24.94808	60.29424
217	5534	25	0.05053	2	10	1.00	4	3	1043	0.12171	0.01774	24.91160	52.70279
218	8742	25	0.02867	2	10	1.00	4	3	983	0.06905	0.01672	24.91666	28.18261

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
219	8744	25	0.08025	2	10	1.00	4	3	641	0.19302	0.01090	24.94562	51.44025
220	8890	25	0.10804	2	10	1.00	4	3	957	0.26013	0.01628	24.91888	103.3943
221	5648	25	0.07684	2	10	1.00	4	3	1792	0.18555	0.03047	24.84857	137.6973
221	5958	25	0.07898	2	10	1.00	4	3	842	0.19009	0.01431	24.92864	66.50116
222	8892	25	0.12758	2	10	1.00	4	3	1995	0.30827	0.03393	24.83148	254.5221
223	8894	25	0.13701	2	10	1.00	4	3	6184	0.33574	0.10518	24.48496	847.2698
224	9803	25	0.04186	2	10	1.00	4	3	9918	0.10385	0.16867	24.18415	415.1675
225	8886	25	0.15475	2	10	1.00	4	3	1156	0.37287	0.01966	24.90210	178.891
226	8758	25	0.15314	2	10	1.00	4	3	764	0.36848	0.01299	24.93521	116.999
227	8880	25	0.05549	2	10	1.00	4	3	876	0.13358	0.01490	24.92575	48.60924
228	5954	25	0.09156	2	10	1.00	4	3	2859	0.22189	0.04862	24.75923	261.77
228	8762	25	0.18209	2	10	1.00	4	3	52	0.43710	0.00089	24.99557	9.46868
229	5954	25	0.18856	2	10	1.00	4	3	1297	0.45453	0.02206	24.89020	244.5623
229	8761	25	0.10892	2	10	1.00	4	3	2119	0.26329	0.03604	24.82111	230.8015
229	8831	25	0.10722	2	10	1.00	4	3	1515	0.25866	0.02577	24.87181	162.4383
230	8765	25	0.15563	2	10	1.00	4	3	0	0.37351	0.00000	25.00000	0
231	8828	25	0.30377	2	10	1.00	4	3	0	0.72904	0.00000	25.00000	0
232	8834	25	0.14436	2	10	1.00	4	3	6671	0.35432	0.11346	24.44531	963.0256
232	8898	25	0.11890	2	10	1.00	4	3	11302	0.29634	0.19222	24.07449	1343.808
233	8898	25	0.32330	2	10	1.00	4	3	2339	0.78208	0.03977	24.80271	756.1987
234	8758	25	0.22142	2	10	1.00	4	3	5235	0.54088	0.08903	24.56264	1159.134
234	8760	25	0.19716	2	10	1.00	4	3	7967	0.48600	0.13550	24.34038	1570.774
234	8767	25	0.18775	2	10	1.00	4	3	0	0.45060	0.00000	25.00000	0
234	8836	25	0.21270	2	10	1.00	4	3	7385	0.52330	0.12559	24.38742	1570.79
237	3587	20	0.19558	3	10	3.00	0	3	55	0.58677	0.00031	19.99875	10.7569
237	9555	20	0.06707	3	10	3.00	0	3	4409	0.20222	0.02500	19.90051	295.7116
238	3457	20	0.06510	3	10	3.00	0	3	5723	0.19655	0.03244	19.87106	372.5673
238	3458	20	0.12401	3	10	3.00	0	3	70	0.37206	0.00039	19.99842	8.6807
239	3460	20	0.05142	3	10	3.00	0	3	2417	0.15468	0.01370	19.94534	124.2821
240	3468	20	0.08040	3	10	3.00	0	3	638	0.24137	0.00362	19.98555	51.2952
241	3467	20	0.05389	3	10	3.00	0	3	809	0.16182	0.00459	19.98166	43.59701
242	3465	20	0.10373	3	10	3.00	0	3	179	0.31125	0.00102	19.99594	18.56767
242	3467	20	0.11858	3	10	3.00	0	3	135	0.35578	0.00077	19.99693	16.0083
243	3465	20	0.13141	3	10	3.00	0	3	115	0.39429	0.00065	19.99740	15.11215
243	3595	20	0.13692	3	10	3.00	0	3	401	0.41096	0.00227	19.99091	54.90492
244	3466	20	0.17525	3	10	3.00	0	3	295	0.52591	0.00167	19.99331	51.69875
244	3595	20	0.13776	3	10	3.00	0	3	252	0.41341	0.00143	19.99429	34.71552
244	3596	20	0.21910	3	10	3.00	0	3	0	0.65729	0.00000	20.00000	0
245	3469	20	0.14929	3	10	3.00	0	3	193	0.44797	0.00109	19.99562	28.81297
245	3596	20	0.08842	3	10	3.00	0	3	492	0.26540	0.00279	19.98885	43.50264
246	3469	20	0.04369	3	10	3.00	0	3	336	0.13113	0.00191	19.99237	14.67984
247	3470	20	0.05124	3	10	3.00	0	3	521	0.15382	0.00295	19.98819	26.69604
248	3588	25	0.14634	2	10	1.00	4	3	6378	0.35884	0.10847	24.46917	933.3565
249	3456	20	0.12739	3	10	3.00	0	3	1532	0.38284	0.00868	19.96532	195.1615
249	9555	20	0.11774	3	10	3.00	0	3	1696	0.35390	0.00961	19.96161	199.687
250	5566	25	0.07944	2	10	1.00	3	3	2113	0.19202	0.03593	24.82161	167.8567
250	5630	25	0.16269	2	10	1.00	3	3	1965	0.39306	0.03341	24.83405	319.6859
251	5638	25	0.08464	2	10	1.00	3	3	2501	0.20487	0.04253	24.78915	211.6846
252	8910	25	0.18385	2	10	1.00	3	3	8072	0.45334	0.13728	24.33196	1484.037
253	5616	25	0.07651	2	10	1.00	3	3	1622	0.18465	0.02758	24.86285	124.0992
254	6010	25	0.09637	2	10	1.00	3	3	677	0.23183	0.01152	24.94255	65.24249
254	8912	25	0.08953	2	10	1.00	3	3	1794	0.21619	0.03051	24.84836	160.6168
255	6010	25	0.13359	2	10	1.00	3	3	3042	0.32394	0.05174	24.74395	406.3808
255	8904	25	0.17492	2	10	1.00	3	3	1598	0.42210	0.02717	24.86486	279.5222
256	5572	25	0.10010	2	10	1.00	3	3	1864	0.24176	0.03169	24.84254	186.5864
256	5626	25	0.18182	2	10	1.00	3	3	4662	0.44328	0.07929	24.60975	847.6448
256	5630	25	0.14477	2	10	1.00	3	3	5608	0.35407	0.09538	24.53204	811.8702
256	5640	25	0.17233	2	10	1.00	3	3	7907	0.42470	0.13447	24.34528	1362.613
257	5622	25	0.11802	2	10	1.00	3	3	29	0.28329	0.00049	24.99755	3.42258
257	5634	25	0.11674	2	10	1.00	3	3	1451	0.28157	0.02468	24.87719	169.3897
257	5640	25	0.08739	2	10	1.00	3	3	1692	0.21094	0.02877	24.85695	147.8639
258	13976	25	0.07499	2	10	1.00	3	3	2676	0.18162	0.04552	24.77448	200.6732
258	15250	25	0.10660	2	10	1.00	3	3	1342	0.25701	0.02283	24.88637	143.0572
258	25043	25	0.12902	2	10	1.00	3	3	14	0.30965	0.00023	24.99883	1.80628
259	5622	25	0.05814	2	10	1.00	3	3	3690	0.14128	0.06275	24.69015	214.5366
260	5576	25	0.09825	2	10	1.00	3	3	3090	0.23828	0.05256	24.73995	303.5925
260	5626	25	0.14006	2	10	1.00	3	3	3127	0.33972	0.05319	24.73687	437.9676
261	5600	25	0.11276	2	10	1.00	3	3	1815	0.27230	0.03086	24.84662	204.6594
262	5582	25	0.07184	2	10	1.00	3	3	773	0.17288	0.01315	24.93442	55.53232
262	5950	25	0.12601	2	10	1.00	3	3	1663	0.30413	0.02829	24.85937	209.5546
263	5606	25	0.15418	2	10	1.00	3	3	239	0.37034	0.00406	24.97970	36.84902
263	5628	25	0.15865	2	10	1.00	3	3	418	0.38130	0.00711	24.96450	66.3157
263	25044	25	0.16065	2	10	1.00	3	3	786	0.38660	0.01336	24.93336	126.2709
264	5602	25	0.15844	2	10	1.00	3	3	2603	0.38363	0.04427	24.78060	412.4193
267	5596	25	0.10181	2	10	1.00	3	3	494	0.24474	0.00839	24.95810	50.29414
268	5590	25	0.13082	2	10	1.00	3	0	319	0.31432	0.00542	24.97291	41.73158
268	5594	25	0.22087	2	10	1.00	3	3	381	0.53077	0.00647	24.96768	84.15147
270	5614	25	0.10485	2	10	1.00	3	3	858	0.25236	0.01459	24.92726	89.9613
270	8904	25	0.15018	2	10	1.00	3	3	721	0.36131	0.01227	24.93880	108.2798
271	8770	25	0.02758	2	10	1.00	3	3	1148	0.06644	0.01952	24.90280	31.66184
272	8938	25	0.10301	2	10	1.00	3	3	5776	0.25208	0.09822	24.51834	594.9858
273	5555	25	0.12084	2	10	1.00	3	3	12506	0.30236	0.21269	23.97992	1511.225
275	3352	20	0.30548	3	10	3.00	0	3	261	0.91670	0.00148	19.99408	79.73028

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
275	3683	20	0.22959	3	10	3.00	0	0	39	0.68881	0.00022	19.99912	8.95401
281	5778	25	0.03272	2	10	1.00	2	3	3009	0.07933	0.05118	24.74670	98.45448
282	5572	25	0.12863	2	10	1.00	2	3	1511	0.31029	0.02569	24.87221	194.3599
282	5780	25	0.04021	2	10	1.00	2	3	293	0.09659	0.00497	24.97515	11.78153
283	5730	25	0.08384	2	10	1.00	2	3	980	0.20187	0.01667	24.91694	82.1632
284	5784	25	0.16193	2	10	1.00	2	3	156	0.38884	0.00266	24.98673	25.26108
285	5786	25	0.15307	2	10	1.00	2	3	496	0.36799	0.00844	24.95789	75.92272
286	5790	25	0.12132	2	10	1.00	2	3	7	0.29117	0.00012	24.99939	0.84924
287	5576	25	0.09753	2	10	1.00	2	3	68	0.23413	0.00116	24.99422	6.63204
287	5578	25	0.17027	2	10	1.00	2	3	1058	0.41013	0.01800	24.91032	180.1457
287	5728	25	0.20307	2	10	1.00	2	3	2696	0.49184	0.04586	24.77280	547.4767
288	5732	25	0.09670	2	10	1.00	2	3	876	0.23277	0.01489	24.92576	84.7092
289	9562	25	0.08071	2	10	1.00	2	3	1507	0.19469	0.02564	24.87247	121.63
290	5716	25	0.09375	2	10	1.00	2	3	136	0.22510	0.00232	24.98842	12.75
290	5736	25	0.07633	2	10	1.00	2	3	91	0.18324	0.00154	24.99230	6.94603
291	5734	25	0.13343	2	10	1.00	2	3	358	0.32061	0.00608	24.96963	47.76794
291	5814	25	0.11976	2	10	1.00	2	3	128	0.28755	0.00218	24.98908	15.32928
292	5736	25	0.12502	2	10	1.00	2	3	280	0.30034	0.00477	24.97618	35.0056
292	5816	25	0.03339	2	10	1.00	2	3	111	0.08017	0.00189	24.99053	3.70629
293	5816	25	0.10616	2	10	1.00	2	3	452	0.25517	0.00769	24.96163	47.98432
294	5582	25	0.11441	2	10	1.00	2	3	2424	0.27684	0.04123	24.79554	277.3298
294	9563	25	0.13929	2	10	1.00	2	3	531	0.33489	0.00903	24.95495	73.96299
295	297	25	0.24676	2	10	1.00	2	3	46	0.59232	0.00078	24.99612	11.35096
295	9563	25	0.17538	2	10	1.00	2	3	1357	0.42285	0.02308	24.88511	237.9907
295	9564	25	0.32542	2	10	1.00	2	3	485	0.78229	0.00824	24.95884	157.8287
296	5584	25	0.15092	2	10	1.00	2	3	1749	0.36437	0.02975	24.85213	263.9591
296	6011	25	0.10931	2	10	1.00	2	3	12	0.26235	0.00021	24.99897	1.31172
296	9564	25	0.18762	2	10	1.00	2	3	1034	0.45188	0.01758	24.91241	193.9991
297	295	25	0.24676	2	10	1.00	2	3	46	0.59232	0.00078	24.99612	11.35096
297	9563	25	0.41996	2	10	1.00	2	3	1227	1.01212	0.02086	24.89612	515.2909
297	9564	25	0.10188	2	10	1.00	2	3	1957	0.24614	0.03328	24.83471	199.3792
298	5716	25	0.22804	2	10	1.00	2	3	652	0.54850	0.01109	24.94468	148.6821
298	5740	25	0.12022	2	10	1.00	2	3	557	0.28908	0.00948	24.95271	66.96254
299	5722	25	0.32974	2	10	1.00	2	3	166	0.79181	0.00283	24.98587	54.73684
299	5740	25	0.15714	2	10	1.00	2	3	1030	0.37847	0.01751	24.91275	161.8542
300	5722	25	0.05279	2	10	1.00	2	3	516	0.12693	0.00878	24.95619	27.23964
300	5738	25	0.24729	2	10	1.00	2	3	110	0.59371	0.00188	24.99062	27.2019
301	5722	25	0.13224	2	10	1.00	2	3	240	0.31763	0.00409	24.97957	31.7376
301	5810	25	0.13141	2	10	1.00	2	3	57	0.31545	0.00097	24.99515	7.49037
302	5726	25	0.15229	2	10	1.00	2	3	237	0.36580	0.00403	24.97986	36.09273
302	5812	25	0.15566	2	10	1.00	2	3	54	0.37366	0.00092	24.99541	8.40564
303	5726	25	0.08860	2	10	1.00	2	3	82	0.21269	0.00139	24.99303	7.2652
304	5690	25	0.08788	2	10	1.00	2	3	423	0.21121	0.00719	24.96408	37.17324
304	5726	25	0.09073	2	10	1.00	2	3	303	0.21798	0.00515	24.97427	27.49119
305	5684	25	0.06728	2	10	1.00	2	3	2514	0.16285	0.04276	24.78802	169.1419
305	5702	25	0.16686	2	10	1.00	2	0	178	0.40071	0.00302	24.98491	29.70108
306	5701	25	0.14301	2	10	1.00	2	3	522	0.34385	0.00888	24.95568	74.65122
306	5703	25	0.08804	2	10	1.00	2	3	264	0.21149	0.00450	24.97754	23.24256
307	5703	25	0.12663	2	10	1.00	2	3	367	0.30429	0.00623	24.96887	46.47321
307	5706	25	0.09852	2	10	1.00	2	3	144	0.23655	0.00246	24.98772	14.18688
308	5705	25	0.30354	2	10	1.00	2	3	575	0.72992	0.00978	24.95120	174.5355
309	5694	25	0.06432	2	10	1.00	2	3	247	0.15450	0.00420	24.97901	15.88704
310	5710	25	0.14042	2	10	1.00	2	3	413	0.33748	0.00703	24.96490	57.99346
311	5712	25	0.07167	2	10	1.00	2	0	132	0.17209	0.00225	24.98875	9.46044
312	5712	25	0.33594	2	10	1.00	2	0	908	0.80874	0.01545	24.92301	305.0335
313	8671	25	0.07796	2	10	1.00	7	3	901	0.18769	0.01531	24.92366	70.24196
314	8635	25	0.14087	2	10	1.00	7	3	957	0.33919	0.01627	24.91892	134.8126
315	8673	25	0.06120	2	10	1.00	7	3	1058	0.14742	0.01799	24.91038	64.7496
315	8677	25	0.59157	2	10	1.00	7	3	7	1.41979	0.00012	24.99940	4.14099
316	8675	25	0.11957	2	10	1.00	7	3	353	0.28731	0.00601	24.97001	42.20821
317	8633	25	0.18745	2	10	1.00	7	3	596	0.45078	0.01013	24.94944	111.7202
318	8631	25	0.21085	2	10	1.00	7	3	786	0.50738	0.01337	24.93331	165.7281
319	8637	25	0.07296	2	10	1.00	7	3	1252	0.17586	0.02129	24.89400	91.34592
320	8740	25	0.12796	2	10	1.00	1	3	176	0.30730	0.00299	24.98508	22.52096
320	9040	25	0.13308	2	10	1.00	1	3	166	0.31956	0.00282	24.98591	22.09128
321	6004	25	0.15538	2	10	1.00	1	3	635	0.37372	0.01080	24.94613	98.6663
321	8740	25	0.15277	2	10	1.00	1	3	1358	0.36834	0.02310	24.88505	207.4617
321	9046	25	0.10715	2	10	1.00	1	3	2574	0.25942	0.04378	24.78302	275.8041
322	5510	25	0.26877	2	10	1.00	1	3	755	0.64670	0.01283	24.93600	202.9214
322	9052	25	0.15156	2	10	1.00	1	3	3598	0.36820	0.06119	24.69775	545.3129
323	5509	25	0.13876	2	10	1.00	1	3	3241	0.33670	0.05512	24.72742	449.7212
323	24840	25	0.13749	2	10	1.00	1	3	2413	0.33268	0.04104	24.79645	331.7634
324	27043	25	0.09062	2	10	1.00	1	3	1866	0.21888	0.03174	24.84230	169.0969
325	9561	25	0.12367	2	10	1.00	1	3	3177	0.30001	0.05402	24.73277	392.8996
326	9086	25	0.15524	2	10	1.00	1	3	5284	0.37927	0.08986	24.55865	820.2882
326	9093	25	0.26096	2	10	1.00	1	3	2345	0.63130	0.03987	24.80220	611.9512
327	9088	25	0.17376	2	10	1.00	1	3	2416	0.42045	0.04108	24.79626	419.8042
328	5660	25	0.22084	2	10	1.00	1	3	4122	0.53745	0.07010	24.65436	910.3025
329	6003	25	0.14239	2	10	1.00	6	3	1661	0.34367	0.02825	24.85953	236.5098
329	9078	25	0.15099	2	10	1.00	6	3	1895	0.36471	0.03223	24.83987	286.1261
330	8723	25	0.23545	2	10	1.00	1	3	3529	0.57186	0.06002	24.70348	830.9031
331	9075	25	0.35885	2	10	1.00	6	3	2003	0.86711	0.03407	24.83082	718.7766
331	9077	25	0.22137	2	10	1.00	6	3	66	0.53140	0.00113	24.99436	14.61042

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
331	9078	25	0.19434	2	10	1.00	6	3	3708	0.47231	0.06306	24.68864	720.6127
332	8723	25	0.08392	2	10	1.00	1	3	7575	0.20660	0.12883	24.37203	635.694
333	9615	25	0.14133	2	10	1.00	0	3	668	0.33997	0.01136	24.94333	94.40844
502	8978	20	0.21281	1	10	3.00	100	0	734	0.63897	0.00416	19.98337	156.2025
616	5704	20	0.03096	1	10	3.00	100	0	2120	0.09311	0.01202	19.95205	65.6352
877	5557	20	0.06631	3	10	3.00	0	3	353	0.19900	0.00200	19.99200	23.40743
877	8769	20	0.04544	3	10	3.00	0	3	776	0.13644	0.00440	19.98241	35.26144
879	5563	20	0.10091	3	10	3.00	0	3	748	0.30300	0.00424	19.98306	75.48068
880	5563	25	0.08951	3	10	1.00	0	3	1843	0.21618	0.03134	24.84426	164.9669
880	5619	20	0.07415	3	10	3.00	0	3	559	0.22260	0.00317	19.98734	41.44985
881	5621	20	0.23051	3	10	3.00	0	3	1678	0.69285	0.00951	19.96202	386.7958
882	3348	20	0.17992	3	10	3.00	0	3	702	0.54020	0.00398	19.98410	126.3038
882	3350	20	0.14923	3	10	3.00	0	3	9	0.44769	0.00005	19.99981	1.34307
883	5615	20	0.22655	3	10	3.00	0	3	1515	0.68081	0.00859	19.96571	343.2233
884	5610	20	0.08804	3	10	3.00	0	3	603	0.26431	0.00342	19.98634	53.08812
885	5561	20	0.09611	3	10	3.00	0	3	3073	0.28934	0.01742	19.93055	295.346
885	5619	20	0.16635	3	10	3.00	0	3	184	0.49915	0.00104	19.99582	30.6084
886	5625	20	0.05279	3	10	3.00	0	3	1430	0.15864	0.00811	19.96762	75.4897
887	5602	20	0.14331	3	10	3.00	0	3	573	0.43021	0.00325	19.98700	82.11663
888	3108	20	0.25834	3	10	3.00	0	0	1503	0.77634	0.00852	19.96597	388.285
889	5623	20	0.05952	3	10	3.00	0	3	417	0.17865	0.00236	19.99055	24.81984
890	5605	20	0.14493	3	10	3.00	0	3	64	0.43482	0.00037	19.99854	9.27552
890	5609	20	0.14109	3	10	3.00	0	3	386	0.42346	0.00219	19.99126	54.46074
891	5605	20	0.11545	3	10	3.00	0	3	450	0.34651	0.00255	19.98980	51.9525
891	5613	20	0.25134	3	10	3.00	0	3	600	0.75454	0.00340	19.98640	150.804
892	5613	20	0.08241	3	10	3.00	0	3	437	0.24735	0.00248	19.99010	36.01317
893	5611	20	0.16524	3	10	3.00	0	3	538	0.49601	0.00305	19.98780	88.89912
894	3352	20	0.13004	3	10	3.00	0	3	346	0.39026	0.00196	19.99215	44.99384
900	3447	20	0.09160	3	10	3.00	0	3	1062	0.27513	0.00602	19.97595	97.2792
900	3449	20	0.23521	3	10	3.00	0	3	2	0.70563	0.00001	19.99995	0.47042
901	3449	20	0.13853	3	10	3.00	0	3	246	0.41570	0.00140	19.99442	34.07838
901	3450	20	0.14754	3	10	3.00	0	3	394	0.44283	0.00223	19.99107	58.13076
901	3451	20	0.16592	3	10	3.00	0	3	105	0.49782	0.00059	19.99763	17.4216
902	3451	20	0.22403	3	10	3.00	0	3	1	0.67210	0.00000	19.99998	0.22403
902	3470	20	0.08858	3	10	3.00	0	3	642	0.26592	0.00364	19.98545	56.86836
903	3445	20	0.07309	3	10	3.00	0	3	812	0.21947	0.00460	19.98161	59.34908
903	3449	20	0.09036	3	10	3.00	0	3	2	0.27107	0.00001	19.99995	0.18072
903	3450	20	0.13035	3	10	3.00	0	3	0	0.39104	0.00000	19.99999	0
904	3450	20	0.16178	3	10	3.00	0	3	11	0.48536	0.00006	19.99976	1.77958
904	3451	20	0.11557	3	10	3.00	0	3	1	0.34672	0.00000	19.99998	0.11557
904	3460	20	0.09608	3	10	3.00	0	3	411	0.28837	0.00233	19.99068	39.48888
905	3444	20	0.10449	3	10	3.00	0	3	2130	0.31423	0.01208	19.95181	222.5637
906	3447	20	0.08040	3	10	3.00	0	3	3136	0.24206	0.01778	19.92914	252.1344
907	3445	20	0.07719	3	10	3.00	0	3	4546	0.23277	0.02577	19.89745	350.9057
908	3727	25	0.13674	2	10	1.00	0	3	2015	0.33042	0.03426	24.82984	275.5311
909	3727	25	0.12580	2	10	1.00	0	3	486	0.30241	0.00827	24.95871	61.1388
910	3734	25	0.07702	2	10	1.00	0	3	11	0.18485	0.00019	24.99906	0.84722
910	3758	25	0.05580	2	10	1.00	0	3	77	0.13396	0.00130	24.99348	4.2966
911	3733	25	0.11304	2	10	1.00	0	3	101	0.27139	0.00172	24.99142	11.41704
911	3737	25	0.15259	2	10	1.00	0	3	720	0.36711	0.01224	24.93893	109.8648
912	3732	25	0.07955	2	10	1.00	0	3	1684	0.19202	0.02865	24.85758	133.9622
912	3737	25	0.11716	2	10	1.00	0	3	1563	0.28268	0.02658	24.86783	183.1211
913	3717	25	0.08917	2	10	1.00	0	3	903	0.21466	0.01536	24.92344	80.52051
913	3730	25	0.09717	2	10	1.00	0	3	237	0.23339	0.00404	24.97984	23.02929
914	3730	25	0.14047	2	10	1.00	0	3	1706	0.33908	0.02902	24.85575	239.6418
915	3751	25	0.09622	2	10	1.00	0	3	688	0.23147	0.01169	24.94167	66.19936
915	3753	25	0.12528	2	10	1.00	0	3	24	0.30069	0.00041	24.99796	3.00672
915	8611	25	0.09425	2	10	1.00	0	3	1267	0.22716	0.02154	24.89276	119.4148
916	3755	25	0.11912	2	10	1.00	0	3	353	0.28624	0.00600	24.97005	42.04936
916	8613	25	0.12405	2	10	1.00	0	3	113	0.29784	0.00192	24.99041	14.01765
917	8613	25	0.08565	2	10	1.00	0	3	782	0.20610	0.01329	24.93371	66.9783
918	3756	25	0.14810	2	10	1.00	0	3	141	0.35561	0.00239	24.98804	20.8821
918	8607	25	0.12876	2	10	1.00	0	3	751	0.30981	0.01277	24.93630	96.69876
919	3759	25	0.08274	2	10	1.00	0	3	738	0.19908	0.01256	24.93737	61.06212
920	3761	25	0.10199	2	10	1.00	0	3	1534	0.24604	0.02609	24.87024	156.4527
921	3763	25	0.10373	2	10	1.00	0	3	350	0.24925	0.00595	24.97027	36.3055
921	8608	25	0.23597	2	10	1.00	0	3	274	0.56686	0.00466	24.97673	64.65578
922	8608	25	0.13554	2	10	1.00	0	3	641	0.32601	0.01090	24.94561	86.88114
923	3739	20	0.06950	2	10	1.00	0	3	317	0.20873	0.00539	19.97845	22.0315
924	3736	20	0.14760	2	10	1.00	0	3	453	0.44347	0.00770	19.96925	66.8628
924	3739	20	0.24738	2	10	1.00	0	3	231	0.74274	0.00393	19.98428	57.14478
925	3743	20	0.29123	2	10	1.00	0	3	721	0.87583	0.01227	19.95105	209.9768
926	8669	25	0.07228	2	10	1.00	7	3	3040	0.17527	0.05169	24.74418	219.7312
927	7359	25	0.04222	2	10	1.00	0	3	405	0.10146	0.00688	24.96563	17.0991
928	8679	25	0.11750	2	10	1.00	0	3	1214	0.28317	0.02064	24.89721	142.645
929	8625	25	0.08951	2	10	1.00	0	3	615	0.21528	0.01046	24.94782	55.04865
929	8661	25	0.09928	2	10	1.00	0	3	1	0.23827	0.00001	24.99993	0.09928
930	3765	25	0.16884	2	10	1.00	0	3	1121	0.40676	0.01906	24.90505	189.2696
930	3767	25	0.09726	2	10	1.00	0	3	848	0.23411	0.01443	24.92807	82.47648
931	3769	20	0.14551	2	10	1.00	0	3	1005	0.43803	0.01709	19.93188	146.2376
932	3771	20	0.12038	2	10	1.00	0	3	488	0.36174	0.00830	19.96687	58.74544
932	8648	20	0.10354	2	10	1.00	0	3	62	0.31070	0.00106	19.99578	6.41948
933	8981	25	0.05363	2	10	1.00	0	3	0	0.12872	0.00000	25.00000	0

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
934	8989	25	0.06036	2	10	1.00	0	3	163	0.14494	0.00278	24.98611	9.83868
935	3769	25	0.09076	2	10	1.00	0	3	1323	0.21880	0.02251	24.88797	120.0755
936	8621	20	0.11419	2	10	1.00	0	0	747	0.34343	0.01270	19.94932	85.29993
937	9104	20	0.13919	2	10	1.00	0	3	1155	0.41921	0.01965	19.92172	160.7645
938	3736	20	0.27206	2	10	1.00	0	3	1058	0.81911	0.01799	19.92829	287.8395
938	9104	20	0.17427	2	10	1.00	0	3	536	0.52375	0.00912	19.96359	93.40872
939	9101	20	0.08703	2	10	1.00	0	3	186	0.26126	0.00317	19.98734	16.18758
939	9103	20	0.12589	2	10	1.00	0	3	114	0.37782	0.00194	19.99225	14.35146
940	3707	20	0.08705	2	10	1.00	0	3	183	0.26131	0.00311	19.98757	15.93015
940	9102	20	0.06686	2	10	1.00	0	3	144	0.20067	0.00245	19.99021	9.62784
1100	15058	20	0.10189	2	10	1.00	0	0	1423	0.30716	0.02421	19.90363	144.9895
1100	23338	20	0.12735	2	10	1.00	0	0	1405	0.38387	0.02389	19.90488	178.9268
1101	25087	20	0.13718	2	10	1.00	7	0	1443	0.41356	0.02454	19.90231	197.9507
1102	3716	20	0.23538	2	10	1.00	7	3	881	0.70826	0.01498	19.94027	207.3698
1102	9584	20	0.29424	2	10	1.00	7	3	1227	0.88640	0.02087	19.91685	361.0325
1103	9364	20	0.14929	2	10	1.00	7	3	280	0.44830	0.00477	19.98094	41.8012
1103	25067	20	0.13418	2	10	1.00	7	3	1385	0.40443	0.02356	19.90620	185.8393
1103	25079	20	0.23913	2	10	1.00	7	3	7	0.71740	0.00013	19.99949	1.67391
1104	25063	20	0.10372	2	10	1.00	7	3	104	0.31126	0.00176	19.99295	10.78688
1104	25074	20	0.08253	2	10	1.00	7	3	203	0.24775	0.00346	19.98619	16.75359
1104	25081	20	0.11049	2	10	1.00	7	3	5	0.33146	0.00008	19.99968	0.55245
1105	25067	20	0.14744	2	10	1.00	7	3	6	0.44234	0.00010	19.99962	0.88464
1105	25069	20	0.16449	2	10	1.00	7	3	47	0.49356	0.00080	19.99679	7.73103
1105	25078	20	0.09665	2	10	1.00	7	3	844	0.29079	0.01436	19.94274	81.5726
1106	3708	20	0.18200	2	10	1.00	0	3	1835	0.54940	0.03121	19.87591	333.97
1106	25049	20	0.12337	2	10	1.00	0	3	1640	0.37219	0.02789	19.88905	202.3268
1107	8663	20	0.24058	2	10	1.00	7	3	2560	0.72802	0.04353	19.82737	615.8848
1107	9585	20	0.26635	2	10	1.00	7	3	2906	0.80695	0.04941	19.80428	774.0131
1109	9595	20	0.41260	2	10	1.00	0	0	54	1.23801	0.00092	19.99633	22.2804
1109	25129	20	0.19365	2	10	1.00	0	0	1502	0.58391	0.02554	19.89836	290.8623
1109	25189	20	0.21562	2	10	1.00	0	0	966	0.64897	0.01643	19.93449	208.2889
1110	9365	25	0.14531	2	10	1.00	7	3	1438	0.35044	0.02446	24.87830	208.9558
1111	9578	25	0.11709	2	10	1.00	7	3	1035	0.28201	0.01760	24.91230	121.1882
1112	9357	25	0.18402	2	10	1.00	7	3	296	0.44210	0.00504	24.97483	54.46992
1112	9389	25	0.22707	2	10	1.00	7	3	949	0.54673	0.01613	24.91960	215.4894
1113	9386	20	0.18560	2	10	1.00	0	0	2603	0.56172	0.04427	19.82449	483.1168
1114	5032	25	0.52035	2	10	1.00	7	3	152	1.24948	0.00259	24.98707	79.0932
1114	9355	20	0.16984	2	10	1.00	0	0	3720	0.51595	0.06327	19.75007	631.8048
1115	9578	25	0.19451	2	10	1.00	7	3	681	0.46792	0.01158	24.94226	132.4613
1115	30003	25	0.18983	2	10	1.00	7	3	221	0.45594	0.00376	24.98121	41.95243
1116	9356	20	0.20014	2	10	1.00	0	0	860	0.60217	0.01462	19.94169	172.1204
1117	9354	20	0.17931	2	10	1.00	0	0	1267	0.54025	0.02154	19.91420	227.1858
1118	9352	20	0.21011	2	10	1.00	0	0	1545	0.63365	0.02627	19.89546	324.62
1118	23261	20	0.19036	2	10	1.00	0	0	713	0.57246	0.01212	19.95163	135.7267
1119	5032	25	0.33159	2	10	1.00	7	3	194	0.79635	0.00330	24.98351	64.32846
1119	9352	20	0.17364	2	10	1.00	0	0	365	0.52158	0.00620	19.97522	63.3786
1119	9593	20	0.22692	2	10	1.00	0	0	335	0.68153	0.00570	19.97724	76.0182
1120	9370	25	0.19777	2	10	1.00	7	3	1148	0.47651	0.01952	24.90278	227.04
1121	9367	25	0.10061	2	10	1.00	7	3	773	0.24210	0.01315	24.93445	77.77153
1122	9371	25	0.12071	2	10	1.00	7	3	766	0.29047	0.01303	24.93503	92.46386
1122	9596	25	0.09566	2	10	1.00	7	3	544	0.23001	0.00926	24.95380	52.03904
1123	9342	25	0.06134	2	10	1.00	7	3	917	0.14768	0.01559	24.92227	56.24878
1124	9381	25	0.12902	2	10	1.00	7	3	911	0.31060	0.01549	24.92278	117.5372
1124	24911	25	0.11334	2	10	1.00	7	3	180	0.27218	0.00306	24.98472	20.4012
1125	9591	25	0.09899	2	10	1.00	7	3	1583	0.23886	0.02692	24.86613	156.7012
1126	9341	25	0.13878	2	10	1.00	7	3	428	0.33356	0.00728	24.96363	59.39784
1126	9574	25	0.11970	2	10	1.00	7	3	43	0.28732	0.00073	24.99634	5.1471
1126	9588	25	0.12605	2	10	1.00	7	3	135	0.30266	0.00230	24.98849	17.01675
1127	24903	25	0.07909	2	10	1.00	7	3	558	0.19018	0.00949	24.95264	44.13222
1128	9589	25	0.07764	2	10	1.00	7	3	201	0.18646	0.00342	24.98289	15.60564
1128	24900	25	0.08455	2	10	1.00	7	3	431	0.20321	0.00733	24.96339	36.44105
1129	9380	25	0.14667	2	10	1.00	7	3	86	0.35212	0.00146	24.99269	12.61362
1129	9611	25	0.08999	2	10	1.00	7	3	655	0.21646	0.01114	24.94441	58.94345
1130	9573	25	0.14082	2	10	1.00	7	3	3829	0.34237	0.06512	24.67860	539.1998
1130	9587	25	0.12221	2	10	1.00	7	3	1180	0.29447	0.02006	24.90008	144.2078
1130	9589	25	0.12471	2	10	1.00	7	3	30	0.29933	0.00051	24.99743	3.7413
1131	3616	20	0.17211	3	10	3.00	0	3	8213	0.52114	0.04656	19.81549	1413.539
1132	5515	20	0.18811	3	10	3.00	0	3	2499	0.56592	0.01417	19.94348	470.0869
1188	8796	25	0.04916	2	10	1.00	1	3	678	0.11825	0.01152	24.94251	33.33048
1189	3725	25	0.30147	2	10	1.00	0	3	1593	0.72745	0.02709	24.86529	480.2417
1198	13410	20	0.05520	2	10	1.00	0	0	349	0.16580	0.00594	19.97626	19.2648
1201	24791	20	0.25216	2	10	1.00	0	0	0	0.75648	0.00000	20.00000	0
1202	14153	20	0.16068	2	10	1.00	0	0	136	0.48226	0.00230	19.99079	21.85248
1202	23262	20	0.10976	2	10	1.00	0	0	499	0.32984	0.00848	19.96614	54.77024
1202	23275	20	0.16227	2	10	1.00	0	0	576	0.48776	0.00979	19.96091	93.46752
1203	23264	20	0.15815	2	10	1.00	0	0	519	0.47527	0.00883	19.96472	82.07985
1203	23275	20	0.10071	2	10	1.00	0	0	1296	0.30346	0.02204	19.91222	130.5202
1203	23277	20	0.14685	2	10	1.00	0	0	1579	0.44292	0.02686	19.89314	231.8762
1204	14157	20	0.16068	2	10	1.00	0	0	540	0.48292	0.00918	19.96334	86.7672
1204	23262	20	0.15754	2	10	1.00	0	0	664	0.47368	0.01129	19.95495	104.6066
1204	23278	20	0.17031	2	10	1.00	0	0	153	0.51120	0.00261	19.98958	26.05743
1205	23264	20	0.15789	2	10	1.00	0	0	697	0.47478	0.01185	19.95271	110.0493
1205	23278	20	0.08754	2	10	1.00	0	0	885	0.26341	0.01505	19.93999	77.4729

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
1205	23280	20	0.16148	2	10	1.00	0	0	0	0.48444	0.00000	20.00000	0
1206	23282	20	0.16627	2	10	1.00	0	0	406	0.49951	0.00691	19.97241	67.50562
1206	25052	20	0.13488	2	10	1.00	0	0	523	0.40536	0.00890	19.96446	70.54224
1207	23282	20	0.13159	2	10	1.00	0	0	369	0.39526	0.00628	19.97492	48.55671
1207	23283	20	0.13306	2	10	1.00	0	0	781	0.40025	0.01327	19.94705	103.9199
1207	23284	20	0.18811	2	10	1.00	0	0	457	0.56520	0.00777	19.96898	85.96627
1208	12276	20	0.09997	2	10	1.00	0	0	150	0.30007	0.00256	19.98977	14.9955
1208	23283	20	0.09788	2	10	1.00	0	0	400	0.29403	0.00681	19.97280	39.152
1208	23319	20	0.12330	2	10	1.00	0	0	1	0.36990	0.00002	19.99992	0.1233
1209	23280	20	0.13119	2	10	1.00	0	0	908	0.39479	0.01544	19.93843	119.1205
1210	23260	20	0.12280	2	10	1.00	0	0	108	0.36854	0.00183	19.99268	13.2624
1210	23284	20	0.11797	2	10	1.00	0	0	92	0.35402	0.00156	19.99374	10.85324
1211	12276	20	0.16066	2	10	1.00	0	0	79	0.48209	0.00134	19.99466	12.69214
1211	25053	20	0.11997	2	10	1.00	0	0	446	0.36045	0.00758	19.96972	53.50662
1224	9800	25	0.07534	2	10	1.00	4	3	1533	0.18176	0.02607	24.87031	115.4962
1225	9801	25	0.05713	2	10	1.00	4	3	62	0.13713	0.00105	24.99475	3.54206
1225	9802	25	0.05991	2	10	1.00	4	3	1205	0.14438	0.02049	24.89796	72.19155
1226	9803	25	0.07131	2	10	1.00	4	3	4633	0.17384	0.07878	24.61219	330.3792
1227	9614	25	0.07340	2	10	1.00	0	3	645	0.17656	0.01096	24.94531	47.343
1228	9614	25	0.12102	2	10	1.00	0	3	466	0.29091	0.00792	24.96047	56.39532
1228	9615	25	0.18572	2	10	1.00	0	3	1326	0.44774	0.02256	24.88773	246.2647
1229	9095	25	0.08470	2	10	1.00	0	3	633	0.20371	0.01076	24.94633	53.6151
1229	9619	25	0.13098	2	10	1.00	0	3	471	0.31486	0.00802	24.95997	61.69158
1230	5650	25	0.17834	2	10	1.00	4	3	4041	0.43390	0.06872	24.66108	720.6719
1231	13976	25	0.08749	2	10	1.00	3	3	3960	0.21280	0.06734	24.66778	346.4604
1231	25041	25	0.13891	2	10	1.00	3	3	1242	0.33479	0.02112	24.89483	172.5262
1232	25041	25	0.11603	2	10	1.00	3	3	1493	0.27989	0.02539	24.87372	173.2328
1233	25043	25	0.12830	2	10	1.00	3	3	1215	0.30920	0.02067	24.89707	155.8845
1233	25044	25	0.12322	2	10	1.00	3	3	672	0.29639	0.01143	24.94297	82.80384
1294	5644	25	0.12133	2	10	1.00	1	3	189	0.29138	0.00321	24.98396	22.93137
1294	5952	25	0.07945	2	10	1.00	1	3	937	0.19128	0.01594	24.92057	74.44465
1295	8912	25	0.08418	2	10	1.00	1	3	310	0.20226	0.00526	24.97371	26.0958
1295	8937	25	0.05489	2	10	1.00	1	3	358	0.13189	0.00610	24.96955	19.65062
1296	8765	25	0.05999	2	10	1.00	4	3	525	0.14424	0.00893	24.95543	31.49475
1297	8754	25	0.09075	2	10	1.00	4	3	586	0.21824	0.00997	24.95024	53.1795
1297	8884	25	0.11460	2	10	1.00	4	3	483	0.27550	0.00822	24.95897	55.3518
1298	5679	25	0.07411	2	10	1.00	1	3	356	0.17807	0.00606	24.96972	26.38316
1299	23265	20	0.11263	2	10	1.00	0	0	152	0.33806	0.00258	19.98967	17.11976
1299	24062	20	0.09349	2	10	1.00	0	0	155	0.28063	0.00264	19.98944	14.49095
1312	9610	20	0.13291	2	10	1.00	0	0	282	0.39911	0.00479	19.98085	37.48062
1312	23265	20	0.11413	2	10	1.00	0	0	371	0.34283	0.00632	19.97477	42.34223
1313	12272	20	0.14073	2	10	1.00	0	0	378	0.42272	0.00642	19.97434	53.19594
1313	12274	20	0.09543	2	10	1.00	0	0	470	0.28676	0.00799	19.96808	44.8521
1313	24035	20	0.14076	2	10	1.00	0	0	430	0.42291	0.00732	19.97077	60.5268
1314	12270	20	0.17895	2	10	1.00	0	0	1010	0.53870	0.01718	19.93150	180.7395
1314	12272	20	0.13795	2	10	1.00	0	0	2651	0.41757	0.04509	19.82125	365.7055
1314	14123	20	0.11617	2	10	1.00	0	0	5401	0.35490	0.09186	19.63919	627.4342
1315	12292	20	0.13559	2	10	1.00	0	0	177	0.40701	0.00300	19.98800	23.99943
1315	12293	20	0.13065	2	10	1.00	0	0	188	0.39220	0.00320	19.98719	24.5622
1315	24065	20	0.13322	2	10	1.00	0	0	499	0.40035	0.00849	19.96609	66.47678
1316	12294	20	0.13380	2	10	1.00	0	0	617	0.40224	0.01048	19.95815	82.5546
1316	24065	20	0.20010	2	10	1.00	0	0	423	0.60115	0.00720	19.97124	84.6423
1317	9347	20	0.18601	2	10	1.00	0	0	826	0.55959	0.01405	19.94395	153.6443
1317	12293	20	0.16981	2	10	1.00	0	0	373	0.51007	0.00634	19.97467	63.33913
1317	12294	20	0.13025	2	10	1.00	0	0	805	0.39182	0.01370	19.94537	104.8513
1317	17260	20	0.13941	2	10	1.00	0	0	1059	0.41973	0.01801	19.92822	147.6352
1318	9347	20	0.16621	2	10	1.00	0	0	374	0.49927	0.00637	19.97457	62.16254
1318	24671	20	0.14142	2	10	1.00	0	0	738	0.42533	0.01255	19.94992	104.368
1319	16567	20	0.11499	2	10	1.00	0	0	5037	0.35088	0.08566	19.66312	579.2046
1319	16568	20	0.19913	2	10	1.00	0	0	1729	0.60089	0.02941	19.88304	344.2958
1331	12160	20	0.12354	2	10	1.00	0	0	1131	0.37205	0.01924	19.92334	139.7237
1331	23288	20	0.12232	2	10	1.00	0	0	3849	0.37176	0.06545	19.74157	470.8097
1331	23339	20	0.11320	2	10	1.00	0	0	1511	0.34135	0.02569	19.89775	171.0452
1332	12160	20	0.11151	2	10	1.00	0	0	215	0.33477	0.00366	19.98537	23.97465
1332	23288	20	0.10464	2	10	1.00	0	0	524	0.31447	0.00891	19.96442	54.83136
1333	9610	20	0.14302	2	10	1.00	0	0	479	0.42977	0.00815	19.96746	68.50658
1333	12300	20	0.18300	2	10	1.00	0	0	185	0.54935	0.00314	19.98744	33.855
1334	23333	20	0.05381	2	10	1.00	0	0	369	0.16164	0.00627	19.97496	19.85589
1340	23338	20	0.12322	2	10	1.00	0	0	777	0.37063	0.01321	19.94729	95.74194
1341	12266	20	0.14221	2	10	1.00	0	0	2432	0.43017	0.04136	19.83591	345.8547
1341	14153	20	0.13352	2	10	1.00	0	0	45	0.40063	0.00077	19.99691	6.0084
1341	23273	20	0.16734	2	10	1.00	0	0	1459	0.50451	0.02482	19.90121	244.1491
1342	23279	20	0.14911	2	10	1.00	0	0	1036	0.44890	0.01762	19.92977	154.478
1343	14157	20	0.17215	2	10	1.00	0	0	995	0.51820	0.01693	19.93252	171.2893
1344	14157	20	0.18786	2	10	1.00	0	0	4	0.56357	0.00006	19.99975	0.75144
1344	23317	20	0.08394	2	10	1.00	0	0	392	0.25215	0.00667	19.97334	32.90448
1344	23325	20	0.08754	2	10	1.00	0	0	346	0.26293	0.00588	19.97650	30.28884
1345	23317	20	0.12663	2	10	1.00	0	0	0	0.37988	0.00000	20.00000	0
1346	12165	20	0.12453	2	10	1.00	0	0	332	0.37402	0.00564	19.97745	41.34396
1346	23324	20	0.11843	2	10	1.00	0	0	303	0.35567	0.00516	19.97938	35.88429
1347	12165	20	0.13217	2	10	1.00	0	0	536	0.39723	0.00912	19.96358	70.84312
1347	12270	20	0.14959	2	10	1.00	0	0	808	0.45000	0.01373	19.94521	120.8687
1347	12274	20	0.16704	2	10	1.00	0	0	4	0.50113	0.00008	19.99969	0.66816

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
1348	23319	20	0.13712	2	10	1.00	0	0	1	0.41137	0.00002	19.99992	0.13712
1348	25052	20	0.10479	2	10	1.00	0	0	682	0.31510	0.01159	19.95374	71.46678
1349	12295	20	0.13093	2	10	1.00	0	0	1463	0.39474	0.02489	19.90095	191.5506
1349	12296	20	0.16063	2	10	1.00	0	0	1910	0.48503	0.03249	19.87090	306.8033
1350	12298	20	0.07997	2	10	1.00	0	0	403	0.24025	0.00685	19.97262	32.22791
1350	12299	20	0.14589	2	10	1.00	0	0	79	0.43778	0.00135	19.99460	11.52531
1351	12300	20	0.17139	2	10	1.00	0	0	221	0.51456	0.00376	19.98495	37.87719
1351	24671	20	0.09202	2	10	1.00	0	0	356	0.27639	0.00606	19.97579	32.75912
1355	9340	20	0.15889	2	10	1.00	0	0	958	0.47822	0.01630	19.93501	152.2166
1355	24037	20	0.08326	2	10	1.00	0	0	655	0.25034	0.01113	19.95557	54.5353
1356	14125	20	0.15910	2	10	1.00	0	0	476	0.47808	0.00809	19.96769	75.7316
1356	23324	20	0.13327	2	10	1.00	0	0	22	0.39985	0.00038	19.99849	2.93194
1356	24035	20	0.12644	2	10	1.00	0	0	278	0.37969	0.00473	19.98111	35.15032
1357	12291	20	0.14336	2	10	1.00	0	0	18	0.43011	0.00031	19.99874	2.58048
1357	12292	20	0.14028	2	10	1.00	0	0	51	0.42092	0.00086	19.99655	7.15428
1357	14125	20	0.11015	2	10	1.00	0	0	527	0.33104	0.00896	19.96424	58.04905
1357	23332	20	0.14310	2	10	1.00	0	0	233	0.42964	0.00396	19.98417	33.3423
1358	9344	20	0.17979	2	10	1.00	0	0	55	0.53948	0.00094	19.99624	9.88845
1358	9345	20	0.16514	2	10	1.00	0	0	257	0.49584	0.00438	19.98251	42.44098
1358	12291	20	0.16757	2	10	1.00	0	0	118	0.50291	0.00201	19.99197	19.77326
1358	17260	20	0.12327	2	10	1.00	0	0	2163	0.37253	0.03679	19.85392	266.633
1359	9344	20	0.09928	2	10	1.00	0	0	1312	0.29918	0.02231	19.91116	130.2554
1359	12297	20	0.11927	2	10	1.00	0	0	496	0.35841	0.00843	19.96632	59.15792
1359	24062	20	0.16082	2	10	1.00	0	0	825	0.48381	0.01404	19.94401	132.6765
1415	22798	0	0.19380	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1415	23096	0	0.19726	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1418	23099	0	0.09099	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1419	9519	0	0.12036	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1419	22799	0	0.10499	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1502	9387	20	0.13681	2	10	1.00	0	0	0	0.41042	0.00000	20.00000	0
1503	24791	20	0.17141	2	10	1.00	0	0	426	0.51496	0.00725	19.97105	73.02066
1504	24791	20	0.13613	2	10	1.00	0	0	520	0.40910	0.00884	19.96472	70.7876
1505	24777	20	0.14990	2	10	1.00	0	0	408	0.45034	0.00694	19.97228	61.1592
1505	24779	20	0.14282	2	10	1.00	0	0	95	0.42861	0.00162	19.99354	13.5679
1506	24779	20	0.09131	2	10	1.00	0	0	288	0.27420	0.00490	19.98042	26.29728
1507	24782	20	0.04661	2	10	1.00	0	0	707	0.14016	0.01203	19.95199	32.95327
1508	24777	20	0.09754	2	10	1.00	0	0	166	0.29277	0.00282	19.98873	16.19164
1508	24779	20	0.08535	2	10	1.00	0	0	39	0.25608	0.00067	19.99733	3.32865
1509	24777	20	0.08185	2	10	1.00	0	0	194	0.24572	0.00330	19.98680	15.8789
1510	24777	20	0.11921	2	10	1.00	0	0	767	0.35857	0.01304	19.94798	91.43407
1510	25056	20	0.11507	2	10	1.00	0	0	192	0.34543	0.00326	19.98698	22.09344
1511	24795	20	0.09320	2	10	1.00	0	0	230	0.27983	0.00392	19.98434	21.436
1512	24767	20	0.12084	2	10	1.00	0	0	268	0.36285	0.00455	19.98181	32.38512
1512	24795	20	0.06001	2	10	1.00	0	0	83	0.18008	0.00141	19.99438	4.98083
1513	9384	20	0.05767	2	10	1.00	0	0	2	0.17300	0.00003	19.99986	0.11534
1514	24789	20	0.11457	2	10	1.00	0	0	162	0.34390	0.00276	19.98897	18.56034
1514	30005	20	0.14954	2	10	1.00	0	0	588	0.44951	0.01000	19.96007	87.92952
1515	25127	20	0.08742	2	10	1.00	0	0	4511	0.26628	0.07672	19.69777	394.3516
1516	24777	20	0.11134	2	10	1.00	0	0	310	0.33438	0.00527	19.97896	34.5154
1516	25056	20	0.10092	2	10	1.00	0	0	81	0.30283	0.00137	19.99452	8.17452
1517	3712	20	0.04573	2	10	1.00	0	0	1383	0.13782	0.02351	19.90638	63.24459
1518	24793	20	0.11624	2	10	1.00	0	0	213	0.34898	0.00362	19.98554	24.75912
1519	25130	20	0.05500	2	10	1.00	0	0	442	0.16523	0.00752	19.96995	24.31
1520	24794	20	0.09959	2	10	1.00	0	0	0	0.29877	0.00000	20.00000	0
1521	24794	20	0.08734	2	10	1.00	0	0	328	0.26230	0.00559	19.97768	28.64752
1522	24794	20	0.10915	2	10	1.00	0	0	0	0.32744	0.00000	20.00000	0
1542	5518	25	0.13532	2	10	1.00	4	3	618	0.32545	0.01051	24.94758	83.62776
1542	24840	25	0.18733	2	10	1.00	4	3	327	0.45010	0.00556	24.97225	61.25691
1573	9371	25	0.23413	2	10	1.00	7	3	131	0.56217	0.00223	24.98886	30.67103
1573	24908	25	0.09175	2	10	1.00	7	3	996	0.22094	0.01693	24.91563	91.383
1574	24904	25	0.20208	2	10	1.00	7	3	860	0.48641	0.01463	24.92706	173.7888
1575	9357	20	0.17667	2	10	1.00	7	3	1443	0.53261	0.02454	19.90232	254.9348
1575	9585	20	0.25819	2	10	1.00	7	3	362	0.77551	0.00616	19.97540	93.46478
1576	9364	20	0.14289	2	10	1.00	7	3	1095	0.43026	0.01862	19.92578	156.4646
1577	9580	20	0.28728	2	10	1.00	0	3	483	0.86327	0.00822	19.96718	138.7562
1578	9334	20	0.10244	2	10	1.00	0	0	1457	0.30885	0.02478	19.90138	149.2551
1581	25084	20	0.12259	2	10	1.00	7	3	381	0.36824	0.00648	19.97410	46.70679
1581	25086	20	0.12491	2	10	1.00	7	3	338	0.37515	0.00575	19.97702	42.21958
1582	9361	20	0.04508	2	10	1.00	7	3	1618	0.13598	0.02752	19.89054	72.93944
1583	25084	20	0.09121	2	10	1.00	7	3	1394	0.27491	0.02371	19.90562	127.1467
1584	25074	20	0.09717	2	10	1.00	7	3	1519	0.29303	0.02583	19.89721	147.6012
1584	25082	20	0.10589	2	10	1.00	7	3	0	0.31768	0.00000	20.00000	0
1585	25071	20	0.10792	2	10	1.00	7	3	390	0.32418	0.00663	19.97351	42.0888
1585	25082	20	0.10418	2	10	1.00	7	3	159	0.31272	0.00270	19.98921	16.56462
1586	25065	20	0.09217	2	10	1.00	7	3	6	0.27653	0.00010	19.99960	0.55302
1586	25069	20	0.11254	2	10	1.00	7	3	2	0.33761	0.00004	19.99986	0.22508
1586	25076	20	0.08200	2	10	1.00	7	3	476	0.24639	0.00809	19.96769	39.032
1586	25081	20	0.09493	2	10	1.00	7	3	50	0.28485	0.00085	19.99661	4.7465
1587	25071	20	0.13096	2	10	1.00	7	3	129	0.39306	0.00219	19.99123	16.89384
1587	25078	20	0.13772	2	10	1.00	7	3	531	0.41390	0.00903	19.96395	73.12932
1588	25063	20	0.08645	2	10	1.00	7	3	726	0.26000	0.01236	19.95070	62.7627
1588	25080	20	0.08978	2	10	1.00	7	3	119	0.26946	0.00202	19.99194	10.68382
1589	25065	20	0.14091	2	10	1.00	7	3	0	0.42274	0.00000	20.00000	0

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
1589	25079	20	0.08312	2	10	1.00	7	3	545	0.24982	0.00927	19.96300	45.3004
1589	25080	20	0.08779	2	10	1.00	7	3	255	0.26358	0.00433	19.98269	22.38645
2489	9334	45	0.21637	9	3	3.00	100	0	16449	0.31264	0.54854	41.52459	3559.07
2489	14123	45	0.24912	9	3	2.00	100	0	19244	0.46966	0.96258	31.82530	4794.065
2489	15058	45	0.23798	9	3	2.00	100	0	17792	0.41124	0.88996	34.72097	4234.14
2500	2501	45	0.15822	10	2	3.00	1	3	30957	0.27014	0.87747	35.14160	4898.017
2500	5885	45	0.23765	10	2	3.00	1	3	31562	0.41260	0.89463	34.55847	7500.709
2501	2500	45	0.15822	10	2	3.00	1	3	31562	0.27470	0.89463	34.55847	4993.74
2501	2502	45	0.16153	10	2	3.00	1	3	30957	0.27579	0.87747	35.14160	5000.484
2502	2501	45	0.16153	10	2	3.00	1	3	31562	0.28044	0.89463	34.55847	5098.21
2502	5882	45	0.19759	10	2	3.00	1	3	30957	0.33736	0.87747	35.14160	6116.794
2507	9346	35	0.23918	10	4	1.00	7	0	3016	0.42451	0.32062	33.80593	721.3669
2507	12295	45	0.30740	9	3	2.00	100	0	17364	0.52059	0.86855	35.42983	5337.694
2507	16567	45	0.28623	9	3	2.00	100	0	17693	0.49223	0.88501	34.89005	5064.267
2507	22539	35	0.06359	23	5	1.00	901	0	2729	0.11305	0.33149	33.75037	173.5371
2508	16567	45	0.18789	9	3	2.00	100	0	16500	0.30722	0.82534	36.69432	3100.185
2508	16568	35	0.22640	10	4	1.00	7	0	2064	0.39640	0.21938	34.26860	467.2896
2508	23339	45	0.14302	9	3	2.00	100	0	17008	0.23853	0.85074	35.97637	2432.484
2978	3616	45	0.28035	9	4	1.00	100	0	8335	0.48253	0.88590	34.86004	2336.717
3033	3596	45	0.22381	11	3	3.00	20	0	22710	0.35047	0.75731	38.31676	5082.725
3108	888	20	0.25834	3	10	3.00	0	0	1503	0.77634	0.00852	19.96597	388.285
3108	3305	50	0.29376	9	3	2.00	100	0	9474	0.37519	0.47390	46.97747	2783.082
3138	8942	40	0.40106	11	3	2.00	20	0	12632	0.66874	0.63186	35.98312	5066.19
3303	3304	50	0.90616	11	3	3.00	20	0	9649	1.12599	0.32178	48.28581	8743.538
3304	3303	50	0.90616	11	3	3.00	20	0	8509	1.11986	0.28376	48.55046	7710.515
3304	3342	50	0.45089	9	3	3.00	100	3	11313	0.56527	0.37726	47.85959	5100.919
3304	3653	35	0.08278	11	5	1.00	20	0	2051	0.14547	0.24910	34.14226	169.7818
3305	3108	50	0.29376	9	3	2.00	100	0	10406	0.37926	0.52049	46.47272	3056.867
3305	3342	50	0.46149	9	3	2.00	100	3	9474	0.58942	0.47390	46.97747	4372.156
3342	3304	50	0.45089	9	3	3.00	100	3	10263	0.56204	0.34224	48.13450	4627.484
3342	3305	50	0.46149	9	3	2.00	100	3	10406	0.59582	0.52049	46.47272	4802.265
3342	3352	45	0.07276	10	4	2.00	0	3	4303	0.09919	0.22868	44.00977	313.0863
3348	882	20	0.17992	3	10	3.00	0	3	653	0.54017	0.00370	19.98520	117.4878
3348	5613	45	0.14192	10	4	2.00	0	3	4663	0.19395	0.24783	43.90428	661.773
3348	5615	45	0.25857	10	4	2.00	0	3	5151	0.35457	0.27375	43.75512	1331.894
3349	3350	40	0.25757	10	5	1.00	0	3	474	0.38805	0.05760	39.82640	122.0882
3349	5615	40	0.11030	10	5	1.00	0	3	507	0.16623	0.06156	39.81232	55.9221
3350	882	20	0.14923	3	10	3.00	0	3	57	0.44771	0.00032	19.99871	8.50611
3350	3349	40	0.25757	10	5	1.00	0	3	507	0.38818	0.06156	39.81232	130.588
3350	3351	40	0.16147	10	5	1.00	0	0	483	0.24328	0.05865	39.82269	77.99001
3351	3350	40	0.16147	10	5	1.00	0	0	564	0.24349	0.06848	39.78745	91.06908
3352	275	20	0.30548	3	10	3.00	0	3	261	0.91670	0.00148	19.99408	79.73028
3352	894	20	0.13004	3	10	3.00	0	3	346	0.39026	0.00196	19.99215	44.99384
3352	3342	45	0.07276	10	4	2.00	0	3	4184	0.09912	0.22238	44.04367	304.4278
3352	5603	45	0.06696	10	4	2.00	0	3	4429	0.09137	0.23541	43.97317	296.5658
3364	5704	40	0.38466	10	4	2.00	2	0	8322	0.61008	0.44226	37.83086	3201.141
3385	9560	35	0.56802	10	4	1.00	2	0	7515	1.17243	0.79884	29.06889	4268.67
3444	905	20	0.10449	3	10	3.00	0	3	2130	0.31423	0.01208	19.95181	222.5637
3444	3445	40	0.15123	10	3	2.00	4	3	12100	0.24994	0.60524	36.30361	1829.883
3444	3450	30	0.16061	10	5	1.00	0	3	402	0.32236	0.04880	29.89307	64.56522
3444	3459	40	0.16590	10	3	2.00	4	3	14860	0.29008	0.74330	34.31557	2465.274
3445	903	20	0.07309	3	10	3.00	0	3	812	0.21947	0.00460	19.98161	59.34908
3445	907	20	0.07719	3	10	3.00	0	3	4546	0.23277	0.02577	19.89745	350.9057
3445	3444	40	0.15123	10	3	2.00	4	3	13699	0.25735	0.68524	35.25778	2071.7
3445	3446	40	0.21064	10	3	2.00	4	3	10946	0.34231	0.54752	36.92075	2305.665
3446	3445	40	0.21064	10	3	2.00	4	3	12545	0.35070	0.62752	36.03705	2642.479
3446	3447	40	0.14365	10	3	2.00	4	3	11190	0.23423	0.55973	36.79825	1607.444
3446	3449	30	0.23863	10	5	1.00	0	3	244	0.47818	0.02966	29.94247	58.22572
3447	900	20	0.09160	3	10	3.00	0	3	1062	0.27513	0.00602	19.97595	97.2792
3447	906	20	0.08040	3	10	3.00	0	3	3136	0.24206	0.01778	19.92914	252.1344
3447	3446	40	0.14365	10	3	2.00	4	3	12790	0.24020	0.63974	35.88335	1837.284
3447	3448	40	0.10935	10	3	2.00	4	0	12153	0.18089	0.60792	36.27253	1328.931
3448	3447	40	0.10935	10	3	2.00	4	0	13753	0.18630	0.68792	35.21812	1503.891
3449	900	20	0.23521	3	10	3.00	0	3	2	0.70563	0.00001	19.99995	0.47042
3449	901	20	0.13853	3	10	3.00	0	3	246	0.41570	0.00140	19.99442	34.07838
3449	903	20	0.09036	3	10	3.00	0	3	2	0.27107	0.00001	19.99995	0.18072
3449	3446	30	0.23863	10	5	1.00	0	3	244	0.47818	0.02965	29.94250	58.22572
3450	901	20	0.14754	3	10	3.00	0	3	390	0.44283	0.00221	19.99116	57.5406
3450	903	20	0.13035	3	10	3.00	0	3	0	0.39104	0.00000	19.99999	0
3450	904	20	0.16178	3	10	3.00	0	3	12	0.48536	0.00007	19.99973	1.94136
3450	3444	30	0.16061	10	5	1.00	0	3	404	0.32237	0.04908	29.89231	64.88644
3451	901	20	0.16592	3	10	3.00	0	3	108	0.49782	0.00061	19.99755	17.91936
3451	902	20	0.22403	3	10	3.00	0	3	1	0.67210	0.00000	19.99998	0.22403
3451	904	20	0.11557	3	10	3.00	0	3	0	0.34672	0.00000	19.99999	0
3451	3461	30	0.19348	10	5	1.00	0	3	104	0.38715	0.01263	29.98520	20.12192
3455	9560	35	0.44058	9	5	1.00	100	0	1463	0.76769	0.17767	34.43440	644.5685
3456	249	20	0.12739	3	10	3.00	0	3	1520	0.38283	0.00862	19.96559	193.6328
3456	3587	25	0.06686	10	4	2.00	4	3	2704	0.16250	0.14372	24.68595	180.7894
3456	3592	40	0.12828	10	3	2.00	4	3	9239	0.20428	0.46213	37.67682	1185.179
3456	9555	40	0.19389	10	3	2.00	4	3	11093	0.31572	0.55487	36.84752	2150.822
3457	238	20	0.06510	3	10	3.00	0	3	5742	0.19656	0.03255	19.87064	373.8042
3457	3458	40	0.08970	10	3	2.00	4	3	14958	0.15724	0.74821	34.22729	1341.733
3457	3468	30	0.15000	10	5	1.00	0	3	1499	0.30508	0.18213	29.50054	224.85

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
3457	9555	40	0.21960	10	3	2.00	4	3	12682	0.36649	0.63434	35.95202	2784.967
3458	238	20	0.12401	3	10	3.00	0	3	51	0.37206	0.00029	19.99884	6.32451
3458	3457	40	0.08970	10	3	2.00	4	3	14260	0.15454	0.71326	34.82551	1279.122
3458	3459	40	0.19618	10	3	2.00	4	3	15028	0.34453	0.75169	34.16367	2948.193
3459	3444	40	0.16590	10	3	2.00	4	3	13258	0.27983	0.66318	35.57206	2199.502
3459	3458	40	0.19618	10	3	2.00	4	3	14311	0.33839	0.71581	34.78416	2807.532
3459	3460	45	0.14740	11	4	3.00	0	3	19692	0.22415	0.69770	39.45418	2902.601
3459	5655	45	0.14923	10	3	3.00	4	3	32878	0.36888	1.09636	24.27361	4906.384
3460	239	20	0.05142	3	10	3.00	0	3	2417	0.15468	0.01370	19.94534	124.2821
3460	904	20	0.09608	3	10	3.00	0	3	410	0.28837	0.00232	19.99071	39.3928
3460	3459	45	0.14740	11	4	3.00	0	3	19762	0.22440	0.70017	39.41142	2912.919
3460	3461	45	0.11036	11	4	3.00	0	3	18306	0.16455	0.64861	40.23919	2020.25
3461	3451	30	0.19348	10	5	1.00	0	3	107	0.38716	0.01302	29.98424	20.70236
3461	3460	45	0.11036	11	4	3.00	0	3	18375	0.16470	0.65104	40.20300	2027.865
3461	3462	30	0.13835	10	5	1.00	0	3	4714	0.30189	0.57265	27.49814	652.1819
3461	3470	45	0.17095	11	4	3.00	0	3	14421	0.24467	0.51096	41.92286	2465.27
3462	3461	30	0.13835	10	5	1.00	0	3	4856	0.30343	0.58994	27.35779	671.8276
3462	3463	30	0.14331	10	5	1.00	0	3	4714	0.31270	0.57265	27.49814	675.5633
3463	3462	30	0.14331	10	5	1.00	0	3	4856	0.31430	0.58994	27.35779	695.9134
3463	3464	30	0.18963	10	5	1.00	0	3	4824	0.41539	0.58598	27.39053	914.7751
3463	3468	30	0.14207	10	5	1.00	0	3	682	0.28603	0.08280	29.80132	96.89174
3463	3469	30	0.11820	10	5	1.00	0	3	523	0.23757	0.06354	29.85393	61.8186
3464	3463	30	0.18963	10	5	1.00	0	3	4989	0.41798	0.60601	27.22102	946.0641
3464	3465	30	0.14746	10	5	1.00	0	3	309	0.29568	0.03755	29.92230	45.56514
3464	3466	30	0.09905	10	5	1.00	0	3	4891	0.21751	0.59415	27.32253	484.4536
3465	242	20	0.10373	3	10	3.00	0	3	198	0.31126	0.00112	19.99551	20.53854
3465	243	20	0.13141	3	10	3.00	0	3	112	0.39429	0.00063	19.99747	14.71792
3465	3464	30	0.14746	10	5	1.00	0	3	293	0.29563	0.03564	29.92721	43.20578
3466	244	20	0.17525	3	10	3.00	0	3	307	0.52592	0.00174	19.99304	53.80175
3466	3464	30	0.09905	10	5	1.00	0	3	5072	0.21904	0.61609	27.13196	502.3816
3466	3595	45	0.25421	11	3	3.00	0	3	18319	0.37413	0.61087	40.76768	4656.873
3466	3596	45	0.06332	11	3	3.00	0	3	21555	0.09723	0.71880	39.07722	1364.863
3467	241	20	0.05389	3	10	3.00	0	3	809	0.16182	0.00459	19.98166	43.59701
3467	242	20	0.11858	3	10	3.00	0	3	117	0.35577	0.00066	19.99736	13.87386
3467	3468	30	0.18518	10	5	1.00	0	3	944	0.37397	0.11463	29.71056	174.8099
3468	240	20	0.08040	3	10	3.00	0	3	638	0.24137	0.00362	19.98555	51.2952
3468	3457	30	0.15000	10	5	1.00	0	3	1546	0.30527	0.18784	29.48156	231.9
3468	3463	30	0.14207	10	5	1.00	0	3	653	0.28593	0.07937	29.81083	92.77171
3468	3467	30	0.18518	10	5	1.00	0	3	925	0.37389	0.11235	29.71722	171.2915
3469	245	20	0.14929	3	10	3.00	0	3	187	0.44797	0.00106	19.99575	27.91723
3469	246	20	0.04369	3	10	3.00	0	3	336	0.13113	0.00191	19.99237	14.67984
3469	3463	30	0.11820	10	5	1.00	0	3	529	0.23758	0.06423	29.85207	62.5278
3470	247	20	0.05124	3	10	3.00	0	3	521	0.15382	0.00295	19.98819	26.69604
3470	902	20	0.08858	3	10	3.00	0	3	642	0.26592	0.00364	19.98545	56.86836
3470	3461	45	0.17095	11	4	3.00	0	3	14351	0.24452	0.50846	41.94796	2453.303
3470	5661	45	0.10761	11	3	3.00	0	0	13851	0.15233	0.46189	42.38850	1490.506
3587	237	20	0.19558	3	10	3.00	0	3	55	0.58677	0.00031	19.99875	10.7569
3587	3456	25	0.06686	10	4	2.00	4	3	2735	0.16252	0.14534	24.68176	182.8621
3587	3588	30	0.09148	10	4	2.00	4	3	2759	0.18534	0.14664	29.61411	252.3933
3588	248	25	0.14634	2	10	1.00	4	3	6378	0.35884	0.10847	24.46917	933.3565
3588	3587	30	0.09148	10	4	2.00	4	3	2790	0.18538	0.14826	29.60906	255.2292
3588	3593	25	0.21442	10	4	1.00	4	0	3588	0.53801	0.38141	23.91279	769.339
3592	3456	40	0.12828	10	3	2.00	4	3	9878	0.20572	0.49412	37.41256	1267.15
3592	3594	40	0.16061	10	3	2.00	4	0	9239	0.25576	0.46213	37.67682	1483.876
3593	3588	25	0.21442	10	4	1.00	4	0	3619	0.53831	0.38466	23.89935	775.986
3593	3594	40	0.12823	10	3	3.00	8	2	25782	0.24243	0.85975	31.73748	3306.026
3593	3629	25	0.20062	11	4	2.00	20	2	10267	0.52139	0.54564	23.08703	2059.766
3593	8845	40	0.19129	10	3	3.00	4	2	31956	0.49240	1.06562	23.30891	6112.863
3594	3592	40	0.16061	10	3	2.00	4	0	9878	0.25757	0.49412	37.41256	1586.506
3594	3593	40	0.12823	10	3	3.00	8	2	26269	0.24597	0.87597	31.28071	3368.474
3594	3595	45	0.23893	10	3	3.00	8	0	17739	0.34951	0.59153	41.01681	4238.379
3595	243	20	0.13692	3	10	3.00	0	3	404	0.41096	0.00229	19.99084	55.31568
3595	244	20	0.13776	3	10	3.00	0	3	240	0.41340	0.00136	19.99457	33.0624
3595	3466	45	0.25421	11	3	3.00	0	3	17290	0.37020	0.57656	41.20043	4395.291
3595	3594	45	0.23893	10	3	3.00	8	0	18777	0.35344	0.62613	40.56098	4486.389
3596	244	20	0.21910	3	10	3.00	0	3	0	0.65729	0.00000	20.00000	0
3596	245	20	0.08842	3	10	3.00	0	3	498	0.26540	0.00282	19.98872	44.03316
3596	3033	45	0.22381	11	3	3.00	20	0	21483	0.34326	0.71639	39.12157	4808.11
3596	3466	45	0.06332	11	3	3.00	0	3	22777	0.09928	0.75953	38.26984	1442.24
3616	1131	20	0.17211	3	10	3.00	0	3	8213	0.52114	0.04656	19.81549	1413.539
3616	2978	45	0.28035	9	4	1.00	100	0	9516	0.57241	1.01144	29.38593	2667.811
3616	5515	45	0.39564	10	3	1.00	1	3	10510	0.87615	1.05139	27.09394	4158.176
3629	3593	25	0.20062	11	4	2.00	20	2	10298	0.52162	0.54731	23.07681	2065.985
3653	3304	35	0.08278	11	5	1.00	20	0	1961	0.14527	0.23817	34.18958	162.3316
3664	8972	40	0.28535	9	4	1.00	100	0	6424	0.48509	0.68279	35.29380	1833.088
3678	5892	45	0.10873	10	4	1.00	1	3	10834	0.31475	1.15159	20.72724	1177.981
3683	275	20	0.22959	3	10	3.00	0	0	39	0.68881	0.00022	19.99912	8.95401
3693	8981	30	0.30417	9	4	1.00	100	0	1307	0.61578	0.13897	29.63771	397.5502
3707	940	20	0.08705	2	10	1.00	0	3	185	0.26131	0.00314	19.98745	16.10425
3707	9101	30	0.21349	10	5	1.00	0	3	1894	0.43666	0.23012	29.33465	404.3501
3707	9103	30	0.13989	10	5	1.00	0	3	2108	0.28707	0.25613	29.23822	294.8881
3707	9104	30	0.26902	10	5	1.00	0	3	1659	0.54836	0.20149	29.43540	446.3042
3708	1106	20	0.18200	2	10	1.00	0	3	1846	0.54942	0.03139	19.87523	335.972

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
3708	9100	45	0.07462	9	4	1.00	100	3	1835	0.10133	0.19509	44.18576	136.9277
3712	1517	20	0.04573	2	10	1.00	0	0	1383	0.13782	0.02351	19.90638	63.24459
3712	9521	25	0.05808	10	5	1.00	0	0	397	0.13987	0.04818	24.91224	23.05776
3712	25130	25	0.04902	10	5	1.00	0	0	1124	0.11906	0.13659	24.70414	55.09848
3714	9363	30	0.20043	10	4	1.00	7	3	996	0.40443	0.10590	29.73594	199.6283
3714	25080	25	0.10178	10	5	1.00	0	3	266	0.24478	0.03227	24.94652	27.07348
3714	25087	30	0.10671	10	4	1.00	7	0	753	0.21478	0.08007	29.80888	80.35263
3716	1102	20	0.23538	2	10	1.00	7	3	880	0.70826	0.01496	19.94033	207.1344
3716	9364	30	0.19492	10	4	1.00	7	3	1540	0.39564	0.16370	29.56041	300.1768
3716	9583	30	0.18247	10	4	1.00	7	3	2521	0.37504	0.26797	29.19268	460.0069
3717	913	25	0.08917	2	10	1.00	0	3	905	0.21467	0.01540	24.92326	80.69885
3717	3719	40	0.10708	10	3	2.00	0	3	3604	0.16331	0.18027	39.34223	385.9163
3717	9619	40	0.07714	10	3	2.00	0	3	4436	0.11822	0.22189	39.15223	342.193
3719	3717	40	0.10708	10	3	2.00	0	3	3573	0.16328	0.17871	39.34905	382.5968
3719	3721	40	0.16430	10	3	2.00	0	3	3228	0.25005	0.16148	39.42333	530.3604
3719	3730	35	0.13970	10	5	1.00	0	3	3398	0.25178	0.41274	33.29091	474.7006
3719	9614	35	0.20585	10	3	1.00	0	3	2917	0.36382	0.29178	33.94741	600.4645
3721	3719	40	0.16430	10	3	2.00	0	3	3194	0.25000	0.15976	39.43063	524.7742
3721	3723	40	0.05892	10	3	2.00	0	3	3228	0.08967	0.16148	39.42333	190.1938
3723	3721	40	0.05892	10	3	2.00	0	3	3194	0.08966	0.15976	39.43063	188.1905
3723	3725	45	0.24512	10	3	2.00	0	3	3228	0.33160	0.16148	44.35125	791.2474
3725	1189	25	0.30147	2	10	1.00	0	3	1593	0.72745	0.02709	24.86529	480.2417
3725	3723	45	0.24512	10	3	2.00	0	3	3194	0.33154	0.15976	44.35946	782.9133
3725	3727	35	0.22417	10	5	1.00	0	3	1948	0.39332	0.23670	34.19587	436.6832
3725	9630	0	0.37417	10	3	0.00	0	3	0	0.00000	0.00000	0.00000	0
3727	908	25	0.13674	2	10	1.00	0	3	2015	0.33042	0.03426	24.82984	275.5311
3727	909	25	0.12580	2	10	1.00	0	3	486	0.30241	0.00827	24.95871	61.1388
3727	3725	35	0.22417	10	5	1.00	0	3	1914	0.39312	0.23251	34.21366	429.0614
3727	3729	35	0.21570	10	5	1.00	0	3	878	0.37307	0.10666	34.68937	189.3846
3729	3727	35	0.21570	10	5	1.00	0	3	844	0.37292	0.10248	34.70342	182.0508
3729	3734	35	0.11533	10	5	1.00	0	3	3677	0.20924	0.44661	33.07299	424.0684
3729	3758	35	0.07296	10	5	1.00	0	3	3517	0.13186	0.42727	33.19957	256.6003
3730	913	25	0.09717	2	10	1.00	0	3	235	0.23338	0.00400	24.98001	22.83495
3730	914	25	0.14047	2	10	1.00	0	3	1706	0.33908	0.02902	24.85575	239.6418
3730	3719	35	0.13970	10	5	1.00	0	3	3387	0.25172	0.41141	33.29915	473.1639
3730	3732	35	0.10975	10	5	1.00	0	3	3177	0.19685	0.38592	33.45179	348.6758
3731	3733	35	0.14370	10	5	1.00	0	3	3590	0.26015	0.43611	33.14243	515.883
3731	3758	35	0.06390	10	5	1.00	0	3	3671	0.11591	0.44597	33.07734	234.5769
3732	912	25	0.07955	2	10	1.00	0	3	1685	0.19202	0.02866	24.85754	134.0418
3732	3730	35	0.10975	10	5	1.00	0	3	3164	0.19680	0.38433	33.46103	347.249
3732	3735	35	0.07548	10	5	1.00	0	3	1492	0.13157	0.18123	34.42073	112.6162
3733	911	25	0.11304	2	10	1.00	0	3	90	0.27138	0.00153	24.99235	10.1736
3733	3731	35	0.14370	10	5	1.00	0	3	3671	0.26066	0.44597	33.07734	527.5227
3733	3735	35	0.17648	10	5	1.00	0	3	3500	0.31881	0.42518	33.21288	617.68
3734	910	25	0.07702	2	10	1.00	0	3	11	0.18485	0.00018	24.99910	0.84722
3734	3729	35	0.11533	10	5	1.00	0	3	3561	0.20865	0.43264	33.16503	410.6901
3734	3736	30	0.12028	10	5	1.00	0	3	3688	0.25465	0.44795	28.34058	443.5926
3735	3732	35	0.07548	10	5	1.00	0	3	1479	0.13155	0.17970	34.42662	111.6349
3735	3733	35	0.17648	10	5	1.00	0	3	3570	0.31934	0.43370	33.15813	630.0336
3735	3737	35	0.00683	10	5	1.00	0	3	4085	0.01252	0.49623	32.72009	27.90055
3736	924	20	0.14760	2	10	1.00	0	3	456	0.44348	0.00776	19.96900	67.3056
3736	938	20	0.27206	2	10	1.00	0	3	1070	0.81914	0.01820	19.92746	291.1042
3736	3734	30	0.12028	10	5	1.00	0	3	3572	0.25394	0.43392	28.42004	429.6402
3736	9101	30	0.12245	10	5	1.00	0	3	2180	0.25156	0.26487	29.20473	266.941
3737	911	25	0.15259	2	10	1.00	0	3	731	0.36712	0.01243	24.93800	111.5433
3737	912	25	0.11716	2	10	1.00	0	3	1562	0.28268	0.02657	24.86787	183.0039
3737	3735	35	0.00683	10	5	1.00	0	3	4142	0.01254	0.50321	32.66682	28.28986
3737	8660	35	0.17800	10	5	1.00	0	3	5394	0.34209	0.65525	31.21995	960.132
3739	923	20	0.06950	2	10	1.00	0	3	317	0.20873	0.00539	19.97845	22.0315
3739	924	20	0.24738	2	10	1.00	0	3	228	0.74273	0.00387	19.98452	56.40264
3739	3741	30	0.08864	10	5	1.00	0	3	4855	0.19439	0.58976	27.35929	430.3472
3739	9103	30	0.07538	10	5	1.00	0	3	5136	0.16712	0.62386	27.06155	387.1517
3741	3739	30	0.08864	10	5	1.00	0	3	4983	0.19534	0.60532	27.22703	441.6931
3741	3743	30	0.22143	10	5	1.00	0	3	4855	0.48561	0.58976	27.35929	1075.043
3743	925	20	0.29123	2	10	1.00	0	3	721	0.87583	0.01227	19.95105	209.9768
3743	3741	30	0.22143	10	5	1.00	0	3	4983	0.48797	0.60532	27.22703	1103.386
3743	3745	30	0.18216	10	5	1.00	0	3	5377	0.40810	0.65312	26.78127	979.4743
3745	3743	30	0.18216	10	5	1.00	0	3	5505	0.41055	0.66869	26.62175	1002.791
3745	3747	30	0.13827	10	5	1.00	0	3	5377	0.30977	0.65312	26.78127	743.4778
3747	3745	30	0.13827	10	5	1.00	0	3	5505	0.31162	0.66869	26.62175	761.1764
3747	8657	45	0.34205	10	3	3.00	0	3	27099	0.59947	0.90367	34.23495	9269.213
3747	8660	45	0.40090	10	3	3.00	0	3	31897	0.91303	1.06364	26.34532	12787.51
3749	8603	40	0.08018	10	3	2.00	0	3	7482	0.12559	0.37425	38.30725	599.9068
3749	8611	40	0.05377	10	3	2.00	0	3	7581	0.08430	0.37923	38.27481	407.6304
3751	915	25	0.09622	2	10	1.00	0	3	692	0.23148	0.01177	24.94130	66.58424
3751	8609	45	0.09186	10	3	3.00	0	3	30224	0.18634	1.00788	29.57748	2776.377
3751	8660	45	0.19512	10	3	3.00	0	3	30928	0.41405	1.03136	28.27424	6034.671
3753	915	25	0.12528	2	10	1.00	0	3	24	0.30069	0.00041	24.99796	3.00672
3753	3755	35	0.05654	10	5	1.00	0	3	1920	0.09916	0.23318	34.21082	108.5568
3753	8603	35	0.08130	10	5	1.00	0	3	1735	0.14220	0.21073	34.30405	141.0555
3755	916	25	0.11912	2	10	1.00	0	3	354	0.28624	0.00603	24.96990	42.16848
3755	3753	35	0.05654	10	5	1.00	0	3	1759	0.09892	0.21364	34.29219	99.45386
3755	3757	35	0.09108	10	5	1.00	0	3	1567	0.15892	0.19037	34.38526	142.7224

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
3756	918	25	0.14810	2	10	1.00	0	3	142	0.35561	0.00241	24.98795	21.0302
3756	3757	35	0.06065	10	5	1.00	0	3	141	0.10407	0.01710	34.96978	8.55165
3757	3755	35	0.09108	10	5	1.00	0	3	1408	0.15858	0.17105	34.45957	128.2406
3757	3756	35	0.06065	10	5	1.00	0	3	142	0.10407	0.01723	34.96941	8.6123
3757	8613	35	0.10872	10	5	1.00	0	3	1684	0.19003	0.20458	34.32890	183.0845
3758	910	25	0.05580	2	10	1.00	0	3	77	0.13396	0.00131	24.99344	4.2966
3758	3729	35	0.07296	10	5	1.00	0	3	3598	0.13212	0.43706	33.13620	262.5101
3758	3731	35	0.06390	10	5	1.00	0	3	3590	0.11569	0.43611	33.14243	229.401
3759	919	25	0.08274	2	10	1.00	0	3	738	0.19908	0.01256	24.93737	61.06212
3759	8605	40	0.29380	10	3	2.00	0	3	6657	0.45712	0.33297	38.56308	1955.827
3759	8607	40	0.10810	10	3	2.00	0	3	7263	0.16900	0.36327	38.37752	785.1303
3761	920	25	0.10199	2	10	1.00	0	3	1534	0.24604	0.02609	24.87024	156.4527
3761	8605	35	0.15998	10	5	1.00	0	3	1534	0.27902	0.18633	34.40102	245.4093
3763	921	25	0.10373	2	10	1.00	0	3	342	0.24924	0.00581	24.97099	35.47566
3763	8605	35	0.09148	10	5	1.00	0	3	350	0.15730	0.04252	34.89434	32.018
3765	930	25	0.16884	2	10	1.00	0	3	1117	0.40676	0.01899	24.90541	188.5943
3765	8655	40	0.10916	10	5	1.00	0	0	1121	0.16569	0.13617	39.52834	122.3684
3767	930	25	0.09726	2	10	1.00	0	3	853	0.23411	0.01450	24.92770	82.96278
3767	8623	30	0.08380	10	5	1.00	0	3	5347	0.18750	0.64954	26.81695	448.0786
3767	8625	30	0.25172	10	5	1.00	0	3	6588	0.60673	0.80030	24.89236	1658.331
3769	931	20	0.14551	2	10	1.00	0	3	1005	0.43803	0.01709	19.93188	146.2376
3769	935	25	0.09076	2	10	1.00	0	3	1323	0.21880	0.02251	24.88797	120.0755
3769	8625	40	0.18483	10	3	2.00	0	3	6893	0.28811	0.34479	38.49215	1274.033
3769	8989	40	0.14354	10	3	2.00	0	3	6870	0.22370	0.34366	38.49900	986.1198
3771	932	20	0.12038	2	10	1.00	0	3	489	0.36174	0.00831	19.96681	58.86582
3771	3772	45	0.22021	10	3	2.00	0	3	17331	0.37237	0.86687	35.48297	3816.46
3771	8986	45	0.15686	10	3	2.00	8	3	17600	0.26856	0.88037	35.04586	2760.736
3772	3771	45	0.22021	10	3	2.00	0	3	17456	0.37448	0.87313	35.28316	3843.986
3772	8987	45	0.09762	10	3	2.00	0	3	17331	0.16507	0.86687	35.48297	1691.852
5020	5027	25	0.77535	9	5	1.00	100	0	0	1.85983	0.00000	25.01345	0
5020	9545	25	0.17788	9	5	1.00	100	0	0	0.42669	0.00000	25.01345	0
5020	27006	0	0.61697	9	2	0.00	100	0	0	0.00000	0.00000	0.00000	0
5027	5020	25	0.77535	9	5	1.00	100	0	0	1.85983	0.00000	25.01345	0
5027	5050	25	0.54318	9	5	1.00	100	0	0	1.30294	0.00000	25.01345	0
5028	9387	50	0.20216	10	3	3.00	7	0	7748	0.24898	0.25836	48.71621	1566.336
5029	24764	45	0.09674	9	3	3.00	100	0	18699	0.14297	0.62355	40.59660	1808.941
5029	25056	50	0.09277	10	3	3.00	7	0	8893	0.11486	0.29654	48.46377	825.0036
5029	25129	50	0.09675	10	3	3.00	7	0	16350	0.12570	0.54520	46.17947	1581.863
5029	25189	45	0.13340	9	3	3.00	100	0	14972	0.19040	0.49925	42.03920	1997.265
5032	1114	25	0.52035	2	10	1.00	7	3	152	1.24948	0.00259	24.98705	79.0932
5032	1119	25	0.33159	2	10	1.00	7	3	192	0.79634	0.00326	24.98370	63.66528
5032	9596	35	0.20768	9	7	1.00	100	3	474	0.35670	0.03358	34.93352	98.44032
5032	30003	35	0.40063	9	7	1.00	100	3	198	0.68732	0.01402	34.97365	79.32474
5041	5050	30	1.35250	9	7	1.00	100	0	0	2.70487	0.00000	30.00137	0
5049	6983	25	1.02360	9	5	1.00	100	0	0	2.45532	0.00000	25.01345	0
5050	5027	25	0.54318	9	5	1.00	100	0	0	1.30294	0.00000	25.01345	0
5050	5041	30	1.35250	9	7	1.00	100	0	0	2.70487	0.00000	30.00137	0
5050	6983	25	0.40174	9	5	1.00	100	0	0	0.96367	0.00000	25.01345	0
5325	5884	40	0.29909	10	3	2.00	1	0	13316	0.50504	0.66605	35.53244	3982.682
5500	162	25	0.07582	2	10	1.00	5	3	232	0.18212	0.00395	24.98027	17.59024
5500	196	25	0.20681	2	10	1.00	5	3	472	0.49715	0.00803	24.95993	97.61432
5500	197	25	0.20456	2	10	1.00	5	3	129	0.49115	0.00220	24.98900	26.38824
5500	8992	45	0.19017	10	3	2.00	5	3	10436	0.27290	0.52201	41.80971	1984.614
5500	8998	45	0.15013	10	3	2.00	5	3	10535	0.21572	0.52694	41.75822	1581.62
5502	161	25	0.09503	2	10	1.00	5	3	77	0.22814	0.00131	24.99343	7.31731
5502	5504	45	0.19285	10	3	2.00	5	3	12156	0.28357	0.60803	40.80506	2344.285
5502	8992	45	0.12502	10	3	2.00	5	3	12353	0.18443	0.61790	40.67356	1544.372
5504	181	25	0.13954	2	10	1.00	5	3	674	0.33567	0.01147	24.94279	94.04996
5504	182	25	0.33275	2	10	1.00	5	3	118	0.79893	0.00200	24.99001	39.2645
5504	5502	45	0.19285	10	3	2.00	5	3	12400	0.28471	0.62023	40.64201	2391.34
5504	5506	45	0.19635	10	3	2.00	5	3	12699	0.29136	0.63518	40.43402	2493.449
5506	159	25	0.20348	2	10	1.00	5	3	535	0.48924	0.00910	24.95457	108.8618
5506	5504	45	0.19635	10	3	2.00	5	3	12955	0.29270	0.64801	40.24804	2543.714
5506	8632	45	0.06694	10	3	2.00	5	3	13075	0.10002	0.65401	40.15853	875.2405
5509	323	25	0.13876	2	10	1.00	1	3	3285	0.33675	0.05587	24.72374	455.8266
5509	5511	45	0.25754	10	5	2.00	1	3	10607	0.38340	0.64427	40.30306	2731.727
5509	5514	45	0.14168	10	5	2.00	1	3	11446	0.21522	0.69521	39.49705	1621.669
5510	322	25	0.26877	2	10	1.00	1	3	705	0.64660	0.01200	24.94015	189.4829
5510	5511	45	0.35823	10	3	1.00	1	3	4874	0.50991	0.48761	42.15156	1746.013
5510	6004	40	0.32318	10	3	1.00	1	3	4256	0.51092	0.42579	37.95311	1375.454
5511	5509	45	0.25754	10	5	2.00	1	3	10820	0.38524	0.65717	40.11074	2786.583
5511	5510	45	0.35823	10	3	1.00	1	3	4903	0.51024	0.49045	42.12443	1756.402
5511	5512	45	0.44797	10	3	1.00	1	3	8556	0.75036	0.85595	35.82035	3832.831
5511	15064	45	0.10042	10	5	2.00	1	3	16747	0.20725	1.01720	29.07131	1681.734
5512	5511	45	0.44797	10	3	1.00	1	3	8919	0.77588	0.89223	34.64220	3995.444
5512	5513	45	0.04154	10	3	1.00	1	3	8722	0.07060	0.87251	35.30332	362.3119
5512	27043	25	0.19897	10	3	1.00	1	3	664	0.47999	0.06643	24.87178	132.1161
5513	5512	45	0.04154	10	3	1.00	1	3	9018	0.07268	0.90213	34.29096	374.6077
5513	5519	25	0.11739	10	4	1.00	1	3	1413	0.28552	0.15021	24.66916	165.8721
5513	5525	45	0.20076	10	3	1.00	1	3	7361	0.31092	0.73641	38.74173	1477.794
5514	5509	45	0.14168	10	5	2.00	1	3	11278	0.21429	0.68499	39.66924	1597.867
5514	5518	45	0.21235	10	3	3.00	4	3	17133	0.30878	0.57133	41.26290	3638.193
5514	9054	45	0.15115	10	3	2.00	1	3	14399	0.23223	0.72022	39.05085	2176.409

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5514	24840	45	0.14589	10	3	2.00	4	3	17655	0.25043	0.88312	34.95411	2575.688
5515	1132	20	0.18811	3	10	3.00	0	3	2499	0.56592	0.01417	19.94348	470.0869
5515	3616	45	0.39564	10	3	1.00	1	3	11691	1.20992	1.16955	19.61976	4625.427
5515	5525	45	0.31545	10	3	1.00	1	3	11779	0.99153	1.17842	19.08848	3715.686
5516	210	25	0.32283	2	10	1.00	4	3	12170	0.80685	0.20697	24.00627	3928.841
5516	5517	45	0.14283	10	3	2.00	4	3	22738	0.39625	1.13738	21.62715	3247.669
5516	24840	45	0.25659	10	3	2.00	1	3	20786	0.55402	1.03973	27.78849	5333.48
5516	27043	25	0.20523	10	3	1.00	1	3	883	0.49610	0.08835	24.82154	181.2181
5517	5516	45	0.14283	10	3	2.00	4	3	22886	0.40502	1.14475	21.15842	3268.807
5517	5521	50	0.12236	10	6	2.00	1	0	6	0.14676	0.00025	50.02589	0.73416
5517	5523	45	0.15314	10	3	4.00	1	3	26445	0.22944	0.66140	40.04607	4049.787
5517	9571	45	0.10367	10	3	3.00	1	3	44759	0.74675	1.49257	8.32975	4640.166
5518	214	25	0.17614	2	10	1.00	4	3	259	0.42312	0.00441	24.97797	45.62026
5518	1542	25	0.13532	2	10	1.00	4	3	616	0.32545	0.01047	24.94777	83.35712
5518	5514	45	0.21235	10	3	3.00	4	3	17840	0.31096	0.59491	40.97425	3788.324
5518	5520	45	0.21328	10	3	3.00	4	3	17916	0.31256	0.59745	40.94191	3821.124
5519	5513	25	0.11739	10	4	1.00	1	3	2279	0.28857	0.24226	24.40856	267.5318
5519	9091	45	0.18542	10	2	4.00	1	3	35982	0.29158	0.76493	38.15421	6671.782
5519	9561	25	0.08617	10	4	1.00	1	3	8485	0.27134	0.90191	19.05499	731.1525
5519	27042	45	0.09822	10	3	4.00	1	3	35470	0.16926	0.88710	34.81920	3483.863
5520	213	25	0.15218	2	10	1.00	4	3	246	0.36553	0.00418	24.97914	37.43628
5520	5518	45	0.21328	10	3	3.00	4	3	18323	0.31391	0.61100	40.76596	3907.929
5520	5526	45	0.14547	10	3	3.00	4	3	17671	0.21265	0.58927	41.04503	2570.6
5521	5517	50	0.12236	10	6	1.00	1	0	12274	0.23981	1.04371	30.61471	1501.847
5522	5524	45	0.19169	10	3	3.00	4	3	18519	0.28273	0.61755	40.67838	3549.907
5522	5526	45	0.12397	10	3	3.00	4	3	19203	0.18429	0.64035	40.35993	2380.596
5523	5517	45	0.15314	10	3	4.00	1	3	35453	0.26377	0.88667	34.83370	5429.272
5523	5966	0	0.41388	10	6	0.00	4	0	0	0.00000	0.00000	0.00000	0
5523	27042	45	0.04943	10	3	4.00	1	3	39016	0.09504	0.97579	31.20646	1928.561
5524	212	25	0.06349	2	10	1.00	4	3	297	0.15254	0.00505	24.97477	18.85653
5524	216	25	0.13744	2	10	1.00	4	3	1441	0.33147	0.02451	24.87807	198.051
5524	5522	45	0.19169	10	3	3.00	4	3	19203	0.28496	0.64035	40.35993	3681.023
5524	8748	45	0.09655	10	3	3.00	4	3	19529	0.14410	0.65123	40.20016	1885.525
5525	5513	45	0.20076	10	3	1.00	1	3	6791	0.30295	0.67940	39.76098	1363.361
5525	5515	45	0.31545	10	3	1.00	1	3	12961	1.41889	1.29657	13.33920	4088.547
5525	9561	25	0.11058	10	4	1.00	1	3	4999	0.28631	0.53136	23.17302	552.7894
5526	213	25	0.09035	2	10	1.00	4	3	531	0.21723	0.00902	24.95497	47.97585
5526	5520	45	0.14547	10	3	3.00	4	3	18083	0.21356	0.60300	40.87072	2630.534
5526	5522	45	0.12397	10	3	3.00	4	3	18519	0.18285	0.61755	40.67838	2295.8
5526	5528	30	0.18405	10	5	1.00	4	3	888	0.37144	0.10782	29.73041	163.4364
5528	214	25	0.24093	2	10	1.00	4	3	414	0.57904	0.00704	24.96487	99.74502
5528	5526	30	0.18405	10	5	1.00	4	3	610	0.37026	0.07407	29.82537	112.2705
5528	5530	30	0.18129	10	5	1.00	4	3	544	0.36443	0.06603	29.84723	98.62176
5530	5528	30	0.18129	10	5	1.00	4	3	550	0.36446	0.06684	29.84504	99.7095
5530	5532	30	0.18844	10	5	1.00	4	3	724	0.37958	0.08797	29.78692	136.4306
5530	5534	30	0.05955	10	5	1.00	4	3	834	0.12011	0.10131	29.74914	49.6647
5532	215	25	0.15861	2	10	1.00	4	3	1357	0.38243	0.02308	24.88511	215.2338
5532	5530	30	0.18844	10	5	1.00	4	3	347	0.37801	0.04213	29.91046	65.38868
5532	8744	30	0.20849	10	5	1.00	4	3	1197	0.42236	0.14544	29.61781	249.5625
5534	217	25	0.05053	2	10	1.00	4	3	1043	0.12171	0.01774	24.91160	52.70279
5534	5530	30	0.05955	10	5	1.00	4	3	1218	0.12067	0.14796	29.61000	72.5319
5534	9050	30	0.17078	10	5	1.00	4	3	1022	0.34522	0.12409	29.68260	174.5372
5536	5542	50	0.18583	10	1	2.00	1	0	53467	0.44631	1.13662	24.98278	9935.773
5536	5544	63	0.18581	10	1	3.00	1	0	54998	0.21192	0.77945	52.60748	10219.18
5536	7153	65	0.02973	2	9	1.00	0	0	0	0.02743	0.00000	65.03497	0
5538	5540	63	0.39224	10	1	3.00	1	0	63867	0.49402	0.90514	47.63847	25051.19
5538	5542	50	0.23239	10	1	1.00	1	0	15487	0.31494	0.65846	44.27367	3599.024
5540	8954	63	0.40455	10	1	5.00	1	0	96496	0.47395	0.82054	51.21404	39037.46
5540	10290	65	0.03020	2	9	1.00	0	0	15330	0.03542	0.86902	51.15494	462.966
5542	25162	63	0.01109	10	1	2.00	4	0	68954	0.04962	1.46585	13.40996	764.6999
5546	5540	50	0.25012	10	1	2.00	1	0	47959	0.46350	1.01953	32.37762	11995.51
5546	5544	50	0.26194	10	1	1.00	1	0	21931	0.42829	0.93245	36.69561	5744.606
5548	5549	30	0.13942	10	6	1.00	4	2	13295	0.56858	1.13049	14.71241	1853.589
5548	5550	63	0.31677	10	1	3.00	4	0	55659	0.36337	0.78882	52.30640	17631.1
5549	8840	25	0.07379	10	6	1.00	4	2	2897	0.18148	0.24638	24.39581	213.7696
5549	8845	30	0.11513	10	6	1.00	4	2	10397	0.29673	0.88411	23.28036	1197.007
5550	25165	63	0.02081	10	1	3.00	4	0	66072	0.02713	0.93639	46.02290	1374.958
5552	5654	35	0.17405	10	6	1.00	4	3	12788	0.54039	1.08744	19.32458	2225.751
5552	5657	63	0.11194	10	1	3.00	4	0	53283	0.12591	0.75515	53.34618	5964.499
5553	5555	40	0.06006	10	3	2.00	0	3	12506	0.09993	0.62557	36.06112	751.1104
5553	5556	40	0.04209	10	3	2.00	0	3	12506	0.07003	0.62557	36.06112	526.3775
5554	25168	63	0.01653	10	1	3.00	4	0	69306	0.02289	0.98223	43.31404	1145.628
5555	273	25	0.12084	2	10	1.00	3	3	12506	0.30236	0.21269	23.97992	1511.225
5555	5553	40	0.06006	10	3	2.00	0	3	12506	0.09993	0.62557	36.06112	751.1104
5556	5553	40	0.04209	10	3	2.00	0	3	12506	0.07003	0.62557	36.06112	526.3775
5556	5557	45	0.09004	10	3	3.00	0	3	12256	0.12612	0.40869	42.83467	1103.53
5556	5563	45	0.10911	10	3	3.00	0	3	34092	0.30222	1.13684	21.66142	3719.778
5556	8769	45	0.06686	10	3	3.00	0	3	39046	0.30542	1.30206	13.13373	2610.616
5557	877	20	0.06631	3	10	3.00	0	3	459	0.19903	0.00260	19.98960	30.43629
5557	5556	45	0.09004	10	3	3.00	0	3	8965	0.12390	0.29895	43.60244	807.2086
5557	5614	45	0.18963	10	3	3.00	0	3	12522	0.26606	0.41756	42.76405	2374.547
5558	82	25	0.04314	2	10	1.00	1	3	413	0.10368	0.00703	24.96490	17.81682
5558	135	25	0.05928	2	10	1.00	1	3	1813	0.14315	0.03083	24.84679	107.4746

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5558	5560	35	0.09193	10	3	3.00	1	3	25024	0.19460	0.83447	28.34564	2300.456
5558	5848	35	0.05552	10	3	3.00	1	3	25928	0.12048	0.86462	27.65282	1439.523
5560	5558	35	0.09193	10	3	3.00	1	3	24813	0.19357	0.82743	28.49620	2281.059
5560	5562	35	0.08977	10	3	3.00	1	3	24015	0.18554	0.80081	29.03135	2155.827
5560	5646	25	0.06705	10	5	1.00	1	3	999	0.16258	0.12132	24.74236	66.98295
5560	5844	25	0.14348	10	5	1.00	1	3	2382	0.35492	0.28931	24.25656	341.7694
5561	885	20	0.09611	3	10	3.00	0	3	3064	0.28934	0.01737	19.93077	294.481
5561	5610	45	0.12542	10	3	3.00	3	3	24622	0.20443	0.82107	36.80862	3088.091
5561	5612	45	0.13195	10	3	3.00	3	3	24294	0.21343	0.81011	37.09322	3205.593
5562	136	25	0.06705	2	10	1.00	1	3	2010	0.16201	0.03419	24.83021	134.7705
5562	5560	35	0.08977	10	3	3.00	1	3	25438	0.19211	0.84827	28.03838	2283.569
5562	5564	35	0.07654	10	3	3.00	1	3	23478	0.15640	0.78291	29.36305	1797.006
5563	879	20	0.10091	3	10	3.00	0	3	748	0.30300	0.00424	19.98306	75.48068
5563	880	25	0.08951	3	10	1.00	0	3	1840	0.21618	0.03129	24.84453	164.6984
5563	5556	45	0.10911	10	3	3.00	0	3	32620	0.26370	1.08776	24.82545	3559.168
5563	5612	45	0.10312	10	3	3.00	0	3	31850	0.23398	1.06208	26.44203	3284.372
5564	5562	35	0.07654	10	3	3.00	1	3	24796	0.16109	0.82687	28.50791	1897.886
5564	5566	35	0.14358	10	3	3.00	1	3	23607	0.29416	0.78721	29.28534	3389.493
5564	5642	25	0.17600	10	5	1.00	1	3	1074	0.42719	0.13041	24.71973	189.024
5564	5852	25	0.17850	10	5	1.00	1	3	1692	0.43683	0.20553	24.51793	302.022
5566	84	25	0.05271	2	10	1.00	1	3	2782	0.12770	0.04731	24.76568	146.6392
5566	250	25	0.07944	2	10	1.00	3	3	1799	0.19182	0.03059	24.84798	142.9126
5566	5564	35	0.14358	10	3	3.00	1	3	24282	0.29851	0.80972	28.85802	3486.41
5566	5568	35	0.08228	10	3	3.00	1	3	21761	0.16297	0.72564	30.29383	1790.495
5568	5566	35	0.08228	10	3	3.00	3	3	22122	0.16395	0.73768	30.11309	1820.198
5568	5570	35	0.10909	10	3	3.00	2	3	21127	0.21394	0.70451	30.59412	2304.744
5568	5776	25	0.11147	10	5	1.00	1	3	1217	0.27105	0.14786	24.67527	135.659
5570	5568	35	0.10909	10	3	3.00	3	3	22122	0.21736	0.73768	30.11309	2413.289
5570	5572	45	0.15682	10	3	3.00	2	3	21353	0.24002	0.71206	39.20050	3348.577
5570	5630	35	0.06885	10	4	3.00	3	3	17341	0.13044	0.61441	31.67149	1193.928
5570	5774	35	0.15259	10	4	3.00	2	3	17042	0.28809	0.60380	31.78025	2600.439
5572	256	25	0.10010	2	10	1.00	3	3	6525	0.24557	0.11098	24.45717	653.1525
5572	282	25	0.12863	2	10	1.00	2	3	656	0.30939	0.01115	24.94438	84.38128
5572	5570	45	0.15682	10	3	3.00	3	3	21848	0.24192	0.72857	38.89358	3426.203
5572	5574	45	0.17784	10	3	3.00	2	3	19030	0.26384	0.63458	40.44250	3384.295
5574	5572	45	0.17784	10	3	3.00	3	3	23332	0.28181	0.77804	37.86372	4149.363
5574	5576	45	0.17595	10	3	3.00	2	3	21804	0.27123	0.72709	38.92169	3836.414
5574	5626	40	0.09972	10	3	3.00	3	3	20175	0.16884	0.67278	35.43792	2011.851
5574	5728	40	0.10341	10	3	3.00	2	3	17958	0.17056	0.59885	36.37694	1857.037
5576	260	25	0.09825	2	10	1.00	3	3	2629	0.23791	0.04470	24.77846	258.2993
5576	287	25	0.09753	2	10	1.00	2	3	2729	0.23625	0.04641	24.77008	266.1594
5576	5574	45	0.17595	10	3	3.00	3	3	22180	0.27294	0.73962	38.67846	3902.571
5576	5578	45	0.17028	10	3	3.00	2	3	19757	0.25487	0.65882	40.08567	3364.222
5578	287	25	0.17027	2	10	1.00	2	3	1063	0.41013	0.01809	24.90990	180.997
5578	5576	45	0.17028	10	3	3.00	2	3	22331	0.26483	0.74468	38.57732	3802.523
5578	5580	45	0.24312	10	3	3.00	2	3	18041	0.35675	0.60162	40.88856	4386.128
5578	5600	35	0.11368	10	5	1.00	3	3	3233	0.20414	0.39276	33.41171	367.5274
5580	5578	45	0.24312	10	3	3.00	3	3	20696	0.36851	0.69013	39.58336	5031.612
5580	5582	45	0.15314	10	3	3.00	3	3	27663	0.27407	0.92246	33.52534	4236.312
5580	5714	40	0.21421	10	3	3.00	2	3	12579	0.33824	0.41946	37.99891	2694.548
5580	5950	40	0.03830	10	3	3.00	3	3	22536	0.06727	0.75149	34.16729	863.1288
5582	262	25	0.07184	2	10	1.00	3	3	842	0.17292	0.01432	24.92858	60.48928
5582	294	25	0.11441	2	10	1.00	2	3	2457	0.27687	0.04179	24.79280	281.1054
5582	5580	45	0.15314	10	3	3.00	3	3	28163	0.27970	0.93915	32.84970	4312.882
5582	5584	45	0.24500	10	3	3.00	3	3	27728	0.43961	0.92464	33.43945	6793.36
5584	140	25	0.07799	2	10	1.00	1	3	3125	0.18916	0.05314	24.73707	243.7188
5584	296	25	0.15092	2	10	1.00	2	3	1290	0.36380	0.02193	24.89082	194.6868
5584	5582	45	0.24500	10	3	3.00	3	3	28330	0.45073	0.94472	32.61406	6940.85
5584	5586	45	0.11863	10	3	3.00	2	0	26713	0.20516	0.89078	34.69275	3168.963
5586	5584	45	0.11863	10	3	3.00	2	0	26855	0.20615	0.89554	34.52646	3185.809
5586	6011	45	0.15398	10	3	3.00	2	3	17102	0.22383	0.57029	41.27514	2633.366
5588	141	25	0.07456	2	10	1.00	1	0	530	0.17926	0.00902	24.95500	39.5168
5590	268	25	0.13082	2	10	1.00	3	0	319	0.31432	0.00543	24.97290	41.73158
5592	5594	40	0.33098	10	4	2.00	3	0	4438	0.50809	0.23587	39.08500	1468.889
5594	142	25	0.12059	2	10	1.00	3	3	1110	0.29051	0.01887	24.90601	133.8549
5594	268	25	0.22087	2	10	1.00	3	3	380	0.53077	0.00647	24.96769	83.9306
5594	5592	40	0.33098	10	4	2.00	3	0	3744	0.50585	0.19898	39.25863	1239.189
5594	5596	40	0.20375	10	4	2.00	3	3	5294	0.31465	0.28135	38.85326	1078.653
5596	267	25	0.10181	2	10	1.00	3	3	494	0.24474	0.00839	24.95810	50.29414
5596	5594	40	0.20375	10	4	2.00	3	3	4599	0.31312	0.24445	39.04287	937.0463
5596	5598	40	0.12584	10	4	2.00	3	3	5644	0.19484	0.29997	38.75208	710.241
5598	5596	40	0.12584	10	4	2.00	3	3	4950	0.19385	0.26307	38.94887	622.908
5598	5600	35	0.20699	10	5	1.00	3	3	2414	0.36593	0.29328	33.94025	499.6739
5598	5602	40	0.14226	10	3	3.00	3	3	25430	0.26630	0.84800	32.05087	3617.672
5598	5950	40	0.11518	10	3	3.00	3	3	23296	0.20519	0.77683	33.68097	2683.233
5600	261	25	0.11276	2	10	1.00	3	3	1815	0.27230	0.03086	24.84662	204.6594
5600	5578	35	0.11368	10	5	1.00	3	3	3159	0.20382	0.38370	33.46465	359.1151
5600	5598	35	0.20699	10	5	1.00	3	3	2489	0.36640	0.30233	33.89661	515.1981
5601	5607	35	0.17168	10	5	1.00	0	3	1820	0.30065	0.22110	34.26151	312.4576
5601	5608	45	0.22983	10	3	3.00	3	3	24370	0.37240	0.81264	37.02853	5600.957
5601	5610	45	0.17120	10	3	3.00	3	3	22730	0.26817	0.75796	38.30320	3891.376
5602	264	25	0.15844	2	10	1.00	3	3	2603	0.38363	0.04427	24.78060	412.4193
5602	887	20	0.14331	3	10	3.00	0	3	573	0.43021	0.00325	19.98700	82.11663

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5602	5598	40	0.14226	10	3	3.00	3	3	25973	0.27043	0.86612	31.56152	3694.919
5602	5604	40	0.27274	10	3	3.00	3	3	25719	0.51468	0.85765	31.79453	7014.6
5603	3352	45	0.06696	10	4	2.00	0	3	4311	0.09130	0.22910	44.00750	288.6646
5603	5609	45	0.10301	10	4	2.00	0	3	4429	0.14056	0.23541	43.97317	456.2313
5604	5602	40	0.27274	10	3	3.00	3	3	26263	0.52304	0.87577	31.28666	7162.971
5604	5606	40	0.04619	10	3	3.00	3	3	24501	0.08446	0.81704	32.81290	1131.701
5604	5628	40	0.13374	10	4	2.00	3	3	3753	0.20441	0.19948	39.25636	501.9262
5605	890	20	0.14493	3	10	3.00	0	3	67	0.43482	0.00038	19.99849	9.71031
5605	891	20	0.11545	3	10	3.00	0	3	456	0.34652	0.00258	19.98967	52.6452
5605	5611	35	0.23971	10	5	1.00	0	3	796	0.41422	0.09672	34.72262	190.8092
5605	5623	35	0.18396	10	5	1.00	0	3	790	0.31785	0.09599	34.72503	145.3284
5606	263	25	0.15418	2	10	1.00	3	3	240	0.37034	0.00409	24.97959	37.0032
5606	5604	40	0.04619	10	3	3.00	3	3	25385	0.08637	0.84651	32.08975	1172.533
5606	5608	40	0.16718	10	3	3.00	3	3	24263	0.30402	0.80909	32.99474	4056.288
5607	5601	35	0.17168	10	5	1.00	0	3	1832	0.30070	0.22256	34.25543	314.5178
5607	5625	35	0.29920	10	5	1.00	0	3	1820	0.52397	0.22110	34.26151	544.544
5608	5601	45	0.22983	10	3	3.00	3	3	22698	0.35980	0.75691	38.32530	5216.681
5608	5606	40	0.16718	10	3	3.00	3	3	25148	0.31064	0.83860	32.29168	4204.243
5608	25044	35	0.15319	10	4	2.00	3	3	2163	0.26518	0.11498	34.66112	331.35
5609	890	20	0.14109	3	10	3.00	0	3	383	0.42346	0.00217	19.99131	54.03747
5609	5603	45	0.10301	10	4	2.00	0	3	4311	0.14045	0.22910	44.00750	444.0761
5609	5611	45	0.12927	10	4	2.00	0	3	4534	0.17650	0.24095	43.94265	586.1102
5610	884	20	0.08804	3	10	3.00	0	3	603	0.26431	0.00342	19.98634	53.08812
5610	5561	45	0.12542	10	3	3.00	3	3	22963	0.19731	0.76574	38.13665	2880.019
5610	5601	45	0.17120	10	3	3.00	3	3	24389	0.27753	0.81329	37.01191	4175.397
5611	893	20	0.16524	3	10	3.00	0	3	538	0.49601	0.00305	19.98780	88.89912
5611	5605	35	0.23971	10	5	1.00	0	3	816	0.41432	0.09910	34.71469	195.6034
5611	5609	45	0.12927	10	4	2.00	0	3	4413	0.17636	0.23453	43.97796	570.4685
5611	5613	45	0.09620	10	4	2.00	0	3	4054	0.13094	0.21544	44.08048	389.9948
5612	5561	45	0.13195	10	3	3.00	3	3	25943	0.22277	0.86512	35.53813	3423.179
5612	5563	45	0.10312	10	3	3.00	0	3	30375	0.21111	1.01289	29.30734	3132.27
5612	5619	45	0.09999	10	4	2.00	0	3	7424	0.13971	0.39454	42.94430	742.3258
5613	891	20	0.25134	3	10	3.00	0	3	595	0.75454	0.00337	19.98653	149.5473
5613	892	20	0.08241	3	10	3.00	0	3	437	0.24735	0.00248	19.99010	36.01317
5613	3348	45	0.14192	10	4	2.00	0	3	4770	0.19409	0.25350	43.87232	676.9584
5613	5611	45	0.09620	10	4	2.00	0	3	3953	0.13086	0.21007	44.10867	380.2786
5614	270	25	0.10485	2	10	1.00	3	3	1558	0.25296	0.02649	24.86826	163.3563
5614	5557	45	0.18963	10	3	3.00	0	3	9337	0.26141	0.31137	43.52430	1770.575
5614	8906	45	0.21410	10	3	3.00	3	3	8613	0.29413	0.28720	43.67461	1844.043
5614	25041	35	0.13498	10	5	1.00	0	3	5408	0.25957	0.65690	31.20048	729.9718
5615	883	20	0.22655	3	10	3.00	0	3	1515	0.68081	0.00859	19.96571	343.2233
5615	3348	45	0.25857	10	4	2.00	0	3	4996	0.35418	0.26551	43.80335	1291.816
5615	3349	40	0.11030	10	5	1.00	0	3	474	0.16617	0.05760	39.82640	52.2822
5615	5621	45	0.08354	10	4	2.00	0	3	6526	0.11579	0.34682	43.28970	545.182
5616	253	25	0.07651	2	10	1.00	3	3	1622	0.18465	0.02758	24.86285	124.0992
5616	5618	40	0.18035	10	3	3.00	3	3	27064	0.35515	0.90251	30.46856	4880.992
5616	8906	40	0.15428	10	3	4.00	3	3	36777	0.30967	0.91978	29.89289	5673.956
5616	13976	35	0.11304	10	5	1.00	0	3	4703	0.21133	0.57132	32.09345	531.6271
5618	5616	40	0.18035	10	3	3.00	3	3	31328	0.44273	1.04468	24.44082	5650.005
5618	5622	40	0.18271	10	3	3.00	3	3	17672	0.30048	0.58930	36.48412	3228.851
5618	5634	35	0.13129	10	4	2.00	3	3	10853	0.24584	0.57677	32.04280	1424.89
5618	15250	35	0.10915	10	4	2.00	3	3	1708	0.18850	0.09079	34.74217	186.4282
5619	880	20	0.07415	3	10	3.00	0	3	562	0.22260	0.00319	19.98726	41.6723
5619	885	20	0.16635	3	10	3.00	0	3	194	0.49915	0.00110	19.99560	32.2719
5619	5612	45	0.09999	10	4	2.00	0	3	7598	0.13994	0.40382	42.87281	759.724
5619	5621	45	0.47275	10	4	2.00	0	3	7362	0.66013	0.39127	42.96918	3480.386
5620	15250	35	0.12124	10	4	2.00	3	3	1016	0.20868	0.05401	34.85924	123.1798
5620	25043	35	0.11286	10	5	1.00	0	3	2135	0.19861	0.25931	34.09711	240.9561
5620	25044	35	0.11611	10	4	2.00	3	3	1830	0.20065	0.09728	34.72077	212.4813
5621	881	20	0.23051	3	10	3.00	0	3	1678	0.69285	0.00951	19.96202	386.7958
5621	5615	45	0.08354	10	4	2.00	0	3	6338	0.11561	0.33686	43.35743	529.4765
5621	5619	45	0.47275	10	4	2.00	0	3	7550	0.66131	0.40124	42.89286	3569.263
5622	257	25	0.11802	2	10	1.00	3	3	29	0.28329	0.00050	24.99752	3.42258
5622	259	25	0.05814	2	10	1.00	3	3	3690	0.14128	0.06275	24.69015	214.5366
5622	5618	40	0.18271	10	3	3.00	3	3	21203	0.31390	0.70704	34.92487	3874
5622	5624	40	0.13531	10	3	3.00	3	3	17591	0.22235	0.58660	36.51385	2380.238
5623	889	20	0.05952	3	10	3.00	0	3	417	0.17865	0.00236	19.99055	24.81984
5623	5605	35	0.18396	10	5	1.00	0	3	778	0.31781	0.09453	34.72987	143.1209
5623	5625	35	0.20702	10	5	1.00	0	3	915	0.35823	0.11112	34.67429	189.4233
5624	5622	40	0.13531	10	3	3.00	3	3	21122	0.23219	0.70436	34.96714	2858.018
5624	5626	40	0.18376	10	3	3.00	3	3	19019	0.30667	0.63424	35.95329	3494.931
5624	5628	40	0.18370	10	4	2.00	3	3	3827	0.28090	0.20339	39.23851	703.0199
5624	5640	40	0.15133	10	4	2.00	3	3	6072	0.23508	0.32270	38.62328	918.8758
5625	886	20	0.05279	3	10	3.00	0	3	1430	0.15864	0.00811	19.96762	75.4897
5625	5607	35	0.29920	10	5	1.00	0	3	1832	0.52406	0.22256	34.25543	548.1344
5625	5623	35	0.20702	10	5	1.00	0	3	903	0.35818	0.10965	34.67926	186.9391
5626	256	25	0.18182	2	10	1.00	3	3	201	0.43666	0.00341	24.98294	36.54582
5626	260	25	0.14006	2	10	1.00	3	3	3589	0.34025	0.06104	24.69848	502.6753
5626	5574	40	0.09972	10	3	3.00	3	3	21406	0.17185	0.71382	34.81654	2134.606
5626	5624	40	0.18376	10	3	3.00	3	3	21788	0.31861	0.72657	34.60587	4003.763
5628	263	25	0.15865	2	10	1.00	3	3	414	0.38130	0.00704	24.96486	65.6811
5628	5604	40	0.13374	10	4	2.00	3	3	3413	0.20399	0.18140	39.33726	456.4546
5628	5624	40	0.18370	10	4	2.00	3	3	4172	0.28151	0.22170	39.15314	766.3964

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5630	250	25	0.16269	2	10	1.00	3	3	2279	0.39348	0.03876	24.80771	370.7705
5630	256	25	0.14477	2	10	1.00	3	3	5897	0.35441	0.10029	24.50842	853.7087
5630	5570	35	0.06885	10	4	3.00	3	3	16623	0.12940	0.58896	31.92688	1144.494
5630	5632	35	0.20317	10	4	3.00	3	3	11589	0.36603	0.41061	33.30405	2354.537
5632	5630	35	0.20317	10	4	3.00	3	3	11474	0.36575	0.40653	33.32907	2331.173
5632	5634	35	0.14195	10	4	2.00	3	3	10101	0.26289	0.53682	32.39675	1433.837
5632	5638	40	0.14149	10	4	2.00	3	3	11760	0.23537	0.62498	36.06837	1663.922
5632	5640	40	0.14545	10	4	2.00	3	3	12183	0.24389	0.64746	35.78332	1772.017
5634	257	25	0.11674	2	10	1.00	3	3	1568	0.28168	0.02667	24.86734	183.0483
5634	5618	35	0.13129	10	4	2.00	3	3	11530	0.24859	0.61278	31.68850	1513.774
5634	5632	35	0.14195	10	4	2.00	3	3	9306	0.26020	0.49460	32.73235	1320.987
5636	139	25	0.08716	2	10	1.00	1	3	1352	0.21014	0.02299	24.88560	117.8403
5636	5638	40	0.15272	10	4	2.00	3	3	12064	0.25549	0.64114	35.86543	1842.414
5636	8914	40	0.29518	10	4	2.00	1	3	11933	0.49260	0.63422	35.95355	3522.383
5638	251	25	0.08464	2	10	1.00	3	3	2501	0.20487	0.04253	24.78915	211.6846
5638	5632	40	0.14149	10	4	2.00	3	3	12250	0.23756	0.65103	35.73624	1733.253
5638	5636	40	0.15272	10	4	2.00	3	3	11574	0.25321	0.61509	36.18793	1767.581
5640	256	25	0.17233	2	10	1.00	3	3	7417	0.42402	0.12614	24.38481	1278.172
5640	257	25	0.08739	2	10	1.00	3	3	1575	0.21086	0.02678	24.86682	137.6393
5640	5624	40	0.15133	10	4	2.00	3	3	6490	0.23589	0.34491	38.49143	982.1317
5640	5632	40	0.14545	10	4	2.00	3	3	12372	0.24481	0.65750	35.64953	1799.507
5642	139	25	0.07317	2	10	1.00	1	3	717	0.17605	0.01220	24.93915	52.46289
5642	5564	25	0.17600	10	5	1.00	1	3	1209	0.42791	0.14688	24.67780	212.784
5642	5644	30	0.13375	10	5	1.00	1	3	1581	0.27233	0.19203	29.46750	211.4588
5644	1294	25	0.12133	2	10	1.00	1	3	199	0.29139	0.00339	24.98306	24.14467
5644	5642	30	0.13375	10	5	1.00	1	3	1768	0.27306	0.21480	29.38926	236.47
5644	5646	30	0.15378	10	5	1.00	1	3	1284	0.31187	0.15600	29.58485	197.4535
5644	8916	30	0.17770	10	5	1.00	1	3	1651	0.36219	0.20062	29.43839	293.3827
5646	135	25	0.09258	2	10	1.00	1	3	23	0.22221	0.00039	24.99806	2.12934
5646	136	25	0.08977	2	10	1.00	1	3	552	0.21586	0.00938	24.95317	49.55304
5646	5560	25	0.06705	10	5	1.00	1	3	761	0.16213	0.09243	24.81199	51.02505
5646	5644	30	0.15378	10	5	1.00	1	3	1419	0.31243	0.17241	29.53235	218.2138
5648	212	25	0.07625	2	10	1.00	4	3	164	0.18310	0.00279	24.98607	12.505
5648	221	25	0.07684	2	10	1.00	4	3	1759	0.18553	0.02991	24.85133	135.1616
5648	5650	45	0.27108	10	3	3.00	4	3	31272	0.58920	1.04283	27.60540	8477.214
5648	8748	45	0.07437	10	3	3.00	4	3	28987	0.14104	0.96663	31.63876	2155.763
5650	211	25	0.10824	2	10	1.00	4	3	7707	0.26659	0.13107	24.36140	834.2057
5650	1230	25	0.17834	2	10	1.00	4	3	4041	0.43390	0.06872	24.66108	720.6719
5650	5648	45	0.27108	10	3	3.00	4	3	29211	0.51986	0.97410	31.28733	7918.518
5650	5651	45	0.18906	10	3	3.00	4	3	31924	0.43149	1.06456	26.28870	6035.551
5651	5650	45	0.18906	10	3	3.00	4	3	29863	0.37547	0.99583	30.21061	5645.899
5651	5652	45	0.02496	10	3	3.00	4	3	31924	0.05696	1.06456	26.28870	796.823
5652	5554	35	0.21258	10	6	2.00	4	3	8612	0.38001	0.36614	33.56440	1830.739
5652	5651	45	0.02496	10	3	3.00	4	3	29863	0.04956	0.99583	30.21061	745.3805
5652	5653	45	0.03519	10	3	3.00	4	3	27435	0.06243	0.91487	33.81814	965.4377
5653	5652	45	0.03519	10	3	3.00	4	3	24101	0.05667	0.80367	37.25524	848.1142
5653	5655	45	0.11154	10	3	3.00	4	3	27435	0.19789	0.91487	33.81814	3060.1
5653	5659	25	0.03000	10	6	1.00	4	0	12007	0.11226	1.02104	16.03227	360.21
5654	5655	35	0.04326	10	6	1.00	4	3	12788	0.13433	1.08744	19.32458	553.2089
5654	5657	35	0.07908	10	6	1.00	4	3	4033	0.14083	0.34291	33.69059	318.9296
5655	3459	45	0.14923	10	3	3.00	4	3	30489	0.30771	1.01670	29.09857	4549.873
5655	5653	45	0.11154	10	3	3.00	4	3	36108	0.37978	1.20408	17.62142	4027.486
5655	5654	35	0.04326	10	6	1.00	4	3	4033	0.07705	0.34291	33.69059	174.4676
5655	5656	35	0.13791	10	6	1.00	4	0	2471	0.24119	0.21016	34.30637	340.7756
5656	25169	63	0.02821	10	1	3.00	4	0	59788	0.03372	0.84733	50.19451	1686.619
5657	5656	63	0.21178	10	1	3.00	4	0	57316	0.24669	0.81230	51.50920	12138.38
5658	5652	35	0.13228	10	6	1.00	4	3	9885	0.28133	0.84057	28.21166	1307.588
5658	5659	63	0.10065	10	1	3.00	4	0	48687	0.10966	0.69001	55.06659	4900.347
5659	5554	63	0.23154	10	1	3.00	4	0	60694	0.27969	0.86018	49.67055	14053.09
5660	328	25	0.22084	2	10	1.00	1	3	4122	0.53745	0.07010	24.65436	910.3025
5660	5663	40	0.17742	10	3	2.00	1	3	21098	0.44595	1.05533	23.87122	3743.207
5660	6003	40	0.06367	10	3	2.00	6	3	6268	0.09878	0.31354	38.67596	399.0836
5660	9079	45	0.24798	10	3	2.00	6	3	19152	0.46447	0.95797	32.03380	4749.313
5661	3470	45	0.10761	11	3	3.00	0	0	13781	0.15225	0.45955	42.40940	1482.973
5662	8752	45	0.12310	10	3	3.00	4	3	27402	0.21813	0.91378	33.85970	3373.186
5662	8754	45	0.19593	10	3	3.00	4	3	26625	0.33788	0.88787	34.79279	5216.636
5662	8884	30	0.05046	10	5	1.00	4	3	3239	0.10573	0.39342	28.63522	163.4399
5663	5660	40	0.17742	10	3	2.00	1	3	21031	0.44257	1.05195	24.05362	3731.32
5663	9089	40	0.08447	10	3	2.00	1	3	21098	0.21232	1.05533	23.87122	1782.148
5664	95	25	0.11480	2	10	1.00	1	3	2628	0.27799	0.04469	24.77854	301.6944
5664	96	25	0.03983	2	10	1.00	1	3	1917	0.09621	0.03260	24.83804	76.35411
5664	5666	40	0.13585	10	3	3.00	1	3	23972	0.24544	0.79939	33.20967	3256.596
5664	8934	40	0.22011	10	3	2.00	1	3	21836	0.60547	1.09224	21.81212	4806.322
5666	5664	40	0.13585	10	3	3.00	1	3	23651	0.24376	0.78868	33.43826	3212.988
5666	5668	40	0.11856	10	3	3.00	1	3	32218	0.31168	1.07436	22.82350	3819.766
5666	5764	40	0.07841	10	3	2.00	1	3	17282	0.14884	0.86445	31.60819	1355.082
5666	5864	40	0.14736	10	3	2.00	1	3	20511	0.34803	1.02598	25.40507	3022.501
5668	108	25	0.03900	2	10	1.00	1	3	1309	0.09402	0.02227	24.88916	51.051
5668	5666	40	0.11856	10	3	3.00	1	3	32299	0.31376	1.07706	22.67227	3829.369
5668	5670	40	0.07275	10	3	3.00	1	3	32209	0.19112	1.07407	22.83978	2343.205
5670	105	25	0.23242	2	10	1.00	1	3	419	0.55859	0.00713	24.96440	97.38398
5670	109	25	0.30678	2	10	1.00	1	3	242	0.73688	0.00411	24.97944	74.24076
5670	5668	40	0.07275	10	3	3.00	1	3	32220	0.19129	1.07443	22.81973	2344.005

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5670	5672	40	0.29643	10	3	3.00	1	3	31966	0.76365	1.06597	23.29009	9475.681
5671	110	25	0.10410	2	10	1.00	1	3	941	0.25064	0.01601	24.92023	97.9581
5671	5672	25	0.16083	10	5	1.00	1	3	1425	0.39213	0.17316	24.60828	229.1828
5671	5673	25	0.08666	10	5	1.00	1	3	1333	0.21103	0.16189	24.63848	115.5178
5672	5670	40	0.29643	10	3	3.00	1	3	31976	0.76423	1.06628	23.27254	9478.646
5672	5671	25	0.16083	10	5	1.00	1	3	1462	0.39232	0.17762	24.59615	235.1335
5672	5951	30	0.11606	10	5	1.00	1	3	3178	0.24287	0.38601	28.67251	368.8387
5672	10903	40	0.25324	10	3	3.00	1	0	34564	0.82722	1.15259	18.36832	8752.987
5673	5671	25	0.08666	10	5	1.00	1	3	1296	0.21093	0.15743	24.65027	112.3114
5673	5677	25	0.15881	10	5	1.00	1	3	670	0.38365	0.08145	24.83757	106.4027
5673	5839	25	0.24280	10	5	1.00	1	3	662	0.58648	0.08045	24.83987	160.7336
5674	5675	63	0.25736	10	1	3.00	1	0	87623	0.65928	1.24183	23.42203	22550.66
5674	5931	30	0.23199	10	6	2.00	1	3	16153	0.52672	0.68679	26.42615	3747.334
5674	7140	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
5675	5676	63	0.25991	10	1	3.00	1	0	90709	0.75268	1.28556	20.71837	23576.18
5676	13887	63	0.08812	23	1	4.00	901	0	104650	0.15782	1.11235	33.50220	9221.758
5677	111	25	0.07187	2	10	1.00	1	3	807	0.17297	0.01372	24.93159	57.99909
5677	5673	25	0.15881	10	5	1.00	1	3	621	0.38343	0.07541	24.85142	98.62101
5677	5678	25	0.15292	10	5	1.00	1	3	975	0.37072	0.11839	24.74958	149.097
5678	5677	25	0.15292	10	5	1.00	1	3	925	0.37050	0.11236	24.76434	141.451
5678	5679	25	0.11185	10	5	1.00	1	3	1375	0.27254	0.16701	24.62483	153.7938
5678	5681	25	0.13108	10	5	1.00	1	3	1128	0.31838	0.13708	24.70290	147.8582
5679	1298	25	0.07411	2	10	1.00	1	3	356	0.17807	0.00606	24.96972	26.38316
5679	5678	25	0.11185	10	5	1.00	1	3	1310	0.27231	0.15918	24.64567	146.5235
5679	5760	25	0.19845	10	5	1.00	1	3	1592	0.48497	0.19342	24.55235	315.9324
5680	5682	45	0.19018	10	3	3.00	2	0	19645	0.28426	0.65510	40.14208	3736.086
5680	6011	45	0.15407	10	3	3.00	2	3	15831	0.22143	0.52793	41.74786	2439.082
5680	9564	35	0.01705	10	5	1.00	3	3	3385	0.03071	0.41114	33.30077	57.71425
5680	9570	35	0.01155	10	5	1.00	3	0	1310	0.02009	0.15919	34.50388	15.1305
5681	5678	25	0.13108	10	5	1.00	1	3	1143	0.31844	0.13888	24.69832	149.8244
5681	5683	25	0.29881	10	5	1.00	1	3	1128	0.72577	0.13708	24.70290	337.0577
5682	5680	45	0.19018	10	3	3.00	2	0	18888	0.28168	0.62985	40.50920	3592.12
5682	5684	45	0.18731	10	3	3.00	2	0	19092	0.27809	0.63665	40.41311	3576.123
5682	5702	40	0.09186	10	3	2.00	2	0	10286	0.14802	0.51450	37.23288	944.872
5682	5740	40	0.20772	10	3	2.00	2	0	11577	0.34057	0.57906	36.59586	2404.774
5683	113	25	0.17314	2	10	1.00	1	3	1386	0.41749	0.02357	24.88270	239.972
5683	5681	25	0.29881	10	5	1.00	1	3	1143	0.72591	0.13888	24.69832	341.5398
5683	5685	25	0.13283	10	5	1.00	1	3	357	0.31977	0.04334	24.92276	47.42031
5684	305	25	0.06728	2	10	1.00	2	3	2505	0.16285	0.04261	24.78876	168.5364
5684	5682	45	0.18731	10	3	3.00	2	0	18863	0.27735	0.62902	40.52085	3533.229
5684	5686	45	0.13024	10	3	3.00	2	3	18924	0.19298	0.63104	40.49259	2464.662
5685	5683	25	0.13283	10	5	1.00	1	3	359	0.31978	0.04355	24.92230	47.68597
5685	5687	25	0.35117	10	5	1.00	1	3	357	0.84541	0.04334	24.92276	125.3677
5685	5759	25	0.17623	10	5	1.00	1	3	0	0.42272	0.00000	25.01345	0
5686	5684	45	0.13024	10	3	3.00	2	3	18686	0.19246	0.62311	40.60262	2433.665
5686	5688	45	0.07275	10	3	3.00	2	3	18924	0.10780	0.63104	40.49259	1376.721
5687	5685	25	0.35117	10	5	1.00	1	3	359	0.84543	0.04355	24.92230	126.07
5687	5689	25	0.21646	10	5	1.00	1	3	641	0.52273	0.07782	24.84591	138.7509
5687	5823	25	0.17284	10	5	1.00	1	3	286	0.41580	0.03479	24.94115	49.43224
5688	5686	45	0.07275	10	3	3.00	2	3	18686	0.10751	0.62311	40.60262	1359.407
5688	5690	45	0.08033	10	3	3.00	2	3	27904	0.14515	0.93051	33.20476	2241.528
5688	5705	40	0.16832	10	4	1.00	2	3	7088	0.29588	0.75339	34.13226	1193.052
5688	5726	40	0.12822	10	3	2.00	2	3	16851	0.23904	0.84288	32.18313	2160.635
5689	115	25	0.11036	2	10	1.00	1	3	186	0.26504	0.00316	24.98422	20.52696
5689	5687	25	0.21646	10	5	1.00	1	3	609	0.52255	0.07404	24.85456	131.8241
5689	5824	20	0.13375	10	5	1.00	1	3	836	0.40464	0.10160	19.83221	111.815
5690	304	25	0.08788	2	10	1.00	2	3	422	0.21121	0.00717	24.96419	37.08536
5690	5688	45	0.08033	10	3	3.00	2	3	27498	0.14285	0.91697	33.73808	2208.914
5690	5692	45	0.22805	9	3	3.00	100	3	27947	0.41280	0.93195	33.14626	6373.313
5692	125	25	0.30468	1	10	1.00	100	0	325	0.73205	0.00554	24.97235	99.021
5692	5690	45	0.22805	9	3	3.00	100	3	27540	0.40621	0.91837	33.68416	6280.497
5692	5694	45	0.16080	9	3	3.00	100	3	27763	0.28891	0.92581	33.39297	4464.29
5694	309	25	0.06432	2	10	1.00	2	3	247	0.15450	0.00420	24.97901	15.88704
5694	5692	45	0.16080	9	3	3.00	100	3	27356	0.28444	0.91223	33.91790	4398.845
5694	5696	45	0.13543	9	3	3.00	100	3	27709	0.24282	0.92400	33.46475	3752.63
5696	5694	45	0.13543	9	3	3.00	100	3	27302	0.23910	0.91042	33.98598	3697.51
5696	5698	45	0.27524	9	3	3.00	100	0	26771	0.47694	0.89272	34.62517	7368.45
5696	5712	40	0.18445	10	5	1.00	2	0	3443	0.29118	0.41824	38.00767	635.0614
5696	5742	40	0.38152	9	4	1.00	100	0	6960	0.66586	0.73976	34.37833	2655.379
5698	5696	45	0.27524	9	3	3.00	100	0	26450	0.47195	0.88200	34.99134	7280.098
5701	306	25	0.14301	2	10	1.00	2	3	521	0.34384	0.00886	24.95580	74.50821
5701	5703	35	0.17604	10	5	1.00	2	3	368	0.30275	0.04470	34.88774	64.78272
5701	5704	35	0.16579	10	5	1.00	2	3	894	0.28681	0.10862	34.68277	148.2163
5702	305	25	0.16686	2	10	1.00	2	0	186	0.40073	0.00317	24.98415	31.03596
5702	5682	40	0.09186	10	3	2.00	2	0	10470	0.14836	0.52373	37.14835	961.7742
5702	5704	40	0.06310	10	3	2.00	2	0	10447	0.10188	0.52254	37.15929	659.2057
5703	306	25	0.08804	2	10	1.00	2	3	266	0.21149	0.00452	24.97742	23.41864
5703	307	25	0.12663	2	10	1.00	2	3	365	0.30429	0.00621	24.96898	46.21995
5703	5701	35	0.17604	10	5	1.00	2	3	372	0.30276	0.04519	34.88624	65.48688
5703	5705	35	0.09082	10	5	1.00	2	3	411	0.15627	0.04997	34.87164	37.32702
5704	616	20	0.03096	1	10	3.00	100	0	2120	0.09311	0.01202	19.95205	65.6352
5704	3364	40	0.38466	10	4	2.00	2	0	8134	0.60888	0.43227	37.90559	3128.824
5704	5701	35	0.16579	10	5	1.00	2	3	889	0.28679	0.10795	34.68502	147.3873

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5704	5702	40	0.06310	10	3	2.00	2	0	10640	0.10213	0.53222	37.06876	671.384
5705	308	25	0.30354	2	10	1.00	2	3	575	0.72992	0.00978	24.95120	174.5355
5705	5688	40	0.16832	10	4	1.00	2	3	7080	0.29575	0.75258	34.14725	1191.706
5705	5703	35	0.09082	10	5	1.00	2	3	416	0.15628	0.05048	34.87010	37.78112
5705	5706	40	0.13715	10	4	1.00	2	3	6455	0.23347	0.68608	35.24550	885.3033
5706	307	25	0.09852	2	10	1.00	2	3	146	0.23655	0.00248	24.98761	14.38392
5706	5705	40	0.13715	10	4	1.00	2	3	6451	0.23343	0.68570	35.25100	884.7547
5706	5708	40	0.07990	10	4	1.00	2	3	6587	0.13683	0.70010	35.03349	526.3013
5708	5706	40	0.07990	10	4	1.00	2	3	6584	0.13682	0.69987	35.03705	526.0616
5708	5710	40	0.33606	10	5	1.00	2	3	2791	0.52337	0.33908	38.52662	937.9435
5708	9560	40	0.13206	10	4	1.00	2	3	8592	0.26311	0.91325	30.11506	1134.66
5710	310	25	0.14042	2	10	1.00	2	3	413	0.33748	0.00703	24.96490	57.99346
5710	5708	40	0.33606	10	5	1.00	2	3	2677	0.52225	0.32514	38.60910	899.6326
5710	5712	40	0.25884	10	5	1.00	2	0	2687	0.40232	0.32642	38.60163	695.5031
5712	311	25	0.07167	2	10	1.00	2	0	132	0.17209	0.00225	24.98875	9.46044
5712	312	25	0.33594	2	10	1.00	2	0	908	0.80874	0.01545	24.92301	305.0335
5712	5696	40	0.18445	10	5	1.00	2	0	3558	0.29196	0.43218	37.90629	656.2731
5712	5710	40	0.25884	10	5	1.00	2	0	2572	0.40149	0.31248	38.68195	665.7365
5714	5580	40	0.21421	10	3	3.00	2	3	13351	0.33995	0.44522	37.80835	2859.918
5714	5716	40	0.20176	10	3	2.00	2	3	10248	0.32499	0.51259	37.25006	2067.636
5714	9562	35	0.02292	10	5	1.00	3	3	1507	0.03996	0.18312	34.41346	34.54044
5714	9563	35	0.02111	10	5	1.00	3	3	2971	0.03770	0.36086	33.59364	62.71781
5716	290	25	0.09375	2	10	1.00	2	3	128	0.22510	0.00217	24.98914	12
5716	298	25	0.22804	2	10	1.00	2	3	646	0.54849	0.01099	24.94519	147.3138
5716	5714	40	0.20176	10	3	2.00	2	3	10956	0.32793	0.54802	36.91586	2210.483
5716	5718	40	0.09191	10	3	2.00	2	3	9938	0.14750	0.49707	37.38708	913.4016
5718	5716	40	0.09191	10	3	2.00	2	3	10631	0.14875	0.53177	37.07298	977.0952
5718	5720	40	0.13413	10	3	2.00	2	3	18656	0.27355	0.93318	29.41895	2502.329
5718	5736	40	0.13367	10	3	2.00	2	3	17040	0.25113	0.85233	31.93706	2277.737
5718	5738	40	0.12259	10	3	2.00	2	3	10203	0.19735	0.51034	37.27033	1250.786
5720	5718	40	0.13413	10	3	2.00	2	3	19179	0.28317	0.95934	28.41963	2572.479
5720	5722	40	0.17726	10	3	2.00	2	3	16358	0.32440	0.81821	32.78565	2899.619
5720	5816	30	0.14740	10	5	1.00	2	3	3246	0.30889	0.39426	28.63096	478.4604
5722	299	25	0.32974	2	10	1.00	2	3	247	0.79203	0.00421	24.97899	81.44578
5722	300	25	0.05279	2	10	1.00	2	3	514	0.12693	0.00875	24.95634	27.13406
5722	301	25	0.13224	2	10	1.00	2	3	237	0.31762	0.00403	24.97985	31.34088
5722	5720	40	0.17726	10	3	2.00	2	3	16332	0.32410	0.81692	32.81573	2895.01
5722	5724	40	0.14076	10	3	2.00	2	3	15916	0.25377	0.79612	33.28033	2240.336
5724	5722	40	0.14076	10	3	2.00	2	3	15966	0.25418	0.79863	33.22611	2247.374
5724	5726	40	0.17282	10	3	2.00	2	3	17333	0.32879	0.86698	31.53753	2995.489
5724	5812	25	0.16652	10	5	1.00	2	3	2178	0.41051	0.26457	24.33824	362.6806
5726	302	25	0.15229	2	10	1.00	2	3	234	0.36579	0.00398	24.98013	35.63586
5726	303	25	0.08860	2	10	1.00	2	3	82	0.21269	0.00139	24.99303	7.2652
5726	304	25	0.09073	2	10	1.00	2	3	304	0.21798	0.00517	24.97417	27.58192
5726	5688	40	0.12822	10	3	2.00	2	3	17027	0.24076	0.85169	31.95399	2183.202
5726	5724	40	0.17282	10	3	2.00	2	3	17158	0.32630	0.85826	31.77799	2965.246
5728	287	25	0.20307	2	10	1.00	2	3	30	0.48742	0.00052	24.99742	6.0921
5728	5574	40	0.10341	10	3	3.00	2	3	20654	0.17624	0.68875	35.20579	2135.83
5728	5730	40	0.14635	10	3	2.00	2	3	17999	0.28752	0.90030	30.53953	2634.154
5728	5780	30	0.09678	10	5	1.00	2	3	1604	0.19713	0.19485	29.45801	155.2351
5730	283	25	0.08384	2	10	1.00	2	3	980	0.20187	0.01667	24.91694	82.1632
5730	5728	40	0.14635	10	3	2.00	2	3	18609	0.29762	0.93084	29.50364	2723.427
5730	5732	40	0.15968	10	3	2.00	2	3	17282	0.30311	0.86444	31.60825	2759.59
5732	288	25	0.09670	2	10	1.00	2	3	876	0.23277	0.01489	24.92576	84.7092
5732	5730	40	0.15968	10	3	2.00	2	3	17892	0.31200	0.89498	30.70758	2856.995
5732	5734	40	0.19760	10	3	2.00	2	3	16800	0.36764	0.84032	32.24829	3319.68
5734	291	25	0.13343	2	10	1.00	2	3	355	0.32061	0.00604	24.96985	47.36765
5734	5732	40	0.19760	10	3	2.00	2	3	17410	0.37724	0.87086	31.42776	3440.216
5734	5736	40	0.12719	10	3	2.00	2	3	16625	0.23505	0.83157	32.46650	2114.534
5736	290	25	0.07633	2	10	1.00	2	3	99	0.18324	0.00168	24.99158	7.55667
5736	292	25	0.12502	2	10	1.00	2	3	280	0.30034	0.00475	24.97625	35.0056
5736	5718	40	0.13367	10	3	2.00	2	3	16424	0.24521	0.82154	32.70767	2195.396
5736	5734	40	0.12719	10	3	2.00	2	3	17233	0.24092	0.86197	31.67660	2191.865
5738	300	25	0.24729	2	10	1.00	2	3	112	0.59372	0.00191	24.99047	27.69648
5738	5718	40	0.12259	10	3	2.00	2	3	10989	0.19933	0.54966	36.89959	1347.142
5738	5740	40	0.18839	10	3	2.00	2	3	10307	0.30367	0.51554	37.22342	1941.736
5740	298	25	0.12022	2	10	1.00	2	3	563	0.28909	0.00958	24.95219	67.68386
5740	299	25	0.15714	2	10	1.00	2	3	949	0.37836	0.01613	24.91960	149.1259
5740	5682	40	0.20772	10	3	2.00	2	0	10864	0.33720	0.54340	36.96125	2256.67
5740	5738	40	0.18839	10	3	2.00	2	3	11095	0.30677	0.55496	36.84667	2090.187
5742	5696	40	0.38152	9	4	1.00	100	0	6759	0.65891	0.71845	34.74097	2578.694
5742	5744	40	0.40841	10	4	1.00	2	0	6922	0.71134	0.73573	34.44902	2827.014
5744	120	25	0.15757	1	10	1.00	100	3	600	0.37895	0.01020	24.94909	94.542
5744	121	25	0.13327	2	10	1.00	1	3	0	0.31985	0.00000	25.00000	0
5744	5742	40	0.40841	10	4	1.00	2	0	6725	0.70416	0.71483	34.80008	2746.557
5744	5746	40	0.25253	10	4	1.00	1	3	7634	0.45995	0.81144	32.94163	1927.814
5744	6009	40	0.19118	10	4	1.00	2	3	551	0.28805	0.05855	39.82303	105.3402
5746	5744	40	0.25253	10	4	1.00	1	3	7419	0.45310	0.78861	33.43969	1873.52
5746	5748	40	0.12412	10	3	1.00	1	3	10399	0.30191	1.04035	24.66807	1290.724
5746	5824	35	0.12777	10	3	1.00	1	3	13479	0.85095	1.34844	9.00875	1722.212
5748	117	25	0.04633	2	10	1.00	1	3	403	0.11133	0.00685	24.96580	18.67099
5748	5746	40	0.12412	10	3	1.00	1	3	10467	0.30636	1.04716	24.30929	1299.164
5748	5750	40	0.25258	10	3	1.00	1	3	10527	0.63168	1.05311	23.99148	2658.91

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5750	5748	40	0.25258	10	3	1.00	1	3	10595	0.64155	1.05991	23.62234	2676.085
5750	5752	40	0.26736	10	3	2.00	1	3	12253	0.44297	0.61288	36.21419	3275.962
5750	5820	30	0.03946	10	5	1.00	1	3	3611	0.08338	0.43864	28.39362	142.4901
5750	5822	25	0.14621	10	5	1.00	1	3	799	0.35372	0.09709	24.80100	116.8218
5752	114	25	0.22128	2	10	1.00	1	3	1408	0.53362	0.02395	24.88083	311.5622
5752	5750	40	0.26736	10	3	2.00	1	3	12563	0.44528	0.62839	36.02637	3358.844
5752	5754	40	0.15461	10	3	2.00	1	3	13661	0.26290	0.68333	35.28592	2112.127
5754	5752	40	0.15461	10	3	2.00	1	3	13971	0.26465	0.69882	35.05318	2160.056
5754	5756	40	0.11484	10	3	2.00	1	3	14915	0.20109	0.74603	34.26656	1712.839
5754	5766	35	0.26980	10	4	2.00	1	3	18191	0.65797	0.96678	24.60250	4907.932
5756	5754	40	0.11484	10	3	2.00	1	3	15795	0.20624	0.79006	33.40931	1813.898
5756	5757	25	0.11877	10	5	1.00	1	3	1240	0.28889	0.15061	24.66813	147.2748
5756	22227	40	0.09733	10	3	2.00	1	3	13815	0.16604	0.69104	35.17150	1344.614
5757	5756	25	0.11877	10	5	1.00	1	3	1227	0.28884	0.14902	24.67225	145.7308
5757	5759	25	0.41705	10	5	1.00	1	3	1240	1.01437	0.15061	24.66813	517.142
5758	5760	40	0.17785	10	3	2.00	1	3	13882	0.30384	0.69439	35.12088	2468.914
5758	22227	40	0.09403	10	3	2.00	1	3	14148	0.16159	0.70771	34.91438	1330.336
5758	22228	25	0.01526	10	5	1.00	1	3	1021	0.03702	0.12408	24.73555	15.58046
5759	113	25	0.13622	2	10	1.00	1	3	1240	0.32830	0.02109	24.89502	168.9128
5759	5685	25	0.17623	10	5	1.00	1	3	0	0.42272	0.00000	25.01345	0
5759	5757	25	0.41705	10	5	1.00	1	3	1227	1.01421	0.14902	24.67225	511.7204
5760	5679	25	0.19845	10	5	1.00	1	3	1528	0.48454	0.18559	24.57422	303.2316
5760	5758	40	0.17785	10	3	2.00	1	3	14771	0.31025	0.73883	34.39471	2627.022
5760	5762	40	0.15895	10	3	2.00	1	3	14957	0.27863	0.74813	34.22873	2377.415
5762	5760	40	0.15895	10	3	2.00	1	3	15781	0.28533	0.78934	33.42435	2508.39
5762	5764	40	0.17415	10	3	2.00	1	3	16324	0.31833	0.81653	32.82480	2842.825
5762	5834	30	0.13791	10	5	1.00	1	3	4751	0.30130	0.57716	27.46213	655.2104
5762	5836	30	0.04413	10	5	1.00	1	3	1114	0.08930	0.13538	29.64865	49.16082
5764	97	25	0.10917	2	10	1.00	1	3	713	0.26264	0.01212	24.93955	77.83821
5764	108	25	0.11802	2	10	1.00	1	3	347	0.28359	0.00590	24.97052	40.95294
5764	5666	40	0.07841	10	3	2.00	1	3	16215	0.14278	0.81109	32.94968	1271.418
5764	5762	40	0.17415	10	3	2.00	1	3	17321	0.33115	0.86638	31.55424	3016.452
5766	5754	35	0.26980	10	4	2.00	1	3	17621	0.63143	0.93646	25.63652	4754.146
5766	5768	35	0.08409	10	4	2.00	1	3	16795	0.18733	0.89262	26.93357	1412.292
5766	5798	34	0.22955	10	5	1.00	1	3	3042	0.42266	0.36952	32.58708	698.2911
5768	90	25	0.12064	2	10	1.00	1	3	289	0.28983	0.00491	24.97549	34.86496
5768	131	25	0.15494	2	10	1.00	1	3	127	0.37201	0.00216	24.98921	19.67738
5768	5766	35	0.08409	10	4	2.00	1	3	16868	0.18806	0.89645	26.82887	1418.43
5768	5770	35	0.16652	10	4	2.00	1	3	16795	0.37095	0.89259	26.93424	2796.703
5770	5768	35	0.16652	10	4	2.00	1	3	16844	0.37193	0.89519	26.86346	2804.863
5770	5772	35	0.06521	10	4	2.00	1	3	16997	0.14689	0.90335	26.63634	1108.374
5770	5782	30	0.17788	10	5	1.00	1	3	629	0.35792	0.07644	29.81889	111.8865
5772	5770	35	0.06521	10	4	2.00	1	3	17007	0.14697	0.90384	26.62246	1109.026
5772	5800	35	0.05186	10	4	2.00	1	3	16815	0.11565	0.89367	26.90482	872.0259
5772	5854	23	0.17425	10	5	1.00	1	3	640	0.45739	0.07772	22.85846	111.52
5774	5570	35	0.15259	10	4	3.00	2	3	18259	0.29236	0.64695	31.31622	2786.141
5774	5776	30	0.07754	10	5	1.00	1	3	734	0.15621	0.08914	29.78364	56.91436
5774	5778	30	0.11029	10	5	1.00	2	3	2680	0.22854	0.32552	28.95518	295.5772
5774	5802	35	0.12070	10	4	2.00	1	3	16449	0.26416	0.87419	27.41575	1985.394
5776	85	25	0.21194	2	10	1.00	1	3	734	0.50992	0.01249	24.93772	155.564
5776	5568	25	0.11147	10	5	1.00	1	3	584	0.26902	0.07089	24.86171	65.09848
5776	5774	30	0.07754	10	5	1.00	1	3	1427	0.15755	0.17332	29.52941	110.6496
5778	281	25	0.03272	2	10	1.00	2	3	3009	0.07933	0.05118	24.74670	98.45448
5778	5774	30	0.11029	10	5	1.00	2	3	2405	0.22743	0.29219	29.09613	265.2475
5778	5780	30	0.15710	10	5	1.00	2	3	1019	0.31756	0.12374	29.68366	160.0849
5780	282	25	0.04021	2	10	1.00	2	3	1148	0.09687	0.01952	24.90280	46.16108
5780	5728	30	0.09678	10	5	1.00	2	3	1023	0.19564	0.12432	29.68193	99.00594
5780	5778	30	0.15710	10	5	1.00	2	3	744	0.31653	0.09040	29.78009	116.8824
5782	132	25	0.08811	2	10	1.00	1	3	138	0.21156	0.00235	24.98824	12.15918
5782	5770	30	0.17788	10	5	1.00	1	3	669	0.35808	0.08125	29.80562	119.0017
5782	5784	30	0.11645	10	5	1.00	2	3	570	0.23415	0.06927	29.83844	66.3765
5784	284	25	0.16193	2	10	1.00	2	3	156	0.38884	0.00266	24.98673	25.26108
5784	5782	30	0.11645	10	5	1.00	2	3	610	0.23426	0.07413	29.82522	71.0345
5784	5786	30	0.23615	10	5	1.00	2	3	470	0.47433	0.05703	29.87132	110.9905
5786	285	25	0.15307	2	10	1.00	2	3	496	0.36799	0.00844	24.95789	75.92272
5786	5784	30	0.23615	10	5	1.00	2	3	509	0.47454	0.06189	29.85836	120.2004
5786	5788	34	0.39286	10	5	1.00	2	3	339	0.69531	0.04123	33.90115	133.1795
5788	5786	34	0.39286	10	5	1.00	2	3	379	0.69560	0.04609	33.88685	148.8939
5788	5790	34	0.13769	10	5	1.00	2	3	2822	0.25242	0.34279	32.72861	388.5612
5788	5814	30	0.06186	10	5	1.00	2	3	3608	0.13072	0.43825	28.39579	223.1909
5790	130	25	0.22222	2	10	1.00	1	3	263	0.53380	0.00448	24.97762	58.44386
5790	286	25	0.12132	2	10	1.00	2	3	7	0.29117	0.00012	24.99939	0.84924
5790	5788	34	0.13769	10	5	1.00	2	3	3414	0.25555	0.41474	32.32771	470.0737
5790	5792	34	0.07462	10	5	1.00	2	3	2719	0.13653	0.33025	32.79226	202.8918
5792	5790	34	0.07462	10	5	1.00	2	3	3307	0.13817	0.40170	32.40524	246.7683
5792	5794	34	0.14924	10	5	1.00	2	3	2719	0.27307	0.33025	32.79226	405.7836
5794	129	25	0.04806	2	10	1.00	1	3	328	0.11548	0.00558	24.97215	15.76368
5794	5792	34	0.14924	10	5	1.00	2	3	3307	0.27633	0.40170	32.40524	493.5367
5794	5796	34	0.13627	10	5	1.00	1	3	2813	0.24978	0.34176	32.73392	383.3275
5796	5794	34	0.13627	10	5	1.00	1	3	3400	0.25284	0.41303	32.33803	463.318
5796	5798	34	0.22459	10	5	1.00	1	3	2188	0.40718	0.26582	33.09452	491.4029
5796	5804	30	0.08998	10	5	1.00	1	3	1510	0.18304	0.18339	29.49635	135.8698
5798	128	25	0.22538	2	10	1.00	1	3	389	0.54163	0.00661	24.96698	87.67282

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5798	5766	34	0.22955	10	5	1.00	1	3	2399	0.41764	0.29147	32.97892	550.6905
5798	5796	34	0.22459	10	5	1.00	1	3	2831	0.41180	0.34386	32.72309	635.8143
5800	132	25	0.13613	2	10	1.00	1	3	305	0.32706	0.00519	24.97410	41.51965
5800	5772	35	0.05186	10	4	2.00	1	3	16016	0.11124	0.85121	27.97082	830.5898
5800	5802	35	0.12374	10	4	2.00	1	3	17093	0.28027	0.90842	26.49142	2115.088
5802	133	25	0.10428	2	10	1.00	1	3	267	0.25050	0.00455	24.97728	27.84276
5802	5774	35	0.12070	10	4	2.00	1	3	17248	0.27590	0.91667	26.24960	2081.834
5802	5800	35	0.12374	10	4	2.00	1	3	16294	0.26881	0.86594	27.62066	2016.22
5804	5796	30	0.08998	10	5	1.00	1	3	1454	0.18290	0.17662	29.51866	130.8309
5804	5806	25	0.14337	10	5	1.00	1	3	2171	0.35341	0.26373	24.34092	311.2563
5804	5818	33	0.09594	10	5	1.00	1	3	2801	0.18115	0.34032	31.77834	268.7279
5806	129	25	0.05373	2	10	1.00	1	3	206	0.12905	0.00350	24.98249	11.06838
5806	5804	25	0.14337	10	5	1.00	1	3	1917	0.35201	0.23283	24.43738	274.8403
5806	5808	25	0.19601	10	5	1.00	2	3	2059	0.48231	0.25009	24.38422	403.5846
5808	119	25	0.17042	1	10	1.00	100	3	816	0.41015	0.01387	24.93084	139.0627
5808	5806	25	0.19601	10	5	1.00	2	3	1806	0.48047	0.21936	24.47765	353.9941
5808	6006	25	0.13690	10	5	1.00	2	3	1861	0.33585	0.22604	24.45780	254.7709
5810	130	25	0.13755	2	10	1.00	1	3	159	0.33029	0.00271	24.98648	21.87045
5810	301	25	0.13141	2	10	1.00	2	3	60	0.31546	0.00103	24.99487	7.8846
5810	5812	25	0.09982	10	5	1.00	2	3	2459	0.24723	0.29876	24.22425	245.4574
5810	6006	25	0.10350	10	5	1.00	2	3	2198	0.25523	0.26698	24.33044	227.493
5812	302	25	0.15566	2	10	1.00	2	3	57	0.37366	0.00097	24.99515	8.87262
5812	5724	25	0.16652	10	5	1.00	2	3	2402	0.41203	0.29183	24.24798	399.981
5812	5810	25	0.09982	10	5	1.00	2	3	2232	0.24629	0.27112	24.31700	222.7982
5814	291	25	0.11976	2	10	1.00	2	3	131	0.28755	0.00223	24.98886	15.68856
5814	5788	30	0.06186	10	5	1.00	2	3	3055	0.12913	0.37116	28.74541	188.9823
5814	5816	34	0.09959	10	5	1.00	2	3	3556	0.18546	0.43199	32.22149	354.142
5816	292	25	0.03339	2	10	1.00	2	3	112	0.08017	0.00191	24.99047	3.73968
5816	293	25	0.10616	2	10	1.00	2	3	452	0.25517	0.00769	24.96163	47.98432
5816	5720	30	0.14740	10	5	1.00	2	3	3795	0.31289	0.46095	28.26463	559.383
5816	5814	34	0.09959	10	5	1.00	2	3	3006	0.18324	0.36522	32.61041	299.3675
5818	118	25	0.03845	2	10	1.00	1	3	235	0.09236	0.00399	24.98005	9.03575
5818	5804	33	0.09594	10	5	1.00	1	3	3000	0.18185	0.36445	31.65532	287.82
5818	5820	33	0.18827	10	5	1.00	1	3	2765	0.35523	0.33588	31.80027	520.5666
5820	116	25	0.07337	2	10	1.00	1	3	919	0.17664	0.01562	24.92213	67.42703
5820	5750	30	0.03946	10	5	1.00	1	3	3412	0.08299	0.41450	28.52570	134.6375
5820	5818	33	0.18827	10	5	1.00	1	3	2964	0.35659	0.36001	31.67842	558.0323
5822	114	25	0.14642	2	10	1.00	1	3	458	0.35196	0.00780	24.96107	67.06036
5822	5750	25	0.14621	10	5	1.00	1	3	756	0.35355	0.09182	24.81342	110.5348
5822	5823	25	0.18732	10	5	1.00	1	3	762	0.45298	0.09262	24.81154	142.7378
5823	115	25	0.09224	2	10	1.00	1	3	475	0.22175	0.00808	24.95965	43.814
5823	5687	25	0.17284	10	5	1.00	1	3	319	0.41594	0.03879	24.93258	55.13596
5823	5822	25	0.18732	10	5	1.00	1	3	719	0.45276	0.08739	24.82378	134.6831
5824	5689	20	0.13375	10	5	1.00	1	3	795	0.40444	0.09659	19.84175	106.3313
5824	5746	35	0.12777	10	3	1.00	1	3	13196	0.78908	1.32014	9.71510	1686.053
5824	11066	30	0.22880	23	3	1.00	901	0	14196	2.11784	1.42022	6.48222	3248.045
5826	80	25	0.07332	2	10	1.00	1	3	1105	0.17662	0.01879	24.90639	81.0186
5826	5828	30	0.10553	10	5	1.00	1	3	2774	0.21906	0.33693	28.90463	292.7402
5826	8926	25	0.06262	10	5	1.00	1	3	3757	0.15937	0.45637	23.57640	235.2633
5828	86	25	0.17035	2	10	1.00	1	3	269	0.40921	0.00458	24.97714	45.82415
5828	5826	30	0.10553	10	5	1.00	1	3	3352	0.22167	0.40722	28.56413	353.7366
5828	5830	30	0.28296	10	5	1.00	1	3	4376	0.61057	0.53163	27.80572	1238.233
5828	5840	23	0.11499	10	5	1.00	1	3	1891	0.30677	0.22967	22.49116	217.4461
5830	5828	30	0.28296	10	5	1.00	1	3	4581	0.61460	0.55645	27.62370	1296.24
5830	5832	30	0.18569	10	5	1.00	1	3	4583	0.40336	0.55671	27.62170	851.0173
5830	5838	30	0.18798	10	5	1.00	1	3	342	0.37707	0.04149	29.91213	64.28916
5832	91	25	0.09067	2	10	1.00	1	3	1124	0.21845	0.01912	24.90478	101.9131
5832	5830	30	0.18569	10	5	1.00	1	3	4739	0.40554	0.57573	27.47362	879.9849
5832	5834	30	0.18550	10	5	1.00	1	3	4570	0.40277	0.55518	27.63328	847.735
5834	98	25	0.20522	2	10	1.00	1	3	478	0.49334	0.00814	24.95939	98.09516
5834	5762	30	0.13791	10	5	1.00	1	3	4590	0.29963	0.55758	27.61514	633.0069
5834	5832	30	0.18550	10	5	1.00	1	3	4727	0.40493	0.57420	27.48582	876.8585
5836	5762	30	0.04413	10	5	1.00	1	3	1103	0.08929	0.13400	29.65285	48.67539
5836	5837	25	0.06777	10	5	1.00	1	3	1114	0.16458	0.13538	24.70720	75.49578
5837	109	25	0.18827	2	10	1.00	1	3	440	0.45253	0.00748	24.96267	82.8388
5837	5836	25	0.06777	10	5	1.00	1	3	1103	0.16456	0.13400	24.71071	74.75031
5837	5839	25	0.13475	10	5	1.00	1	3	675	0.32552	0.08202	24.83624	90.95625
5838	5830	30	0.18798	10	5	1.00	1	3	389	0.37726	0.04729	29.89702	73.12422
5838	8932	30	0.05739	10	5	1.00	1	3	342	0.11511	0.04149	29.91213	19.62738
5839	5673	25	0.24280	10	5	1.00	1	3	675	0.58657	0.08202	24.83624	163.89
5839	5837	25	0.13475	10	5	1.00	1	3	662	0.32548	0.08045	24.83987	89.2045
5840	87	25	0.02323	2	10	1.00	1	3	1000	0.05594	0.01701	24.91524	23.23
5840	5828	23	0.11499	10	5	1.00	1	3	2198	0.30824	0.26704	22.38385	252.748
5840	5842	23	0.10943	10	5	1.00	1	3	2123	0.29299	0.25788	22.41086	232.3199
5842	5840	23	0.10943	10	5	1.00	1	3	2430	0.29448	0.29525	22.29741	265.9149
5842	5844	23	0.13402	10	5	1.00	1	3	266	0.35037	0.03226	22.95083	35.64932
5842	5848	25	0.13339	10	5	1.00	1	3	1713	0.32652	0.20812	24.51045	228.4971
5842	5850	23	0.35180	10	5	1.00	1	3	1595	0.93451	0.19370	22.58743	561.121
5844	83	25	0.03178	2	10	1.00	1	3	1122	0.07657	0.01908	24.90498	35.65716
5844	5560	25	0.14348	10	5	1.00	1	3	985	0.34789	0.11967	24.74644	141.3278
5844	5842	23	0.13402	10	5	1.00	1	3	1662	0.35635	0.20189	22.56608	222.7412
5848	5558	35	0.05552	10	3	3.00	1	3	26059	0.12094	0.86898	27.54608	1446.796
5848	5842	25	0.13339	10	5	1.00	1	3	2023	0.32803	0.24574	24.39778	269.848

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5848	8922	35	0.06515	10	3	3.00	1	3	25928	0.14136	0.86462	27.65282	1689.209
5850	88	25	0.08666	2	10	1.00	1	3	930	0.20864	0.01581	24.92118	80.5938
5850	5842	23	0.35180	10	5	1.00	1	3	196	0.91906	0.02382	22.96725	68.9528
5850	5852	30	0.20186	10	5	1.00	1	3	1212	0.40900	0.14722	29.61229	244.6543
5850	5854	23	0.16588	10	5	1.00	1	3	1467	0.43986	0.17818	22.62704	243.346
5852	85	25	0.06247	2	10	1.00	1	3	1177	0.15053	0.02003	24.90027	73.52719
5852	5564	25	0.17850	10	5	1.00	1	3	2200	0.44021	0.26721	24.32971	392.7
5852	5850	30	0.20186	10	5	1.00	1	3	645	0.40623	0.07833	29.81368	130.1997
5854	89	25	0.06897	2	10	1.00	1	3	777	0.16595	0.01321	24.93414	53.58969
5854	90	25	0.29282	2	10	1.00	1	3	78	0.70295	0.00133	24.99337	22.83996
5854	5772	23	0.17425	10	5	1.00	1	3	1448	0.46195	0.17589	22.63278	252.314
5854	5850	23	0.16588	10	5	1.00	1	3	635	0.43538	0.07718	22.85958	105.3338
5856	5858	63	0.35683	10	1	3.00	1	0	85709	0.84578	1.21470	25.31341	30583.54
5856	5860	30	0.09988	10	6	2.00	1	3	8737	0.20849	0.37146	28.74393	872.6516
5856	5862	30	0.12045	10	6	1.00	1	3	12932	0.45059	1.09970	16.03875	1557.659
5858	7141	65	0.02705	2	9	1.00	0	0	3202	0.02539	0.18151	63.92222	86.6141
5858	8944	63	1.42343	10	1	4.00	1	0	98694	2.21196	1.04904	38.61089	140484
5860	5861	35	0.03468	10	3	2.00	1	3	28172	0.26820	1.40915	7.75782	977.005
5860	5934	30	0.09813	10	5	1.00	1	3	9105	0.37348	1.10607	15.76426	893.4737
5860	5948	35	0.03013	10	3	2.00	1	3	26530	0.18957	1.32703	9.53501	799.3489
5861	5858	30	0.26508	10	6	2.00	1	3	16187	0.60221	0.68821	26.41035	4290.85
5861	5860	35	0.03468	10	3	2.00	1	3	24174	0.15425	1.20920	13.48848	838.3543
5861	5862	35	0.03683	10	3	2.00	1	3	11985	0.06945	0.59949	31.82345	441.4076
5862	5861	35	0.03683	10	3	2.00	1	3	24174	0.16385	1.20920	13.48848	890.3284
5862	5863	35	0.10530	10	3	2.00	1	3	24918	0.52529	1.24637	12.02808	2623.865
5863	5675	30	0.06675	10	6	1.00	1	3	3086	0.13709	0.26242	29.21419	205.9905
5863	5862	35	0.10530	10	3	2.00	1	3	24174	0.46841	1.20920	13.48848	2545.522
5863	5932	35	0.07462	10	3	2.00	1	3	21831	0.23445	1.09201	19.09687	1629.029
5864	104	25	0.09175	2	10	1.00	1	3	965	0.22093	0.01641	24.91823	88.53875
5864	5666	40	0.14736	10	3	2.00	1	3	21176	0.37370	1.05923	23.65983	3120.495
5864	6002	40	0.14817	10	3	2.00	1	3	20450	0.34783	1.02291	25.55871	3030.077
5866	5953	25	0.32462	10	5	1.00	1	3	5628	0.88332	0.68373	22.05007	1826.961
5866	6001	40	0.09043	10	3	2.00	1	3	21973	0.25331	1.09911	21.41878	1987.018
5866	6002	40	0.08536	10	3	2.00	1	3	20350	0.19846	1.01789	25.80706	1737.076
5868	94	25	0.27293	2	10	1.00	1	3	756	0.65671	0.01286	24.93585	206.3351
5868	5870	40	0.30883	10	3	2.00	1	3	20910	0.76017	1.04591	24.37598	6457.635
5868	5936	30	0.23141	10	5	1.00	1	3	4880	0.50798	0.59283	27.33362	1129.281
5868	6001	40	0.09120	10	3	2.00	1	3	23013	0.29658	1.15111	18.45104	2098.786
5870	66	25	0.09433	2	10	1.00	1	3	1672	0.22767	0.02844	24.85860	157.7198
5870	68	25	0.11633	2	10	1.00	1	3	2923	0.28197	0.04972	24.75387	340.0326
5870	5868	40	0.30883	10	3	2.00	1	3	19111	0.64889	0.95591	28.55657	5902.05
5870	5872	40	0.12747	10	3	2.00	1	3	21953	0.35614	1.09811	21.47599	2798.349
5871	5676	30	0.36613	10	6	1.00	1	3	13940	1.76403	1.18538	12.45313	5103.852
5871	5931	35	0.05170	10	3	2.00	1	3	11484	0.09675	0.57443	32.06467	593.7228
5871	30004	35	0.02538	10	3	2.00	1	3	25294	0.13396	1.26523	11.36537	641.9617
5872	5870	40	0.12747	10	3	2.00	1	3	19069	0.26707	0.95383	28.63852	2430.725
5872	5876	40	0.08620	10	3	2.00	1	3	27561	0.54214	1.37858	9.53944	2375.758
5872	5918	35	0.21440	10	3	2.00	1	3	15510	0.43624	0.77581	29.48881	3325.344
5872	30004	35	0.10461	10	3	3.00	1	3	25424	0.22376	0.84781	28.04899	2659.605
5874	69	25	0.06897	2	10	1.00	1	3	1272	0.16623	0.02162	24.89234	87.72984
5874	71	25	0.14941	2	10	1.00	1	3	641	0.35936	0.01089	24.94564	95.77181
5874	5876	40	0.16062	10	3	2.00	1	3	21766	0.43782	1.08874	22.01143	3496.055
5874	5878	40	0.11856	10	3	2.00	1	3	22023	0.33434	1.10159	21.27658	2611.047
5876	5872	40	0.08620	10	3	2.00	1	3	26362	0.46388	1.31864	11.14885	2272.404
5876	5874	40	0.16062	10	3	2.00	1	3	22368	0.47508	1.11883	20.28515	3592.748
5876	5930	25	0.19995	10	5	1.00	1	3	5447	0.53928	0.66163	22.24586	1089.128
5878	74	25	0.15241	2	10	1.00	1	3	215	0.36605	0.00365	24.98176	32.76815
5878	5874	40	0.11856	10	3	2.00	1	3	21416	0.30931	1.07123	22.99830	2539.081
5878	5880	40	0.13960	10	3	2.00	1	3	21815	0.38293	1.09118	21.87271	3045.374
5880	5878	40	0.13960	10	3	2.00	1	3	21223	0.35592	1.06155	23.53289	2962.731
5880	5882	40	0.21650	10	3	2.00	1	3	26277	1.15151	1.31435	11.28097	5688.971
5880	5908	30	0.17800	10	5	1.00	1	3	4073	0.38069	0.49483	28.05484	724.994
5880	5910	40	0.13207	10	4	2.00	1	3	9978	0.21366	0.53032	37.08671	1317.794
5882	2502	45	0.19759	10	2	3.00	1	3	31562	0.34306	0.89463	34.55847	6236.336
5882	5880	40	0.21650	10	3	2.00	1	3	25999	1.10770	1.30046	11.72722	5628.784
5882	5884	40	0.32255	10	3	2.00	1	3	13935	0.55167	0.69701	35.08095	4494.734
5884	76	25	0.07889	2	10	1.00	1	3	2722	0.19109	0.04630	24.77064	214.7386
5884	5325	40	0.29909	10	3	2.00	1	0	12988	0.50190	0.64967	35.75421	3884.581
5884	5882	40	0.32255	10	3	2.00	1	3	14262	0.55575	0.71339	34.82339	4600.208
5885	2500	45	0.23765	10	2	3.00	1	3	30957	0.40575	0.87747	35.14161	7356.931
5885	5888	45	0.19339	10	3	3.00	1	3	27641	0.34581	0.92173	33.55368	5345.493
5885	5899	20	0.12668	10	6	1.00	1	3	3394	0.39165	0.28860	19.40717	429.9519
5885	25088	20	0.06557	10	6	1.00	1	3	7947	0.22229	0.67573	17.69798	521.0848
5888	5885	45	0.19339	10	3	3.00	1	3	28129	0.35271	0.93800	32.89739	5439.867
5888	9010	45	0.23781	10	3	3.00	1	3	27641	0.42524	0.92173	33.55368	6573.306
5892	49	25	0.10350	2	10	1.00	1	3	5573	0.25310	0.09477	24.53494	576.8055
5892	3678	45	0.10873	10	4	1.00	1	3	10833	0.31459	1.15141	20.73817	1177.872
5892	5894	45	0.29662	10	4	1.00	1	3	10518	0.77797	1.11797	22.87645	3119.849
5894	5892	45	0.29662	10	4	1.00	1	3	10516	0.77759	1.11779	22.88773	3119.256
5894	5896	45	0.13818	10	4	1.00	1	3	10518	0.36242	1.11797	22.87644	1453.377
5896	5894	45	0.13818	10	4	1.00	1	3	10516	0.36224	1.11779	22.88773	1453.101
5896	5898	45	0.44145	10	4	1.00	1	3	10819	1.27185	1.15002	20.82544	4776.048
5897	5898	40	0.04892	10	4	1.00	1	3	11489	0.19763	1.22116	14.85308	562.0419

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5897	5899	40	0.15698	10	4	1.00	1	3	4486	0.25078	0.47687	37.55763	704.2123
5897	25088	20	0.06182	10	6	1.00	1	3	7035	0.20391	0.59821	18.19211	434.9037
5898	48	25	0.11382	2	10	1.00	1	3	630	0.27375	0.01072	24.94653	71.7066
5898	50	25	0.70760	2	10	1.00	1	3	391	1.70050	0.00665	24.96677	276.6716
5898	5896	45	0.44145	10	4	1.00	1	3	10818	1.27118	1.14985	20.83640	4775.606
5898	5897	40	0.04892	10	4	1.00	1	3	11490	0.19773	1.22134	14.84506	562.0908
5899	5885	20	0.12668	10	6	1.00	1	3	3177	0.39066	0.27012	19.45620	402.4624
5899	5897	40	0.15698	10	4	1.00	1	3	3609	0.24627	0.38359	38.24607	566.5408
5899	5900	35	0.07852	10	5	1.00	1	3	7880	0.18891	0.95727	24.93959	618.7376
5900	43	25	0.17402	2	10	1.00	1	3	2755	0.42156	0.04686	24.76788	479.4251
5900	5899	35	0.07852	10	5	1.00	1	3	6785	0.16495	0.82428	28.56238	532.7582
5900	5902	35	0.22715	10	5	1.00	1	3	5125	0.43149	0.62256	31.58568	1164.144
5902	5900	35	0.22715	10	5	1.00	1	3	4079	0.41645	0.49547	32.72583	926.5449
5902	9014	33	0.17604	10	5	1.00	1	3	5125	0.35468	0.62256	29.78079	902.205
5905	73	25	0.20040	2	10	1.00	1	0	309	0.48146	0.00525	24.97379	61.9236
5906	75	25	0.30788	2	10	1.00	1	3	2134	0.74428	0.03629	24.81984	657.0159
5906	5908	25	0.31764	10	5	1.00	1	3	4549	0.82703	0.55257	23.04412	1444.944
5906	5924	30	0.16648	10	5	1.00	1	3	3398	0.35005	0.41274	28.53506	565.699
5908	74	25	0.08815	2	10	1.00	1	3	239	0.21174	0.00407	24.97968	21.06785
5908	5880	30	0.17800	10	5	1.00	1	3	4682	0.38796	0.56870	27.52922	833.396
5908	5906	25	0.31764	10	5	1.00	1	3	3955	0.81255	0.48048	23.45487	1256.266
5910	77	25	0.05294	2	10	1.00	1	3	1113	0.12753	0.01892	24.90574	58.92222
5910	5880	40	0.13207	10	4	2.00	1	3	9056	0.21119	0.48128	37.52111	1196.026
5910	5912	40	0.09943	10	4	2.00	1	3	9668	0.16020	0.51379	37.23923	961.2892
5912	35	25	0.08977	2	10	1.00	1	3	1561	0.21660	0.02655	24.86796	140.131
5912	5910	40	0.09943	10	4	2.00	1	3	8745	0.15843	0.46476	37.65587	869.5154
5912	5914	40	0.28338	10	4	1.00	1	3	8950	0.59163	0.95127	28.73870	2536.251
5914	5912	40	0.28338	10	4	1.00	1	3	8027	0.53277	0.85320	31.91405	2274.691
5914	5916	35	0.37204	10	4	1.00	1	3	8179	0.81062	0.86934	27.53711	3042.915
5914	5920	23	0.23223	10	5	1.00	1	3	1603	0.61695	0.19478	22.58466	372.2647
5916	33	25	0.11588	2	10	1.00	1	3	941	0.27900	0.01600	24.92026	109.0431
5916	5914	35	0.37204	10	4	1.00	1	3	7551	0.76981	0.80259	28.99714	2809.274
5916	8804	35	0.32195	10	4	1.00	1	3	8706	0.74341	0.92543	25.98411	2802.897
5918	67	25	0.18380	2	10	1.00	1	3	3966	0.44707	0.06744	24.66728	728.9508
5918	5872	35	0.21440	10	3	2.00	1	3	15039	0.43046	0.75223	29.88446	3224.362
5918	8808	35	0.25626	10	3	2.00	1	3	13358	0.49494	0.66817	31.06508	3423.121
5920	34	25	0.05170	2	10	1.00	1	3	1674	0.12480	0.02847	24.85843	86.5458
5920	5914	23	0.23223	10	5	1.00	1	3	1309	0.61451	0.15897	22.67451	303.9891
5920	5922	23	0.03068	10	5	1.00	1	3	1662	0.08158	0.20187	22.56614	50.99016
5922	33	25	0.20392	2	10	1.00	1	3	446	0.49014	0.00758	24.96217	90.94832
5922	5920	23	0.03068	10	5	1.00	1	3	1367	0.08125	0.16606	22.65718	41.93956
5922	8808	23	0.23257	10	5	1.00	1	3	2089	0.62232	0.25372	22.42300	485.8387
5924	71	25	0.37453	2	10	1.00	1	3	83	0.89912	0.00142	24.99292	31.08599
5924	73	25	0.14287	2	10	1.00	1	3	326	0.34326	0.00554	24.97233	46.57562
5924	5906	30	0.16648	10	5	1.00	1	3	3958	0.35491	0.48075	28.14415	658.9278
5924	5926	30	0.20155	10	5	1.00	1	3	3607	0.42587	0.43815	28.39636	726.9909
5926	72	25	0.06375	2	10	1.00	1	3	1505	0.15378	0.02559	24.87270	95.94375
5926	5924	30	0.20155	10	5	1.00	1	3	4204	0.43266	0.51066	27.95058	847.3162
5926	5928	30	0.12434	10	5	1.00	1	3	4127	0.26632	0.50137	28.01228	513.1512
5928	5926	30	0.12434	10	5	1.00	1	3	4724	0.27140	0.57388	27.48838	587.3822
5928	5930	30	0.13316	10	5	1.00	1	3	4127	0.28521	0.50137	28.01228	549.5513
5930	70	25	0.04643	2	10	1.00	1	3	1412	0.11197	0.02401	24.88052	65.55916
5930	5876	25	0.19995	10	5	1.00	1	3	4850	0.52609	0.58912	22.80381	969.7575
5930	5928	30	0.13316	10	5	1.00	1	3	4724	0.29065	0.57388	27.48838	629.0478
5931	5871	35	0.05170	10	3	2.00	1	3	25294	0.27296	1.26523	11.36537	1307.7
5931	5932	35	0.04720	10	3	2.00	1	3	24174	0.20995	1.20920	13.48848	1141.013
5932	5863	35	0.07462	10	3	2.00	1	3	24174	0.33193	1.20920	13.48848	1803.864
5932	5931	35	0.04720	10	3	2.00	1	3	21831	0.14829	1.09201	19.09687	1030.423
5934	101	25	0.03441	2	10	1.00	1	3	793	0.08280	0.01348	24.93277	27.28713
5934	107	25	0.21166	1	10	1.00	100	0	792	0.50936	0.01347	24.93281	167.6347
5934	5860	30	0.09813	10	5	1.00	1	3	6236	0.23051	0.75753	25.54150	611.9387
5934	5936	35	0.35422	10	5	1.00	1	3	7828	0.84472	0.95087	25.15993	2772.834
5936	102	25	0.08732	2	10	1.00	1	3	3181	0.21184	0.05410	24.73242	277.7649
5936	5868	30	0.23141	10	5	1.00	1	3	7809	0.64186	0.94857	21.63235	1807.081
5936	5934	35	0.35422	10	5	1.00	1	3	4899	0.66694	0.59513	31.86667	1735.324
5938	31	25	0.36472	2	10	1.00	1	3	957	0.87818	0.01628	24.91888	349.037
5938	5940	25	0.24292	10	5	1.00	1	3	2292	0.59998	0.27846	24.29288	556.7726
5938	8808	25	0.03452	10	5	1.00	1	3	2580	0.08569	0.31339	24.17301	89.0616
5940	65	25	0.07850	2	10	1.00	1	3	1592	0.18942	0.02707	24.86539	124.972
5940	5938	25	0.24292	10	5	1.00	1	3	1705	0.59458	0.20711	24.51338	414.1786
5940	5942	25	0.34145	10	5	1.00	1	3	2187	0.84187	0.26561	24.33488	746.7512
5942	64	25	0.14427	2	10	1.00	1	3	1410	0.34790	0.02398	24.88066	203.4207
5942	5940	25	0.34145	10	5	1.00	1	3	1599	0.83449	0.19426	24.54999	545.9786
5942	5944	28	0.32898	10	5	1.00	1	3	2624	0.72965	0.31874	27.05231	863.2435
5944	62	25	0.18024	2	10	1.00	1	3	75	0.43268	0.00128	24.99360	13.518
5944	63	25	0.15474	2	10	1.00	1	3	38	0.37142	0.00064	24.99678	5.88012
5944	5942	28	0.32898	10	5	1.00	1	3	2037	0.72250	0.24740	27.31975	670.1323
5944	5946	28	0.17405	10	5	1.00	1	3	2570	0.38566	0.31223	27.07838	447.3085
5946	5944	28	0.17405	10	5	1.00	1	3	2014	0.38212	0.24463	27.32939	350.5367
5946	8794	35	0.05655	10	3	2.00	1	3	13966	0.11060	0.69856	30.67501	789.7773
5946	8796	35	0.05170	10	3	2.00	1	3	8776	0.09366	0.43895	33.12381	453.7192
5948	100	25	0.06040	2	10	1.00	1	3	79	0.14499	0.00134	24.99331	4.7716
5948	5860	35	0.03013	10	3	2.00	1	3	24660	0.14447	1.23348	12.51153	743.0058

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5948	5955	30	0.26594	9	5	1.00	100	0	4550	0.57705	0.55277	27.65143	1210.027
5948	11328	35	0.25740	23	3	2.00	901	0	22502	0.88704	1.12557	17.41061	5792.015
5949	5951	30	0.32150	10	5	1.00	1	3	4125	0.68857	0.50107	28.01425	1326.188
5949	5953	25	0.15118	10	5	1.00	1	3	4835	0.39757	0.58730	22.81635	730.9553
5949	5957	25	0.06889	10	5	1.00	1	0	4449	0.17878	0.54041	23.11895	306.4916
5950	262	25	0.12601	2	10	1.00	3	3	1594	0.30406	0.02711	24.86517	200.8599
5950	5580	40	0.03830	10	3	3.00	3	3	23917	0.06912	0.79755	33.24955	916.0211
5950	5598	40	0.11518	10	3	3.00	3	3	21984	0.20035	0.73308	34.49494	2532.117
5951	103	25	0.33413	2	10	1.00	1	3	149	0.80232	0.00253	24.98737	49.78537
5951	105	25	0.09036	2	10	1.00	1	3	380	0.21714	0.00646	24.96772	34.3368
5951	5672	30	0.11606	10	5	1.00	1	3	4287	0.24975	0.52078	27.88163	497.5492
5951	5949	30	0.32150	10	5	1.00	1	3	3022	0.67060	0.36715	28.76466	971.573
5952	138	25	0.06293	2	10	1.00	1	3	901	0.15150	0.01532	24.92363	56.69993
5952	1294	25	0.07945	2	10	1.00	1	3	926	0.19128	0.01576	24.92147	73.5707
5952	8914	45	0.10096	10	3	2.00	1	3	14243	0.15456	0.71245	39.19341	1437.973
5952	8916	45	0.09834	10	3	2.00	1	3	13033	0.14682	0.65193	40.18977	1281.665
5953	103	25	0.11922	2	10	1.00	1	3	790	0.28690	0.01344	24.93300	94.1838
5953	105	25	0.30919	2	10	1.00	1	3	142	0.74241	0.00241	24.98795	43.90498
5953	5866	25	0.32462	10	5	1.00	1	3	5164	0.86469	0.62728	22.52502	1676.338
5953	5949	25	0.15118	10	5	1.00	1	3	5289	0.40488	0.64255	22.40449	799.591
5954	228	25	0.09156	2	10	1.00	4	3	2147	0.22136	0.03651	24.81877	196.5793
5954	229	25	0.18856	2	10	1.00	4	3	556	0.45339	0.00946	24.95281	104.8394
5954	8760	30	0.14085	10	5	1.00	4	3	6926	0.34969	0.84134	24.16678	975.5271
5954	8870	30	0.10813	10	5	1.00	4	3	4905	0.23757	0.59579	27.30873	530.3777
5955	5948	30	0.26594	9	5	1.00	100	0	3314	0.55813	0.40257	28.58837	881.3252
5957	5949	25	0.06889	10	5	1.00	1	0	5096	0.18298	0.61908	22.58761	351.0634
5958	221	25	0.07898	2	10	1.00	4	3	874	0.19011	0.01487	24.92587	69.02852
5958	8748	45	0.06795	10	3	3.00	4	3	35020	0.20667	1.16779	19.72661	2379.609
5958	8750	45	0.11561	10	3	3.00	4	3	35015	0.35147	1.16763	19.73650	4048.084
5960	151	25	0.22588	2	10	1.00	5	3	317	0.54271	0.00539	24.97310	71.60396
5960	175	25	0.17793	2	10	1.00	5	3	308	0.42748	0.00524	24.97381	54.80244
5960	8676	45	0.13017	10	3	2.00	5	3	13603	0.19651	0.68041	39.74460	1770.703
5960	9070	45	0.08050	10	3	2.00	5	3	13034	0.12019	0.65197	40.18919	1049.237
5961	5966	63	0.25844	10	1	2.00	4	0	40609	0.31300	0.86329	49.54017	10494.99
5962	175	25	0.09046	2	10	1.00	5	3	1524	0.21823	0.02592	24.87109	137.861
5962	179	25	0.09383	2	10	1.00	5	3	1289	0.22617	0.02192	24.89086	120.9469
5962	9070	45	0.16341	10	3	3.00	5	3	26018	0.27650	0.86761	35.45967	4251.601
5962	9072	45	0.14740	10	3	3.00	5	3	24131	0.23754	0.80469	37.22990	3556.909
5963	5970	63	0.08369	10	1	2.00	4	0	41332	0.10274	0.87866	48.87424	3459.075
5963	5971	50	0.07375	10	6	1.00	4	3	18455	0.55232	1.56933	8.01209	1361.056
5966	25172	63	0.02274	10	1	2.75	4	0	58572	0.05880	1.24515	23.20143	1331.927
5967	9571	45	0.19501	10	3	2.00	1	0	23631	0.61987	1.18202	18.87606	4608.281
5968	5970	50	0.06717	10	6	1.00	4	3	8142	0.09172	0.69231	43.94048	546.8981
5970	25173	63	0.10016	10	1	2.00	4	0	49474	0.15649	1.05174	38.40366	4955.316
5971	9556	40	0.04374	10	6	1.00	4	0	5885	0.07026	0.50040	37.35820	257.4099
5971	9572	50	0.15281	10	6	1.00	4	0	12571	0.31717	1.06893	28.90738	1920.975
6001	5866	40	0.09043	10	3	2.00	1	3	23013	0.29405	1.15111	18.45104	2081.066
6001	5868	40	0.09120	10	3	2.00	1	3	21973	0.25549	1.09911	21.41878	2003.938
6002	94	25	0.17455	2	10	1.00	1	3	739	0.41998	0.01256	24.93735	128.9925
6002	5864	40	0.14817	10	3	2.00	1	3	21115	0.37312	1.05616	23.82664	3128.61
6002	5866	40	0.08536	10	3	2.00	1	3	19775	0.18860	0.98914	27.15631	1687.994
6003	204	25	0.22121	2	10	1.00	6	3	0	0.53089	0.00000	25.00000	0
6003	206	25	0.34060	2	10	1.00	6	3	4671	0.83042	0.07944	24.60900	1590.943
6003	329	25	0.14239	2	10	1.00	6	3	1693	0.34371	0.02879	24.85685	241.0663
6003	5660	40	0.06367	10	3	2.00	6	3	6236	0.09876	0.31194	38.68502	397.0461
6004	321	25	0.15538	2	10	1.00	1	3	643	0.37373	0.01094	24.94543	99.90934
6004	5510	40	0.32318	10	3	1.00	1	3	4179	0.51017	0.41804	38.00908	1350.569
6004	9048	40	0.12875	10	3	1.00	1	3	3615	0.20124	0.36160	38.38811	465.4313
6005	197	25	0.05168	2	10	1.00	5	3	201	0.12411	0.00343	24.98288	10.38768
6005	198	25	0.27027	2	10	1.00	5	3	175	0.64903	0.00297	24.98516	47.29725
6005	8642	30	0.03042	10	5	1.00	5	3	376	0.06105	0.04564	29.90131	11.43792
6006	5808	25	0.13690	10	5	1.00	2	3	1614	0.33466	0.19611	24.54478	220.9566
6006	5810	25	0.10350	10	5	1.00	2	3	2433	0.25623	0.29553	24.23536	251.8155
6006	6007	25	0.19501	10	5	1.00	2	3	732	0.47141	0.08896	24.82012	142.7473
6007	119	25	0.11651	1	10	1.00	100	3	238	0.27986	0.00404	24.97981	27.72938
6007	125	25	0.32064	1	10	1.00	100	0	117	0.76984	0.00199	24.99006	37.51488
6007	6006	25	0.19501	10	5	1.00	2	3	721	0.47135	0.08758	24.82335	140.6022
6007	6008	25	0.18627	10	5	1.00	2	3	953	0.45146	0.11583	24.75587	177.5153
6008	120	25	0.11952	1	10	1.00	100	3	395	0.28723	0.00672	24.96642	47.2104
6008	6007	25	0.18627	10	5	1.00	2	3	935	0.45136	0.11361	24.76128	174.1625
6008	6009	25	0.12281	10	5	1.00	2	3	558	0.29629	0.06779	24.86871	68.52798
6009	5744	40	0.19118	10	4	1.00	2	3	558	0.28807	0.05932	39.82031	106.6784
6009	6008	25	0.12281	10	5	1.00	2	3	551	0.29626	0.06692	24.87069	67.66831
6010	254	25	0.09637	2	10	1.00	3	3	530	0.23171	0.00901	24.95501	51.0761
6010	255	25	0.13359	2	10	1.00	3	3	2097	0.32291	0.03567	24.82294	280.1382
6010	8910	30	0.01474	10	5	1.00	1	3	3678	0.03119	0.44679	28.34728	54.21372
6011	296	25	0.10931	2	10	1.00	2	3	479	0.26277	0.00815	24.95930	52.35949
6011	5586	45	0.15398	10	3	3.00	2	3	15819	0.22127	0.52753	41.75207	2435.81
6011	5680	45	0.15407	10	3	3.00	2	3	16647	0.22302	0.55511	41.45076	2564.803
6983	5049	25	1.02360	9	5	1.00	100	0	0	2.45532	0.00000	25.01345	0
6983	5050	25	0.40174	9	5	1.00	100	0	0	0.96367	0.00000	25.01345	0
7140	5674	65	0.02705	2	9	1.00	0	0	3156	0.02538	0.17889	63.94094	85.3698
7140	17110	65	0.61936	2	8	1.00	0	0	15743	0.64845	0.66934	57.30794	9750.584

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
7141	5858	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
7141	18205	65	1.42394	2	8	1.00	0	0	18548	1.58291	0.78860	53.97427	26411.24
7142	7140	65	1.23639	2	8	1.00	0	0	18898	1.38764	0.80351	53.46022	23365.3
7142	8962	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
7144	7142	65	0.35795	2	8	1.00	0	0	13966	0.36475	0.59377	58.88100	4999.13
7144	8960	65	0.02705	2	9	1.00	0	0	2424	0.02527	0.13739	64.22549	65.5692
7145	7147	65	0.62818	2	8	1.00	0	0	16722	0.66968	0.71098	56.28192	10504.43
7145	8946	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
7146	7144	65	0.62718	2	8	1.00	0	0	16389	0.66432	0.69682	56.64541	10278.85
7146	8958	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
7147	7149	65	0.44751	2	8	1.00	0	0	13631	0.45400	0.57954	59.14237	6100.009
7147	8948	65	0.02526	2	9	1.00	0	0	3091	0.02369	0.17525	63.96674	78.07866
7148	7146	65	0.37920	2	8	1.00	0	0	14410	0.38880	0.61267	58.51823	5464.272
7148	8956	65	0.02705	2	9	1.00	0	0	3063	0.02537	0.17363	63.97816	82.85415
7149	8950	65	0.02705	2	9	1.00	0	0	7	0.02496	0.00042	65.03275	0.18935
7149	13540	65	0.23849	2	8	1.00	0	0	18384	0.26398	0.78165	54.20555	4384.4
7150	7151	45	0.14541	10	2	3.00	4	3	37812	0.33765	1.07177	25.83944	5498.243
7150	8765	45	0.29414	10	3	3.00	4	3	35775	0.96743	1.19297	18.24279	10522.86
7151	7150	45	0.14541	10	2	3.00	4	3	35775	0.29833	1.01403	29.24529	5202.043
7151	8768	45	0.06371	10	3	4.00	4	3	37812	0.11735	0.94568	32.57339	2409.003
7153	5536	65	0.02973	2	9	1.00	0	0	8760	0.02936	0.49659	60.76077	260.4348
7153	25200	65	1.21417	2	8	1.00	0	0	8551	1.17196	0.36357	62.16101	10382.37
7359	927	25	0.04222	2	10	1.00	0	3	405	0.10146	0.00688	24.96563	17.0991
7359	8623	30	0.18179	10	5	1.00	0	3	5748	0.41479	0.69831	26.29583	1044.929
7359	8656	30	0.09945	10	5	1.00	0	3	5347	0.22251	0.64954	26.81695	531.7592
8600	200	25	0.10159	2	10	1.00	5	3	76	0.24388	0.00129	24.99354	7.72084
8600	201	25	0.22994	2	10	1.00	5	3	2862	0.55724	0.04868	24.75895	658.0883
8600	8601	45	0.28104	10	3	2.00	5	3	19432	0.53723	0.97200	31.38715	5461.169
8600	9098	45	0.35794	10	3	2.00	5	3	20044	0.71926	1.00258	29.85910	7174.549
8601	8600	45	0.28104	10	3	2.00	5	3	19683	0.54783	0.98455	30.77990	5531.71
8601	8631	25	0.33343	10	5	1.00	7	3	928	0.80787	0.11274	24.76340	309.423
8601	8641	45	0.25195	10	3	2.00	7	3	19010	0.46732	0.95088	32.34808	4789.57
8602	201	25	0.34444	2	10	1.00	5	3	700	0.82862	0.01190	24.94062	241.108
8602	8604	40	0.26936	10	3	2.00	5	3	7492	0.42193	0.37476	38.30392	2018.045
8602	9098	40	0.32528	10	3	2.00	5	3	6526	0.50559	0.32645	38.60144	2122.777
8603	208	25	0.16392	2	10	1.00	6	3	867	0.39457	0.01474	24.92649	142.1186
8603	3749	40	0.08018	10	3	2.00	0	3	7581	0.12569	0.37923	38.27481	607.8446
8603	3753	35	0.08130	10	5	1.00	0	3	1896	0.14254	0.23027	34.22313	154.1448
8603	8607	40	0.20545	10	3	2.00	0	3	7151	0.32091	0.35769	38.41261	1469.173
8604	190	25	0.25043	2	10	1.00	5	3	1796	0.60471	0.03055	24.84819	449.7723
8604	8602	40	0.26936	10	3	2.00	5	3	7101	0.42056	0.35519	38.42818	1912.725
8604	8606	40	0.18263	10	3	2.00	5	3	7008	0.28493	0.35056	38.45683	1279.871
8605	3759	40	0.29380	10	3	2.00	0	3	7048	0.45853	0.35254	38.44464	2070.702
8605	3761	35	0.15998	10	5	1.00	0	3	1534	0.27902	0.18633	34.40102	245.4093
8605	3763	35	0.09148	10	5	1.00	0	3	342	0.15728	0.04149	34.89747	31.28616
8605	8608	40	0.13723	10	3	2.00	0	3	6146	0.21270	0.30741	38.71063	843.4156
8606	202	25	0.22921	2	10	1.00	5	3	2229	0.55428	0.03791	24.81186	510.9091
8606	8604	40	0.18263	10	3	2.00	5	3	6617	0.28406	0.33099	38.57477	1208.463
8606	8608	40	0.23336	10	3	2.00	5	3	6787	0.36346	0.33950	38.52411	1583.814
8607	918	25	0.12876	2	10	1.00	0	3	750	0.30981	0.01276	24.93639	96.57
8607	3759	40	0.10810	10	3	2.00	0	3	6871	0.16847	0.34371	38.49871	742.7551
8607	8603	40	0.20545	10	3	2.00	0	3	7411	0.32160	0.37068	38.33025	1522.59
8607	9071	45	0.12742	10	3	1.00	6	3	3291	0.17612	0.32928	43.40799	419.3392
8608	921	25	0.23597	2	10	1.00	0	3	282	0.56687	0.00480	24.97601	66.54354
8608	922	25	0.13554	2	10	1.00	0	3	641	0.32601	0.01090	24.94561	86.88114
8608	8605	40	0.13723	10	3	2.00	0	3	6528	0.21330	0.32655	38.60089	895.8374
8608	8606	40	0.23336	10	3	2.00	5	3	6396	0.36237	0.31993	38.63931	1492.571
8609	3751	45	0.09186	10	3	3.00	0	3	30273	0.18688	1.00949	29.49138	2780.878
8609	8611	40	0.08985	10	3	2.00	6	3	8160	0.14158	0.40817	38.07890	733.176
8609	9085	45	0.08414	10	3	4.00	6	3	37365	0.15278	0.93450	33.04242	3143.891
8609	9619	40	0.08205	10	3	2.00	0	3	4677	0.12593	0.23393	39.09447	383.7479
8610	194	25	0.14212	2	10	1.00	5	3	269	0.34140	0.00457	24.97717	38.23028
8610	200	25	0.29169	2	10	1.00	5	3	28	0.70011	0.00047	24.99763	8.16732
8610	8612	40	0.14620	10	3	2.00	5	3	12341	0.24257	0.61730	36.16157	1804.254
8610	9098	40	0.17993	10	3	2.00	5	3	12784	0.30083	0.63946	35.88697	2300.225
8611	203	25	0.08638	2	10	1.00	6	3	0	0.20732	0.00000	25.00000	0
8611	915	25	0.09425	2	10	1.00	0	3	1262	0.22716	0.02147	24.89313	118.9435
8611	3749	40	0.05377	10	3	2.00	0	3	7482	0.08423	0.37425	38.30724	402.3071
8611	8609	40	0.08985	10	3	2.00	6	3	8264	0.14171	0.41336	38.04236	742.5204
8612	8610	40	0.14620	10	3	2.00	5	3	12647	0.24384	0.63262	35.97365	1848.991
8612	8614	30	0.15099	10	5	1.00	5	3	1274	0.30618	0.15471	29.58890	192.3613
8612	8640	40	0.05850	10	3	2.00	5	3	11225	0.09543	0.56147	36.78047	656.6625
8613	916	25	0.12405	2	10	1.00	0	3	111	0.29784	0.00189	24.99055	13.76955
8613	917	25	0.08565	2	10	1.00	0	3	782	0.20610	0.01329	24.93371	66.9783
8613	3757	35	0.10872	10	5	1.00	0	3	1526	0.18961	0.18539	34.40469	165.9067
8613	8660	35	0.20667	10	5	1.00	0	3	1657	0.36108	0.20127	34.34218	342.4522
8614	194	25	0.15634	2	10	1.00	5	3	101	0.37535	0.00172	24.99142	15.79034
8614	198	25	0.09756	2	10	1.00	5	3	980	0.23492	0.01666	24.91698	95.6088
8614	8612	30	0.15099	10	5	1.00	5	3	1149	0.30569	0.13957	29.63588	173.4875
8614	8616	30	0.18211	10	5	1.00	5	3	1988	0.37302	0.24154	29.29293	362.0347
8616	193	25	0.15870	2	10	1.00	5	3	0	0.38088	0.00000	25.00000	0
8616	8614	30	0.18211	10	5	1.00	5	3	1866	0.37233	0.22667	29.34708	339.8173
8616	8618	30	0.09754	10	5	1.00	5	3	1988	0.19978	0.24154	29.29294	193.9095

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8618	8616	30	0.09754	10	5	1.00	5	3	1866	0.19942	0.22667	29.34708	182.0096
8618	8620	30	0.06715	10	5	1.00	5	3	3615	0.14192	0.43915	28.39071	242.7473
8618	8628	30	0.15686	10	5	1.00	5	3	3443	0.33018	0.41825	28.50567	540.069
8618	8988	30	0.12711	10	5	1.00	5	3	668	0.25588	0.08117	29.80585	84.90948
8620	182	25	0.18270	2	10	1.00	5	3	134	0.43869	0.00228	24.98859	24.4818
8620	8618	30	0.06715	10	5	1.00	5	3	3770	0.14246	0.45801	28.28199	253.1555
8620	8622	30	0.13132	10	5	1.00	5	3	3484	0.27668	0.42322	28.47886	457.5189
8621	936	20	0.11419	2	10	1.00	0	0	747	0.34343	0.01270	19.94932	85.29993
8621	8655	45	0.16929	10	3	3.00	8	0	18646	0.25005	0.62178	40.62093	3156.581
8621	8985	45	0.22955	10	3	3.00	8	0	18582	0.33882	0.61964	40.64997	4265.498
8621	23288	25	0.09748	10	5	1.00	0	0	1828	0.23903	0.22210	24.46953	178.1934
8622	183	25	0.15449	2	10	1.00	5	3	267	0.37112	0.00454	24.97730	41.24883
8622	8620	30	0.13132	10	5	1.00	5	3	3632	0.27765	0.44126	28.37879	476.9542
8622	8624	30	0.07987	10	5	1.00	5	3	3753	0.16938	0.45590	28.29444	299.7521
8623	3767	30	0.08380	10	5	1.00	0	3	5748	0.19121	0.69831	26.29583	481.6824
8623	7359	30	0.18179	10	5	1.00	0	3	5347	0.40673	0.64954	26.81695	972.0311
8624	8622	30	0.07987	10	5	1.00	5	3	3896	0.17000	0.47321	28.19069	311.1735
8624	8626	30	0.25466	10	5	1.00	5	3	4274	0.54780	0.51919	27.89264	1088.417
8624	8630	30	0.11858	10	5	1.00	5	3	746	0.23891	0.09060	29.77955	88.46068
8625	929	25	0.08951	2	10	1.00	0	3	615	0.21528	0.01046	24.94782	55.04865
8625	3767	30	0.25172	10	5	1.00	0	3	6191	0.58955	0.75205	25.61772	1558.399
8625	3769	40	0.18483	10	3	2.00	0	3	6943	0.28822	0.34730	38.47684	1283.275
8625	8627	40	0.19790	10	3	2.00	0	3	12377	0.32856	0.61908	36.14010	2449.408
8626	179	25	0.09488	2	10	1.00	5	3	1425	0.22881	0.02424	24.87941	135.204
8626	184	25	0.16543	2	10	1.00	5	3	26	0.39707	0.00044	24.99779	4.30118
8626	8624	30	0.25466	10	5	1.00	5	3	4374	0.54947	0.53139	27.80746	1113.883
8626	9072	30	0.05691	10	5	1.00	5	3	4769	0.12442	0.57931	27.44487	271.4038
8627	8625	40	0.19790	10	3	2.00	0	3	12030	0.32671	0.60173	36.34413	2380.737
8627	8647	40	0.13511	10	3	2.00	0	3	12458	0.22462	0.62313	36.09100	1683.2
8627	8661	30	0.18361	10	5	1.00	0	3	60	0.36724	0.00734	29.99824	11.0166
8627	8679	30	0.12339	10	5	1.00	0	3	1214	0.25002	0.14745	29.61160	149.7955
8628	183	25	0.18514	2	10	1.00	5	3	487	0.44506	0.00828	24.95868	90.16318
8628	193	25	0.09012	2	10	1.00	5	3	0	0.21629	0.00000	25.00000	0
8628	8618	30	0.15686	10	5	1.00	5	3	3268	0.32889	0.39696	28.61723	512.6185
8628	9094	30	0.15855	10	5	1.00	5	3	3768	0.33634	0.45772	28.28374	597.4164
8629	207	25	0.15246	2	10	1.00	7	3	498	0.36653	0.00846	24.95776	75.92508
8629	8643	35	0.25936	10	4	1.00	7	3	890	0.44808	0.09460	34.72964	230.8304
8629	8645	35	0.21740	10	4	1.00	7	3	569	0.37441	0.06047	34.83918	123.7006
8630	180	25	0.12309	2	10	1.00	5	3	314	0.29572	0.00534	24.97335	38.65026
8630	182	25	0.14384	2	10	1.00	5	3	775	0.34612	0.01318	24.93429	111.476
8630	8624	30	0.11858	10	5	1.00	5	3	788	0.23902	0.09571	29.76510	93.44104
8630	8632	30	0.20393	10	5	1.00	5	3	451	0.40953	0.05481	29.87721	91.97243
8631	318	25	0.21085	2	10	1.00	7	3	786	0.50738	0.01337	24.93331	165.7281
8631	8601	25	0.33343	10	5	1.00	7	3	930	0.80790	0.11301	24.76276	310.0899
8631	8633	25	0.53944	10	5	1.00	7	3	334	1.29836	0.04058	24.92873	180.173
8632	5506	45	0.06694	10	3	2.00	5	3	13334	0.10052	0.66699	39.95929	892.578
8632	8630	30	0.20393	10	5	1.00	5	3	476	0.40964	0.05786	29.86913	97.07068
8632	8634	45	0.11569	10	3	2.00	5	3	13505	0.17431	0.67553	39.82367	1562.393
8633	317	25	0.18745	2	10	1.00	7	3	596	0.45078	0.01013	24.94944	111.7202
8633	8631	25	0.53944	10	5	1.00	7	3	336	1.29839	0.04084	24.92816	181.2518
8633	8635	25	0.63835	10	5	1.00	7	3	364	1.53691	0.04424	24.92081	232.3594
8633	8645	30	0.35531	10	5	1.00	7	3	222	0.71183	0.02694	29.94939	78.87882
8634	180	25	0.18746	2	10	1.00	5	3	475	0.45064	0.00808	24.95967	89.0435
8634	8632	45	0.11569	10	3	2.00	5	3	13790	0.17534	0.68976	39.58956	1595.365
8634	8636	45	0.10140	10	3	2.00	5	3	13782	0.15365	0.68939	39.59585	1397.495
8635	314	25	0.14087	2	10	1.00	7	3	957	0.33919	0.01627	24.91892	134.8126
8635	8633	25	0.63835	10	5	1.00	7	3	362	1.53687	0.04396	24.92142	231.0827
8635	8649	25	0.20792	10	5	1.00	7	3	1163	0.50524	0.14126	24.69224	241.811
8636	8634	45	0.10140	10	3	2.00	5	3	14088	0.15468	0.70468	39.33236	1428.523
8636	8638	45	0.08996	10	3	2.00	5	3	14837	0.13974	0.74216	38.62792	1334.737
8636	8694	30	0.07283	10	5	1.00	5	3	1479	0.14808	0.17970	29.50854	107.7156
8637	319	25	0.07296	2	10	1.00	7	3	1252	0.17586	0.02129	24.89400	91.34592
8637	8639	35	0.21051	10	4	1.00	7	3	1776	0.36726	0.18877	34.39151	373.8658
8637	8643	35	0.28705	10	4	1.00	7	3	1980	0.50206	0.21042	34.30533	568.359
8638	179	25	0.19395	2	10	1.00	5	3	637	0.46649	0.01083	24.94596	123.5462
8638	8636	45	0.08996	10	3	2.00	5	3	15201	0.14111	0.76035	38.25246	1367.482
8638	9070	45	0.09068	10	3	2.00	5	3	14200	0.13868	0.71030	39.23223	1287.656
8639	8637	35	0.21051	10	4	1.00	7	3	1724	0.36703	0.18320	34.41317	362.9192
8639	8641	35	0.44347	10	4	1.00	7	3	1776	0.77369	0.18877	34.39151	787.6027
8640	8612	40	0.05850	10	3	2.00	5	3	11656	0.09603	0.58303	36.55290	681.876
8640	8642	40	0.21376	10	3	2.00	5	3	11225	0.34871	0.56147	36.78047	2399.456
8641	8601	45	0.25195	10	3	2.00	7	3	19259	0.47551	0.96332	31.79125	4852.305
8641	8639	35	0.44347	10	4	1.00	7	3	1724	0.77320	0.18320	34.41317	764.5423
8641	8669	45	0.55896	10	3	2.00	7	3	17339	0.94555	0.86732	35.46895	9691.807
8642	195	25	0.12584	2	10	1.00	5	3	1058	0.30310	0.01800	24.91034	133.1387
8642	6005	30	0.03042	10	5	1.00	5	3	374	0.06104	0.04546	29.90181	11.37708
8642	8640	40	0.21376	10	3	2.00	5	3	11656	0.35088	0.58303	36.55290	2491.587
8642	8644	40	0.18334	10	3	2.00	5	3	11385	0.29976	0.56950	36.69732	2087.326
8643	8629	35	0.25936	10	4	1.00	7	3	891	0.44808	0.09468	34.72937	231.0898
8643	8637	35	0.28705	10	4	1.00	7	3	2032	0.50239	0.21600	34.28255	583.2856
8643	8653	35	0.20573	10	4	1.00	7	3	2989	0.36497	0.31770	33.82065	614.927
8643	8675	25	0.28673	10	5	1.00	7	3	1175	0.69683	0.14271	24.68852	336.9078
8644	8642	40	0.18334	10	3	2.00	5	3	11815	0.30166	0.59098	36.46550	2166.162

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8644	8646	40	0.18060	10	3	2.00	5	3	11909	0.29759	0.59571	36.41250	2150.765
8644	8968	40	0.10304	10	3	2.00	5	3	6964	0.16071	0.34836	38.47036	717.5706
8644	8998	45	0.09359	10	3	2.00	5	3	9857	0.13339	0.49306	42.09940	922.5166
8645	8629	35	0.21740	10	4	1.00	7	3	568	0.37441	0.06039	34.83944	123.4832
8645	8633	30	0.35531	10	5	1.00	7	3	226	0.71186	0.02748	29.94802	80.30006
8645	8677	35	0.36012	10	4	1.00	7	3	357	0.61897	0.03792	34.90822	128.5628
8646	167	25	0.14670	2	10	1.00	5	3	126	0.35222	0.00214	24.98931	18.4842
8646	8644	40	0.18060	10	3	2.00	5	3	12259	0.29925	0.61319	36.21056	2213.975
8646	8647	40	0.37341	10	3	2.00	5	3	12039	0.61654	0.60219	36.33878	4495.483
8647	168	25	0.36069	2	10	1.00	5	3	189	0.86622	0.00322	24.98392	68.17041
8647	169	25	0.16274	2	10	1.00	5	3	542	0.39130	0.00921	24.95403	88.20508
8647	8627	40	0.13511	10	3	2.00	0	3	12110	0.22334	0.60573	36.29796	1636.182
8647	8646	40	0.37341	10	3	2.00	5	3	12385	0.62001	0.61948	36.13533	4624.683
8648	932	20	0.10354	2	10	1.00	0	3	61	0.31070	0.00104	19.99584	6.31594
8648	8661	30	0.15133	10	5	1.00	0	3	62	0.30268	0.00755	29.99773	9.38246
8649	8635	25	0.20792	10	5	1.00	7	3	1161	0.50522	0.14098	24.69295	241.3951
8649	8657	35	0.20668	10	4	1.00	7	3	2246	0.36272	0.23871	34.18725	464.2033
8649	8671	25	0.47344	10	5	1.00	7	3	1095	1.14944	0.13305	24.71309	518.4168
8649	8677	35	0.45929	10	4	1.00	7	3	353	0.78940	0.03757	34.90930	162.1294
8650	150	25	0.06351	2	10	1.00	5	3	384	0.15263	0.00652	24.96743	24.38784
8650	8652	25	0.16071	10	5	1.00	1	3	4705	0.42067	0.57154	22.92243	756.1406
8650	9062	25	0.18182	10	5	2.00	5	3	5249	0.45166	0.31884	24.15350	954.3732
8651	8656	45	0.30630	10	3	3.00	8	3	30528	0.63314	1.01800	29.02721	9350.726
8651	8667	45	0.12194	10	3	2.00	7	3	14771	0.18908	0.73887	38.69341	1801.176
8651	8669	45	0.12310	10	3	2.00	7	3	19162	0.23073	0.95849	32.01033	2358.842
8651	9340	45	0.19986	10	3	2.00	7	3	16842	0.33109	0.84246	36.21828	3366.042
8652	8650	25	0.16071	10	5	1.00	5	3	5164	0.42810	0.62731	22.52484	829.9064
8652	8654	25	0.12828	10	5	1.00	1	3	5668	0.34976	0.68857	22.00526	727.091
8652	8684	30	0.36931	10	5	1.00	1	3	1661	0.75281	0.20174	29.43455	613.4239
8652	9566	25	0.02562	10	5	1.00	1	3	697	0.06192	0.08467	24.83010	17.85714
8653	8643	35	0.20573	10	4	1.00	7	3	3051	0.36533	0.32429	33.78732	627.6822
8653	8665	45	0.29615	10	3	2.00	7	3	16277	0.48039	0.81420	36.98846	4820.434
8653	8667	45	0.61277	10	3	2.00	7	3	13806	0.92901	0.69057	39.57599	8459.903
8653	24904	35	0.19190	10	4	1.00	7	3	4543	0.35083	0.48288	32.81931	871.8017
8654	9	25	0.12051	2	10	1.00	1	3	434	0.28966	0.00738	24.96317	52.30134
8654	8652	25	0.12828	10	5	1.00	1	3	6035	0.35701	0.73317	21.55832	774.1698
8654	8662	25	0.05175	10	5	1.00	1	3	5656	0.14101	0.68711	22.01883	292.698
8655	3765	40	0.10916	10	5	1.00	0	0	1117	0.16568	0.13564	39.53046	121.9317
8655	8621	45	0.16929	10	3	3.00	8	0	17608	0.24731	0.58716	41.07113	2980.858
8655	8656	45	0.27261	10	3	3.00	8	0	18553	0.40225	0.61867	40.66322	5057.733
8656	7359	30	0.09945	10	5	1.00	0	3	5748	0.22692	0.69831	26.29583	571.6386
8656	8651	45	0.30630	10	3	3.00	8	3	30588	0.63558	1.02001	28.91565	9369.104
8656	8655	45	0.27261	10	3	3.00	8	0	17510	0.39787	0.58391	41.11119	4773.401
8656	9610	35	0.14713	10	4	2.00	7	0	8541	0.26732	0.45390	33.02380	1256.637
8657	3747	45	0.34205	10	3	3.00	0	3	27092	0.59932	0.90342	34.24394	9266.819
8657	8649	35	0.20668	10	4	1.00	7	3	2238	0.36269	0.23792	34.19061	462.5498
8657	8659	45	0.10804	10	3	3.00	0	3	26086	0.18318	0.86987	35.38791	2818.331
8658	8663	45	0.36705	10	3	3.00	7	3	23511	0.58374	0.78402	37.72687	8629.713
8658	9357	45	0.35278	10	3	3.00	7	3	17931	0.51708	0.59793	40.93578	6325.698
8658	9389	45	0.17048	10	3	2.00	7	3	16419	0.27794	0.82130	36.80246	2799.111
8658	9585	45	0.20715	9	3	2.00	100	3	14235	0.31706	0.71203	39.20100	2948.78
8659	8657	45	0.10804	10	3	3.00	0	3	26071	0.18310	0.86938	35.40363	2816.711
8659	8663	45	0.16943	10	3	3.00	7	3	26086	0.28727	0.86987	35.38791	4419.751
8660	3737	35	0.17800	10	5	1.00	0	3	5462	0.34317	0.66351	31.12160	972.236
8660	3747	45	0.40090	10	3	3.00	0	3	32032	0.92286	1.06816	26.06470	12841.63
8660	3751	45	0.19512	10	3	3.00	0	3	30885	0.41283	1.02990	28.35787	6026.281
8660	8613	35	0.20667	10	5	1.00	0	3	1497	0.36029	0.18186	34.41832	309.385
8661	929	25	0.09928	2	10	1.00	0	3	1	0.23827	0.00001	24.99993	0.09928
8661	8627	30	0.18361	10	5	1.00	0	3	61	0.36725	0.00745	29.99797	11.20021
8661	8648	30	0.15133	10	5	1.00	0	3	61	0.30267	0.00744	29.99800	9.23113
8662	8654	25	0.05175	10	5	1.00	1	3	5930	0.14312	0.72040	21.69310	306.8775
8662	8664	25	0.08229	10	5	1.00	1	3	5843	0.22649	0.70982	21.80052	480.8205
8662	8672	30	0.15876	10	5	1.00	1	3	3021	0.33114	0.36694	28.76567	479.614
8663	1107	20	0.24058	2	10	1.00	7	3	2594	0.72811	0.04412	19.82508	624.0645
8663	8658	45	0.36705	10	3	3.00	7	3	23492	0.58351	0.78336	37.74193	8622.739
8663	8659	45	0.16943	10	3	3.00	7	3	26071	0.28714	0.86938	35.40363	4417.21
8664	8662	25	0.08229	10	5	1.00	1	3	6691	0.24004	0.81277	20.56964	550.6024
8664	8666	25	0.10916	10	5	1.00	1	3	5504	0.29521	0.66856	22.18590	600.8166
8664	8692	30	0.20077	10	5	1.00	1	3	358	0.40278	0.04348	29.90696	71.87566
8665	8653	45	0.29615	10	3	2.00	7	3	16263	0.48016	0.81349	37.00667	4816.287
8665	9368	45	0.18912	10	3	2.00	7	3	16277	0.30678	0.81420	36.98846	3078.306
8666	8	25	0.12820	2	10	1.00	1	3	669	0.30838	0.01137	24.94326	85.7658
8666	8664	25	0.10916	10	5	1.00	1	3	6298	0.30901	0.76508	21.19497	687.4897
8666	8668	25	0.06318	10	5	1.00	1	3	5705	0.17260	0.69298	21.96393	360.4419
8667	205	25	0.10817	2	10	1.00	7	3	1377	0.26082	0.02342	24.88343	148.9501
8667	8651	45	0.12194	10	3	2.00	7	3	13806	0.18486	0.69057	39.57599	1683.504
8667	8653	45	0.61277	10	3	2.00	7	3	13964	0.93220	0.69849	39.44051	8556.72
8668	37	25	0.21623	2	10	1.00	1	3	724	0.52023	0.01231	24.93858	156.5505
8668	8666	25	0.06318	10	5	1.00	1	3	6469	0.18107	0.78586	20.93559	408.7114
8668	8670	25	0.21799	10	5	1.00	1	3	5889	0.60151	0.71540	21.74435	1283.743
8669	205	25	0.11747	2	10	1.00	7	3	420	0.28233	0.00715	24.96429	49.3374
8669	926	25	0.07228	2	10	1.00	7	3	3040	0.17527	0.05169	24.74418	219.7312
8669	8641	45	0.55896	10	3	2.00	7	3	17536	0.95405	0.87713	35.15281	9801.923

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8669	8651	45	0.12310	10	3	2.00	7	3	19773	0.24172	0.98905	30.55513	2434.056
8670	7	25	0.15682	2	10	1.00	1	3	653	0.37721	0.01111	24.94459	102.4035
8670	36	25	0.11679	2	10	1.00	1	3	1246	0.28148	0.02118	24.89453	145.5203
8670	8668	25	0.21799	10	5	1.00	1	3	7166	0.66565	0.87046	19.64939	1562.116
8670	9024	25	0.17615	10	5	1.00	1	3	6908	0.52387	0.83911	20.17435	1216.844
8671	313	25	0.07796	2	10	1.00	7	3	901	0.18769	0.01531	24.92366	70.24196
8671	8649	25	0.47344	10	5	1.00	7	3	1104	1.14957	0.13412	24.71040	522.6778
8671	8673	25	0.33787	10	5	1.00	7	3	803	0.81743	0.09749	24.80004	271.3096
8672	37	25	0.20473	2	10	1.00	1	3	1053	0.49312	0.01790	24.91082	215.5807
8672	39	25	0.19352	2	10	1.00	1	3	434	0.46512	0.00739	24.96311	83.98768
8672	8662	30	0.15876	10	5	1.00	1	3	2447	0.32761	0.29727	29.07524	388.4857
8672	8674	30	0.17255	10	5	1.00	1	3	2744	0.35797	0.33328	28.92092	473.4772
8673	315	25	0.06120	2	10	1.00	7	3	1058	0.14742	0.01799	24.91038	64.7496
8673	8671	25	0.33787	10	5	1.00	7	3	811	0.81751	0.09855	24.79751	274.0126
8673	8675	25	0.33703	10	5	1.00	7	3	941	0.81672	0.11436	24.75947	317.1452
8674	38	25	0.13166	2	10	1.00	1	3	1142	0.31722	0.01942	24.90330	150.3557
8674	8672	30	0.17255	10	5	1.00	1	3	2341	0.35543	0.28439	29.12772	403.9396
8674	9014	30	0.21056	10	5	1.00	1	3	2266	0.43319	0.27522	29.16428	477.129
8674	9569	30	0.00189	10	5	1.00	5	3	1245	0.00384	0.15127	29.59969	2.35305
8675	316	25	0.11957	2	10	1.00	7	3	353	0.28731	0.00601	24.97001	42.20821
8675	8643	25	0.28673	10	5	1.00	7	3	1166	0.69675	0.14165	24.69125	334.3272
8675	8673	25	0.33703	10	5	1.00	7	3	950	0.81681	0.11542	24.75686	320.1785
8676	152	25	0.18098	2	10	1.00	5	3	519	0.43513	0.00883	24.95595	93.92862
8676	5960	45	0.13017	10	3	2.00	5	3	13643	0.19667	0.68241	39.71178	1775.909
8676	8678	45	0.17220	10	3	2.00	5	3	13084	0.25732	0.65445	40.15192	2253.065
8677	315	25	0.59157	2	10	1.00	7	3	7	1.41979	0.00012	24.99940	4.14099
8677	8645	35	0.36012	10	4	1.00	7	3	360	0.61899	0.03831	34.90705	129.6432
8677	8649	35	0.45929	10	4	1.00	7	3	350	0.78937	0.03717	34.91048	160.7515
8678	8676	45	0.17220	10	3	2.00	5	3	13113	0.25747	0.65592	40.12973	2258.059
8678	8680	45	0.21231	10	3	2.00	5	3	14390	0.32614	0.71981	39.05845	3055.141
8678	8684	30	0.13591	10	5	1.00	5	3	2285	0.27971	0.27762	29.15479	310.5544
8678	9568	30	0.04972	10	5	1.00	5	3	1274	0.10082	0.15472	29.58888	63.34328
8679	928	25	0.11750	2	10	1.00	0	3	1214	0.28317	0.02064	24.89721	142.645
8679	8627	30	0.12339	10	5	1.00	0	3	1214	0.25002	0.14745	29.61160	149.7955
8680	153	25	0.13249	2	10	1.00	5	3	792	0.31884	0.01348	24.93280	104.9321
8680	172	25	0.16847	2	10	1.00	5	3	495	0.40502	0.00841	24.95800	83.39265
8680	8678	45	0.21231	10	3	2.00	5	3	14575	0.32760	0.72902	38.88498	3094.418
8680	8682	45	0.23021	10	3	2.00	5	3	14183	0.35193	0.70943	39.24780	3265.068
8682	170	25	0.09203	2	10	1.00	5	3	224	0.22103	0.00381	24.98094	20.61472
8682	171	25	0.10106	2	10	1.00	5	3	172	0.24270	0.00293	24.98535	17.38232
8682	8680	45	0.23021	10	3	2.00	5	3	14370	0.35346	0.71878	39.07751	3308.118
8682	9032	45	0.07983	10	3	2.00	5	3	14214	0.12212	0.71098	39.22005	1134.704
8684	152	25	0.11461	2	10	1.00	5	3	559	0.27559	0.00950	24.95258	64.06699
8684	8652	30	0.36931	10	5	1.00	5	3	1786	0.75416	0.21693	29.38176	659.5877
8684	8678	30	0.13591	10	5	1.00	5	3	2150	0.27909	0.26113	29.21913	292.2065
8686	10	25	0.12673	2	10	1.00	1	3	1258	0.30545	0.02139	24.89348	159.4263
8686	8688	30	0.11479	10	5	1.00	1	3	1090	0.23223	0.13247	29.65747	125.1211
8686	9028	30	0.20117	10	5	1.00	1	3	1643	0.40997	0.19964	29.44173	330.5223
8688	7	25	0.09988	2	10	1.00	1	3	579	0.24019	0.00984	24.95090	57.83052
8688	8686	30	0.11479	10	5	1.00	1	3	846	0.23155	0.10282	29.74482	97.11234
8688	8690	30	0.33089	10	5	1.00	1	3	791	0.66703	0.09609	29.76402	261.734
8690	8688	30	0.33089	10	5	1.00	1	3	615	0.66570	0.07471	29.82364	203.4974
8690	8692	30	0.05202	10	5	1.00	1	3	791	0.10486	0.09609	29.76402	41.14782
8692	8	25	0.14814	2	10	1.00	1	3	166	0.35575	0.00282	24.98589	24.59124
8692	9	25	0.15551	2	10	1.00	1	3	224	0.37350	0.00380	24.98100	34.83424
8692	8664	30	0.20077	10	5	1.00	1	3	411	0.40301	0.04991	29.89015	82.51647
8692	8690	30	0.05202	10	5	1.00	1	3	615	0.10465	0.07471	29.82364	31.9923
8694	157	25	0.07804	2	10	1.00	5	3	684	0.18773	0.01163	24.94198	53.37936
8694	158	25	0.11984	2	10	1.00	5	3	339	0.28794	0.00577	24.97120	40.62576
8694	8636	30	0.07283	10	5	1.00	5	3	1421	0.14796	0.17267	29.53152	103.4914
8694	8696	30	0.35838	10	5	1.00	5	3	714	0.72180	0.08679	29.79022	255.8833
8696	156	25	0.14023	2	10	1.00	5	3	462	0.33708	0.00786	24.96074	64.78626
8696	159	25	0.10894	2	10	1.00	5	3	242	0.26168	0.00411	24.97948	26.36348
8696	8694	30	0.35838	10	5	1.00	5	3	660	0.72135	0.08015	29.80867	236.5308
8696	8698	30	0.17931	10	5	1.00	5	3	485	0.36023	0.05891	29.86631	86.96535
8698	8696	30	0.17931	10	5	1.00	5	3	470	0.36017	0.05709	29.87117	84.2757
8698	8700	30	0.11098	9	5	1.00	100	0	257	0.22242	0.03116	29.93866	28.52186
8698	8702	45	0.13585	10	3	2.00	5	3	13200	0.20345	0.66025	40.06374	1793.22
8698	8982	45	0.12634	10	3	2.00	5	3	13196	0.18919	0.66004	40.06692	1667.183
8700	8698	30	0.11098	9	5	1.00	100	0	163	0.22221	0.01984	29.96726	18.08974
8702	54	25	0.12516	1	10	1.00	100	0	1544	0.30195	0.02626	24.86941	193.247
8702	156	25	0.18939	2	10	1.00	5	3	575	0.45543	0.00979	24.95116	108.8993
8702	8698	45	0.13585	10	3	2.00	5	3	13223	0.20354	0.66140	40.04601	1796.345
8702	8704	45	0.12060	10	3	2.00	5	3	13686	0.18237	0.68457	39.67614	1650.532
8704	8702	45	0.12060	10	3	2.00	5	3	13670	0.18231	0.68380	39.68896	1648.602
8704	8706	45	0.06496	10	3	2.00	1	3	13634	0.09813	0.68198	39.71880	885.6646
8704	8714	30	0.15876	10	5	1.00	1	0	647	0.31951	0.07856	29.81305	102.7177
8706	155	25	0.03693	2	10	1.00	5	3	58	0.08865	0.00098	24.99508	2.14194
8706	8704	45	0.06496	10	3	2.00	5	3	13660	0.09818	0.68325	39.69795	887.3536
8706	8708	45	0.10909	10	3	2.00	1	3	13653	0.16486	0.68293	39.70324	1489.406
8708	44	25	0.08224	2	10	1.00	1	3	1760	0.19856	0.02994	24.85122	144.7424
8708	154	25	0.11294	2	10	1.00	5	3	416	0.27145	0.00707	24.96469	46.98304
8708	8706	45	0.10909	10	3	2.00	5	3	13678	0.16495	0.68420	39.68233	1492.133

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8708	9062	45	0.06496	10	3	2.00	1	3	13524	0.09791	0.67649	39.80819	878.519
8714	45	25	0.12244	2	10	1.00	1	0	140	0.29399	0.00239	24.98807	17.1416
8714	54	25	0.13617	1	10	1.00	100	0	602	0.32747	0.01024	24.94889	81.97434
8714	8704	30	0.15876	10	5	1.00	1	0	606	0.31936	0.07360	29.82666	96.20856
8714	9006	30	0.39205	10	5	1.00	1	0	1178	0.79402	0.14310	29.62503	461.8349
8716	11	25	0.03278	2	10	1.00	1	3	2925	0.07947	0.04975	24.75370	95.8815
8716	8718	25	0.14332	10	5	1.00	1	3	2067	0.35270	0.25111	24.38103	296.2424
8716	9024	25	0.14181	10	5	1.00	1	3	6156	0.39766	0.74784	21.39621	872.9824
8718	8716	25	0.14332	10	5	1.00	1	3	4724	0.37540	0.57391	22.90678	677.0437
8718	8720	25	0.23545	10	5	1.00	1	3	8883	1.00182	1.07902	14.10117	2091.502
8718	9028	25	0.28674	10	5	1.00	1	3	5341	0.76964	0.64880	22.35351	1531.478
8720	15	25	0.17001	2	10	1.00	1	3	1483	0.41008	0.02522	24.87454	252.1248
8720	8718	25	0.23545	10	5	1.00	1	3	10049	1.51957	1.22069	9.29659	2366.037
8720	8822	30	0.07197	10	5	1.00	1	3	9892	0.36479	1.20163	11.83796	711.9272
8720	8864	30	0.35513	10	5	1.00	1	3	2368	0.73186	0.28772	29.11431	840.9478
8720	8878	25	0.37356	10	5	1.00	1	3	1583	0.91278	0.19233	24.55543	591.3455
8722	8724	33	0.17740	10	5	1.00	1	3	1747	0.32915	0.21226	32.33797	309.9178
8722	8864	30	0.15418	10	5	1.00	1	3	1573	0.31390	0.19110	29.47065	242.5251
8723	330	25	0.23545	2	10	1.00	1	3	3529	0.57186	0.06002	24.70348	830.9031
8723	332	25	0.08392	2	10	1.00	1	3	7575	0.20660	0.12883	24.37203	635.694
8723	8725	40	0.26344	10	3	2.00	0	0	14845	0.46045	0.74255	34.32893	3910.767
8723	9087	40	0.18389	10	3	2.00	0	0	20037	0.41544	1.00223	26.55765	3684.604
8724	8722	33	0.17740	10	5	1.00	1	3	1573	0.32834	0.19110	32.41772	279.0502
8724	8726	33	0.08300	10	5	1.00	1	3	1747	0.15401	0.21226	32.33797	145.001
8725	8723	40	0.26344	10	3	2.00	0	0	13115	0.44314	0.65604	35.66932	3455.016
8725	16067	40	0.25427	10	3	2.00	0	0	14845	0.44442	0.74255	34.32893	3774.638
8726	18	25	0.07083	2	10	1.00	1	3	1044	0.17060	0.01776	24.91152	73.94652
8726	8724	33	0.08300	10	5	1.00	1	3	1573	0.15363	0.19110	32.41772	130.559
8726	8728	33	0.16897	10	5	1.00	1	3	1869	0.31407	0.22707	32.28022	315.8049
8728	19	25	0.26141	2	10	1.00	1	3	93	0.62757	0.00158	24.99210	24.31113
8728	8726	33	0.16897	10	5	1.00	1	3	1695	0.31328	0.20591	32.36221	286.4042
8728	8730	30	0.12897	10	5	1.00	1	3	1776	0.26333	0.21579	29.38576	229.0507
8730	8728	30	0.12897	10	5	1.00	1	3	1597	0.26266	0.19394	29.46108	205.9651
8730	8732	32	0.21236	10	5	1.00	1	3	3793	0.42261	0.46076	30.15014	805.4815
8730	8866	32	0.17425	10	5	1.00	1	3	3938	0.34809	0.47842	30.03587	686.1965
8732	21	25	0.12414	2	10	1.00	1	3	778	0.29873	0.01324	24.93398	96.58092
8732	8730	32	0.21236	10	5	1.00	1	3	3562	0.42022	0.43269	30.32196	756.4263
8732	8734	35	0.48343	10	5	1.00	1	3	3615	0.87570	0.43913	33.12266	1747.599
8734	22	25	0.07920	2	10	1.00	1	3	612	0.19047	0.01041	24.94804	48.4704
8734	8732	35	0.48343	10	5	1.00	1	3	3384	0.87101	0.41106	33.30126	1635.927
8734	8736	35	0.41762	10	5	1.00	1	3	3670	0.75752	0.44582	33.07830	1532.665
8736	23	25	0.15839	2	10	1.00	1	3	950	0.38136	0.01615	24.91951	150.4705
8736	8734	35	0.41762	10	5	1.00	1	3	3439	0.75338	0.41776	33.25972	1436.195
8736	9040	30	0.07712	10	5	1.00	1	3	4283	0.16594	0.52028	27.88510	330.305
8738	178	25	0.01345	2	10	1.00	5	3	1785	0.03247	0.03035	24.84915	24.00825
8738	8740	35	0.22741	10	2	3.00	1	3	33012	0.53173	0.93571	25.66078	7507.259
8738	9082	35	0.19697	10	3	3.00	1	3	33160	0.64207	1.10578	18.40627	6531.525
8740	320	25	0.12796	2	10	1.00	1	3	57	0.30717	0.00097	24.99516	7.29372
8740	321	25	0.15277	2	10	1.00	1	3	1351	0.36833	0.02298	24.88563	206.3923
8740	8738	35	0.22741	10	2	3.00	1	3	33109	0.53358	0.93846	25.57200	7529.318
8740	9044	35	0.07174	10	3	3.00	1	3	31786	0.20827	1.05997	20.66706	2280.328
8742	218	25	0.02867	2	10	1.00	4	3	983	0.06905	0.01672	24.91666	28.18261
8742	8744	45	0.30329	10	3	3.00	4	3	28685	0.56694	0.95655	32.09753	8699.874
8742	9044	45	0.27180	10	3	3.00	4	3	27248	0.47891	0.90864	34.05220	7406.006
8744	219	25	0.08025	2	10	1.00	4	3	641	0.19302	0.01090	24.94562	51.44025
8744	5532	30	0.20849	10	5	1.00	4	3	820	0.42042	0.09960	29.75402	170.9618
8744	8742	45	0.30329	10	3	3.00	4	3	27264	0.53470	0.90917	34.03268	8268.899
8744	8746	45	0.18630	10	3	3.00	4	3	28951	0.35267	0.96542	31.69458	5393.571
8744	8890	30	0.27047	10	5	1.00	4	3	1449	0.54973	0.17597	29.52075	391.911
8746	216	25	0.09852	2	10	1.00	4	3	588	0.23691	0.01001	24.95008	57.92976
8746	8744	45	0.18630	10	3	3.00	4	3	27008	0.32545	0.90061	34.34564	5031.59
8746	8748	45	0.19060	10	3	3.00	4	3	28363	0.35115	0.94580	32.56789	5405.988
8748	5524	45	0.09655	10	3	3.00	4	3	20262	0.14547	0.67567	39.82147	1956.296
8748	5648	45	0.07437	10	3	3.00	4	3	30990	0.15849	1.03342	28.15538	2304.726
8748	5958	45	0.06795	10	3	3.00	4	3	34251	0.19120	1.14215	21.32295	2327.355
8748	8746	45	0.19060	10	3	3.00	4	3	26396	0.32627	0.88021	35.05120	5031.078
8750	5958	45	0.11561	10	3	3.00	4	3	35816	0.38189	1.19436	18.16433	4140.688
8750	8752	45	0.21540	10	3	3.00	4	3	26613	0.37131	0.88745	34.80730	5732.44
8750	8892	30	0.17775	10	5	1.00	4	3	10277	1.04098	1.24844	10.24522	1826.737
8752	5662	45	0.12310	10	3	3.00	4	3	26613	0.21219	0.88745	34.80730	3276.06
8752	8750	45	0.21540	10	3	3.00	4	3	27402	0.38170	0.91378	33.85970	5902.391
8754	1297	25	0.09075	2	10	1.00	4	3	579	0.21823	0.00985	24.95082	52.54425
8754	5662	45	0.19593	10	3	3.00	4	3	27538	0.34897	0.91829	33.68711	5395.52
8754	9801	30	0.05704	10	5	1.00	4	3	12733	0.68362	1.54675	5.00614	726.2903
8754	9802	45	0.05652	10	3	4.00	4	3	35498	0.09747	0.88781	34.79499	2006.347
8758	226	25	0.15314	2	10	1.00	4	3	764	0.36848	0.01299	24.93521	116.999
8758	234	25	0.22142	2	10	1.00	4	3	4975	0.54041	0.08461	24.58400	1101.565
8758	8762	45	0.12697	10	3	4.00	4	3	30802	0.20029	0.77037	38.03529	3910.93
8758	9802	45	0.14703	10	3	4.00	4	3	36469	0.26005	0.91208	33.92365	5362.037
8760	234	25	0.19716	2	10	1.00	4	3	8206	0.48639	0.13956	24.32113	1617.895
8760	5954	30	0.14085	10	5	1.00	4	3	5180	0.31286	0.62923	27.01194	729.603
8760	8761	45	0.16240	10	3	4.00	4	3	38820	0.30994	0.97090	31.43910	6304.368
8760	8762	45	0.11945	10	3	4.00	4	3	31460	0.19030	0.78681	37.66180	3757.897

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8761	229	25	0.10892	2	10	1.00	4	3	884	0.26219	0.01503	24.92508	96.28528
8761	8760	45	0.16240	10	3	4.00	4	3	38683	0.30836	0.96746	31.60003	6282.119
8761	8833	45	0.08590	10	3	4.00	4	3	40056	0.17237	1.00179	29.90056	3440.81
8762	228	25	0.18209	2	10	1.00	4	3	764	0.43816	0.01300	24.93518	139.1168
8762	8758	45	0.12697	10	3	4.00	4	3	31460	0.20228	0.78681	37.66180	3994.476
8762	8760	45	0.11945	10	3	4.00	4	3	30090	0.18656	0.75256	38.41619	3594.251
8765	230	25	0.15563	2	10	1.00	4	3	0	0.37351	0.00000	25.00000	0
8765	1296	25	0.05999	2	10	1.00	4	3	525	0.14424	0.00893	24.95543	31.49475
8765	7150	45	0.29414	10	3	3.00	4	3	37812	1.19229	1.26090	14.80229	11122.02
8765	8833	45	0.22486	10	3	4.00	4	3	35073	0.38381	0.87717	35.15164	7886.515
8765	8898	30	0.29459	10	5	1.00	4	3	3312	0.61825	0.40236	28.58945	975.6821
8767	234	25	0.18775	2	10	1.00	4	3	6666	0.46081	0.11336	24.44575	1251.542
8767	8836	40	0.09761	10	3	3.00	4	3	30905	0.23267	1.03059	25.17183	3016.637
8767	8837	40	0.17409	10	3	3.00	4	3	34786	0.58162	1.15999	17.95944	6055.895
8768	7151	45	0.06371	10	3	3.00	4	3	35775	0.20954	1.19297	18.24279	2279.225
8768	8769	45	0.17027	10	3	4.00	0	3	44385	0.43682	1.11008	23.38720	7557.434
8768	8770	40	0.18941	10	3	2.00	3	3	13031	0.31811	0.65182	35.72567	2468.202
8768	8938	40	0.13236	10	3	2.00	3	3	11725	0.21749	0.58648	36.51522	1551.921
8769	877	20	0.04544	3	10	3.00	0	3	670	0.13643	0.00380	19.98481	30.4448
8769	5556	45	0.06686	10	3	4.00	0	3	43809	0.16495	1.09566	24.31871	2929.07
8769	8768	45	0.17027	10	3	4.00	0	3	39729	0.33690	0.99362	30.32358	6764.657
8770	271	25	0.02758	2	10	1.00	3	3	1148	0.06644	0.01952	24.90280	31.66184
8770	8768	40	0.18941	10	3	2.00	3	3	16687	0.35088	0.83470	32.38914	3160.685
8770	8772	40	0.18732	10	3	2.00	3	3	13364	0.31662	0.66847	35.49871	2503.344
8772	8770	40	0.18732	10	3	2.00	3	3	17020	0.35164	0.85135	31.96304	3188.186
8772	8903	40	0.02781	10	3	4.00	3	3	42732	0.07212	1.06873	23.13709	1188.377
8772	8904	40	0.16683	10	3	3.00	3	3	31366	0.41070	1.04597	24.37278	5232.79
8774	26	25	0.10324	2	10	1.00	1	3	411	0.24812	0.00699	24.96510	42.43164
8774	8776	40	0.17492	10	3	2.00	1	3	19040	0.36574	0.95237	28.69560	3330.477
8774	8900	40	0.08039	10	3	2.00	1	3	18133	0.15907	0.90701	30.32243	1457.712
8776	8774	40	0.17492	10	3	2.00	1	3	17800	0.34019	0.89037	30.85057	3113.576
8776	8778	35	0.10132	10	4	2.00	1	3	9300	0.18571	0.49426	32.73494	942.276
8776	8826	40	0.20326	10	3	2.00	1	3	18163	0.40285	0.90851	30.27311	3691.811
8778	26	25	0.12255	2	10	1.00	1	3	293	0.29442	0.00498	24.97514	35.90715
8778	8776	35	0.10132	10	4	2.00	1	3	8591	0.18419	0.45659	33.00544	870.4401
8778	8780	40	0.20563	10	3	2.00	1	3	21846	0.56637	1.09273	21.78381	4492.193
8778	8828	45	0.19016	10	2	2.00	1	3	26148	0.49010	1.11173	23.28030	4972.304
8780	78	25	0.04981	2	10	1.00	1	3	1673	0.12023	0.02845	24.85857	83.33213
8780	8778	40	0.20563	10	3	2.00	1	3	21085	0.51608	1.05469	23.90621	4335.709
8780	8936	40	0.09515	10	3	2.00	1	3	21980	0.26677	1.09944	21.39988	2091.397
8782	79	25	0.05113	2	10	1.00	1	3	3379	0.12413	0.05746	24.71595	172.7683
8782	8784	35	0.32960	10	3	2.00	1	3	14120	0.64691	0.70629	30.56973	4653.952
8782	8936	35	0.12008	10	3	2.00	1	3	14633	0.23856	0.73194	30.20023	1757.131
8784	55	25	0.06984	2	10	1.00	1	3	2209	0.16887	0.03756	24.81360	154.2766
8784	8782	35	0.32960	10	3	2.00	1	3	13733	0.64147	0.68691	30.82900	4526.397
8784	8786	35	0.14609	10	3	2.00	1	3	9730	0.26731	0.48670	32.79123	1421.456
8784	8862	22	0.17137	10	5	1.00	1	3	4105	0.50024	0.49869	20.55519	703.4739
8786	55	25	0.13143	2	10	1.00	1	3	2146	0.31774	0.03650	24.81883	282.0488
8786	56	25	0.07371	2	10	1.00	1	3	2171	0.17820	0.03693	24.81670	160.0244
8786	8784	35	0.14609	10	3	2.00	1	3	9979	0.26807	0.49917	32.69777	1457.832
8786	8788	35	0.11026	10	3	2.00	1	3	13103	0.21191	0.65542	31.21784	1444.737
8788	60	25	0.09089	2	10	1.00	1	3	1295	0.21909	0.02202	24.89037	117.7026
8788	8786	35	0.11026	10	3	2.00	1	3	13067	0.21177	0.65361	31.23910	1440.767
8788	8790	35	0.06508	10	3	2.00	1	3	17386	0.14185	0.86966	27.52922	1131.481
8788	8966	40	0.05742	10	3	2.00	1	3	27174	0.34404	1.35923	10.01339	1560.331
8790	62	25	0.16846	2	10	1.00	1	3	526	0.40502	0.00895	24.95535	88.60996
8790	8788	35	0.06508	10	3	2.00	1	3	20387	0.17354	1.01974	22.50161	1326.786
8790	8792	35	0.06117	10	3	2.00	1	3	17068	0.13150	0.85372	27.91253	1044.05
8792	8790	35	0.06117	10	3	2.00	1	3	20020	0.15773	1.00142	23.27104	1224.623
8792	8794	35	0.07190	10	3	2.00	1	3	15182	0.14492	0.75938	29.76786	1091.586
8792	8846	30	0.11289	10	4	1.00	1	3	2790	0.23295	0.29652	29.07835	314.9631
8794	61	25	0.06859	2	10	1.00	1	3	463	0.16487	0.00787	24.96073	31.75717
8794	5946	35	0.05655	10	3	2.00	1	3	9979	0.10376	0.49916	32.69785	564.3125
8794	8792	35	0.07190	10	3	2.00	1	3	13936	0.14055	0.69707	30.69513	1001.998
8794	9554	25	0.22404	10	4	1.00	1	3	5232	0.58390	0.55616	23.02157	1172.177
8796	63	25	0.18196	2	10	1.00	1	3	667	0.43769	0.01135	24.94337	121.3673
8796	1188	25	0.04916	2	10	1.00	1	3	678	0.11825	0.01152	24.94251	33.33048
8796	5946	35	0.05170	10	3	2.00	1	3	12206	0.09783	0.61052	31.71175	631.0502
8796	8798	35	0.13206	10	3	2.00	1	3	8131	0.23775	0.40672	33.32786	1073.78
8798	8796	35	0.13206	10	3	2.00	1	3	11578	0.24746	0.57914	32.02064	1528.991
8798	8800	35	0.11858	10	3	2.00	1	3	8519	0.21425	0.42611	33.20697	1010.183
8800	8798	35	0.11858	10	3	2.00	1	3	10594	0.21922	0.52989	32.45442	1256.237
8800	8802	35	0.21045	10	3	1.00	1	3	5526	0.39142	0.55279	32.25982	1162.947
8800	8860	25	0.15018	10	5	1.00	1	3	2995	0.37572	0.36388	23.98356	449.7891
8802	31	25	0.18056	2	10	1.00	1	3	1814	0.43602	0.03084	24.84673	327.5358
8802	8800	35	0.21045	10	3	1.00	1	3	5675	0.39304	0.56769	32.12666	1194.304
8802	8804	35	0.10892	10	3	1.00	1	3	9524	0.26041	0.95277	25.09520	1037.354
8802	8860	25	0.15567	10	5	1.00	1	3	5889	0.42954	0.71539	21.74440	916.7406
8804	5916	35	0.32195	10	4	1.00	1	3	8086	0.69544	0.85949	27.77646	2603.288
8804	8802	35	0.10892	10	3	1.00	1	3	10106	0.28570	1.01102	22.87357	1100.746
8804	8806	30	0.25436	10	3	1.00	1	3	9787	0.73738	0.97912	20.69732	2489.421
8804	8810	30	0.23798	10	3	1.00	1	3	8526	0.59644	0.85297	23.94012	2029.017
8806	31	25	0.14591	2	10	1.00	1	3	100	0.35031	0.00169	24.99154	14.591

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8806	32	25	0.04623	2	10	1.00	1	3	4881	0.11280	0.08302	24.59169	225.6486
8806	33	25	0.17174	2	10	1.00	1	3	83	0.41229	0.00142	24.99292	14.25442
8806	8804	30	0.25436	10	3	1.00	1	3	9948	0.75692	0.99516	20.16315	2530.373
8806	8808	30	0.27936	10	3	1.00	1	3	10167	0.86475	1.01713	19.38324	2840.253
8808	5918	35	0.25626	10	3	2.00	1	3	12887	0.49055	0.64459	31.34312	3302.423
8808	5922	23	0.23257	10	5	1.00	1	3	1791	0.61952	0.21757	22.52429	416.5329
8808	5938	25	0.03452	10	5	1.00	1	3	3193	0.08672	0.38784	23.88613	110.2224
8808	8806	30	0.27936	10	3	1.00	1	3	10323	0.89173	1.03273	18.79688	2883.833
8810	28	25	0.05791	2	10	1.00	1	3	5144	0.14141	0.08748	24.57011	297.889
8810	8804	30	0.23798	10	3	1.00	1	3	8328	0.58709	0.83311	24.32136	1981.897
8810	8812	30	0.17318	10	3	1.00	1	3	9061	0.45665	0.90650	22.75439	1569.184
8810	8860	20	0.07189	10	5	1.00	1	3	1925	0.22068	0.23380	19.54755	138.3883
8812	8810	30	0.17318	10	3	1.00	1	3	9407	0.47566	0.94110	21.84516	1629.104
8812	8816	30	0.18120	10	3	1.00	1	3	6040	0.39916	0.60425	27.23636	1094.448
8812	8852	25	0.06755	10	3	2.00	1	3	3532	0.16476	0.17665	24.59878	238.5866
8816	27	25	0.04277	2	10	1.00	1	3	2659	0.10358	0.04523	24.77589	113.7254
8816	8812	30	0.18120	10	3	1.00	1	3	5411	0.39197	0.54128	27.73637	980.4732
8816	8818	30	0.12046	10	3	2.00	1	3	10319	0.25893	0.51617	27.91329	1243.027
8816	8856	20	0.07447	10	5	1.00	1	3	4750	0.24406	0.57705	18.30870	353.7325
8818	8816	30	0.12046	10	3	2.00	1	3	8751	0.25450	0.43773	28.39869	1054.145
8818	8820	30	0.05074	10	3	2.00	1	3	11073	0.11013	0.55385	27.64334	561.844
8818	8850	30	0.19350	10	4	1.00	1	3	2821	0.39946	0.29990	29.06435	545.8635
8820	27	25	0.13537	2	10	1.00	1	3	1232	0.32624	0.02095	24.89567	166.7758
8820	8818	30	0.05074	10	3	2.00	1	3	9896	0.10852	0.49501	28.05366	502.123
8820	8822	35	0.15028	10	3	2.00	1	3	12138	0.28403	0.60712	31.74658	1824.099
8822	24	25	0.09345	2	10	1.00	1	3	967	0.22502	0.01645	24.91804	90.36615
8822	8720	30	0.07197	10	5	1.00	1	3	10400	0.44087	1.26339	9.79507	748.488
8822	8820	35	0.15028	10	3	2.00	1	3	11099	0.27969	0.55518	32.23885	1667.958
8822	8824	40	0.38184	10	3	2.00	1	3	18111	0.75469	0.90593	30.35763	6915.504
8824	8822	40	0.38184	10	3	2.00	1	3	17581	0.73479	0.87942	31.17975	6713.129
8824	8826	40	0.12667	10	3	2.00	1	3	16717	0.23492	0.83619	32.35226	2117.542
8824	8878	25	0.09603	10	5	1.00	1	3	4055	0.24633	0.49255	23.39125	389.4017
8826	25	25	0.13801	2	10	1.00	1	3	1749	0.33321	0.02975	24.85214	241.3795
8826	8776	40	0.20326	10	3	2.00	1	3	17632	0.39208	0.88196	31.10486	3583.88
8826	8824	40	0.12667	10	3	2.00	1	3	17248	0.24009	0.86274	31.65552	2184.804
8828	231	25	0.30377	2	10	1.00	4	3	0	0.72904	0.00000	25.00000	0
8828	8778	45	0.19016	10	2	2.00	1	3	26121	0.48857	1.11060	23.35337	4967.169
8828	8830	45	0.25690	10	3	3.00	4	3	25762	0.43145	0.85907	35.72548	6618.258
8828	8874	30	0.19322	10	5	1.00	1	3	2340	0.39800	0.28424	29.12833	452.1348
8830	20	25	0.16477	2	10	1.00	1	3	2199	0.39840	0.03740	24.81440	362.3292
8830	8828	45	0.25690	10	3	3.00	4	3	25929	0.43354	0.86464	35.55320	6661.16
8830	8831	45	0.23334	10	3	3.00	4	3	25896	0.39341	0.86354	35.58741	6042.573
8831	229	25	0.10722	2	10	1.00	4	3	3491	0.26039	0.05938	24.70660	374.305
8831	8830	45	0.23334	10	3	3.00	4	3	26020	0.39485	0.86767	35.45765	6071.507
8831	8833	45	0.14926	10	3	3.00	4	3	23932	0.23949	0.79805	37.39367	3572.09
8833	8761	45	0.08590	10	3	4.00	4	3	38683	0.16310	0.96746	31.60003	3322.87
8833	8765	45	0.22486	10	3	4.00	4	3	33603	0.37190	0.84041	36.27679	7555.971
8833	8831	45	0.14926	10	3	3.00	4	3	26032	0.25266	0.86807	35.44501	3885.536
8833	8834	40	0.07276	10	3	3.00	4	3	30629	0.17030	1.02137	25.63539	2228.566
8834	232	25	0.14436	2	10	1.00	4	3	9407	0.35754	0.15999	24.22487	1357.995
8834	8833	40	0.07276	10	3	3.00	4	3	29887	0.16279	0.99662	26.81754	2174.578
8834	8836	40	0.16649	10	3	3.00	4	3	27893	0.33829	0.93014	29.52873	4643.906
8836	234	25	0.21270	2	10	1.00	4	3	740	0.51177	0.01259	24.93722	157.398
8836	8767	40	0.09761	10	3	3.00	4	3	34786	0.32611	1.15999	17.95944	3395.461
8836	8834	40	0.16649	10	3	3.00	4	3	29887	0.37249	0.99662	26.81754	4975.887
8836	8898	30	0.23258	10	5	2.00	4	3	7482	0.49305	0.45445	28.30290	1740.164
8837	8767	40	0.17409	10	3	3.00	4	3	37571	0.77498	1.25287	13.47855	6540.735
8837	8838	40	0.03470	10	3	3.00	4	3	34786	0.11592	1.15999	17.95944	1207.074
8838	8837	40	0.03470	10	3	3.00	4	3	24678	0.06372	0.82294	32.67440	856.3266
8838	8839	40	0.04640	10	3	3.00	4	3	30292	0.10632	1.01015	26.18289	1405.549
8838	8844	30	0.15111	10	6	1.00	4	0	14086	0.75683	1.19782	11.97944	2128.535
8839	8838	40	0.04640	10	3	3.00	4	3	34271	0.14717	1.14283	18.91524	1590.174
8839	8840	40	0.07254	10	3	3.00	4	0	30902	0.17286	1.03048	25.17738	2241.631
8840	8839	40	0.07254	10	3	3.00	4	0	34271	0.23009	1.14283	18.91524	2486.018
8840	8841	40	0.02500	10	3	3.00	4	2	30902	0.05958	1.03048	25.17738	772.55
8841	5550	30	0.10716	10	6	1.00	4	0	10413	0.27653	0.88542	23.25089	1115.857
8841	8840	40	0.02500	10	3	3.00	4	2	31374	0.06158	1.04622	24.35956	784.35
8841	8845	40	0.02866	10	3	3.00	4	2	21072	0.04914	0.70267	34.99357	603.9235
8842	8843	30	0.13015	10	6	2.00	4	3	13503	0.28411	0.57409	27.48671	1757.415
8842	8844	63	0.31416	10	1	3.00	4	0	55803	0.36083	0.79087	52.23947	17531.07
8843	8837	30	0.07337	10	6	2.00	4	3	12893	0.15901	0.54816	27.68584	945.9594
8843	8839	25	0.01976	10	6	1.00	4	3	610	0.04760	0.05185	24.90419	12.0536
8844	25164	63	0.02774	10	1	3.00	4	0	69890	0.03890	0.99050	42.77984	1938.749
8845	3593	40	0.19129	10	3	3.00	4	2	31469	0.47444	1.04938	24.19124	6019.705
8845	8841	40	0.02866	10	3	3.00	4	2	31956	0.07378	1.06562	23.30891	915.859
8846	56	25	0.07389	2	10	1.00	1	3	1025	0.17795	0.01743	24.91313	75.73725
8846	8792	30	0.11289	10	4	1.00	1	3	6988	0.26312	0.74281	25.74330	788.8753
8846	8848	33	0.12292	10	4	1.00	1	3	2962	0.23118	0.31482	31.90163	364.089
8848	8846	33	0.12292	10	4	1.00	1	3	7342	0.26598	0.78037	27.72795	902.4786
8848	8850	33	0.16366	10	4	1.00	1	3	6351	0.33618	0.67507	29.20944	1039.405
8848	8862	22	0.11262	10	5	1.00	1	3	2868	0.31937	0.34843	21.15845	322.9942
8850	57	25	0.19165	2	10	1.00	1	3	509	0.46077	0.00866	24.95676	97.54985
8850	58	25	0.08978	2	10	1.00	1	3	559	0.21589	0.00951	24.95256	50.18702

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8850	8818	30	0.19350	10	4	1.00	1	3	2430	0.39719	0.25826	29.23010	470.205
8850	8848	33	0.16366	10	4	1.00	1	3	10128	0.52431	1.07653	18.72886	1657.548
8850	8858	25	0.08142	10	5	1.00	1	3	4756	0.21351	0.57780	22.88082	387.2335
8852	8812	25	0.06755	10	3	2.00	1	3	4507	0.16570	0.22544	24.45960	304.4479
8852	8854	25	0.09237	10	3	2.00	1	3	9383	0.23571	0.46936	23.51182	866.7077
8852	8860	25	0.17999	10	5	1.00	1	3	7274	0.55640	0.88365	19.40898	1309.247
8854	8852	25	0.09237	10	3	2.00	1	3	11281	0.24127	0.56427	22.96981	1042.026
8854	8856	25	0.08518	10	3	2.00	1	3	13778	0.23233	0.68918	21.99962	1173.61
8854	9022	35	0.26516	10	2	2.00	1	3	22161	0.62515	0.94223	25.44894	5876.211
8856	30	25	0.03719	2	10	1.00	1	3	1671	0.08977	0.02841	24.85875	62.14449
8856	8816	20	0.07447	10	5	1.00	1	3	5551	0.25233	0.67432	17.70803	413.383
8856	8854	25	0.08518	10	3	2.00	1	3	13382	0.23045	0.66936	22.17892	1139.879
8856	8858	25	0.10025	10	5	1.00	1	3	8782	0.41400	1.06676	14.52888	880.3955
8858	8850	25	0.08142	10	5	1.00	1	3	8212	0.29196	0.99761	16.73259	668.621
8858	8856	25	0.10025	10	5	1.00	1	3	9186	0.47051	1.11589	12.78372	920.8965
8858	9553	33	0.14892	10	4	1.00	1	3	1151	0.27361	0.12239	32.65642	171.4069
8860	29	25	0.04015	2	10	1.00	1	3	5200	0.09807	0.08844	24.56549	208.78
8860	8800	25	0.15018	10	5	1.00	1	3	4921	0.39621	0.59782	22.74290	739.0358
8860	8802	25	0.15567	10	5	1.00	1	3	5430	0.41953	0.65960	22.26313	845.2881
8860	8810	20	0.07189	10	5	1.00	1	3	1380	0.21898	0.16767	19.69846	99.2082
8860	8852	25	0.17999	10	5	1.00	1	3	6352	0.51144	0.77162	21.11536	1143.296
8862	57	25	0.16739	2	10	1.00	1	3	716	0.40271	0.01218	24.93927	119.8512
8862	8784	22	0.17137	10	5	1.00	1	3	3573	0.49338	0.43403	20.84091	612.305
8862	8848	22	0.11262	10	5	1.00	1	3	3471	0.32346	0.42167	20.89066	390.904
8864	14	25	0.13678	2	10	1.00	1	3	697	0.32904	0.01185	24.94088	95.33566
8864	17	25	0.38585	2	10	1.00	1	3	820	0.92862	0.01395	24.93043	316.397
8864	8720	30	0.35513	10	5	1.00	1	3	2194	0.72976	0.26656	29.19818	779.1552
8864	8722	30	0.15418	10	5	1.00	1	3	1747	0.31468	0.21226	29.39816	269.3525
8866	19	25	0.15154	2	10	1.00	1	3	356	0.36415	0.00605	24.96977	53.94824
8866	8730	32	0.17425	10	5	1.00	1	3	3989	0.34857	0.48463	29.99450	695.0833
8866	8868	32	0.35153	10	5	1.00	4	3	3345	0.69214	0.40639	30.47306	1175.868
8866	8880	30	0.17678	10	5	1.00	4	3	1466	0.35938	0.17810	29.51378	259.1595
8868	8866	32	0.35153	10	5	1.00	4	3	3431	0.69348	0.41681	30.41429	1206.099
8868	8870	30	0.04298	10	5	1.00	4	3	3345	0.09027	0.40639	28.56849	143.7681
8870	5954	30	0.10813	10	5	1.00	4	3	5198	0.24036	0.63138	26.99181	562.0597
8870	8868	30	0.04298	10	5	1.00	4	3	3431	0.09045	0.41681	28.51340	147.4644
8870	8872	30	0.20084	10	5	1.00	1	3	3184	0.42033	0.38683	28.66842	639.4746
8872	19	25	0.28092	2	10	1.00	1	3	627	0.67565	0.01067	24.94676	176.1368
8872	8870	30	0.20084	10	5	1.00	1	3	3563	0.42392	0.43285	28.42598	715.5929
8872	8876	30	0.35356	10	5	1.00	1	3	3290	0.74165	0.39967	28.60332	1163.212
8874	20	25	0.25626	2	10	1.00	1	3	430	0.61592	0.00732	24.96347	110.1918
8874	8828	30	0.19322	10	5	1.00	1	3	2146	0.39674	0.26073	29.22065	414.6501
8874	8876	30	0.05650	10	5	1.00	1	3	2724	0.11718	0.33093	28.93138	153.906
8876	8872	30	0.35356	10	5	1.00	1	3	3669	0.74819	0.44574	28.35332	1297.212
8876	8874	30	0.05650	10	5	1.00	1	3	2574	0.11686	0.31265	29.01077	145.431
8876	8878	30	0.26673	10	5	1.00	1	3	3549	0.56282	0.43112	28.43558	946.6248
8878	16	25	0.13364	2	10	1.00	1	3	1810	0.32271	0.03078	24.84705	241.8884
8878	8720	25	0.37356	10	5	1.00	1	3	2415	0.92456	0.29339	24.24267	902.1474
8878	8824	25	0.09603	10	5	1.00	1	3	2994	0.24024	0.36370	23.98425	287.5138
8878	8876	30	0.26673	10	5	1.00	1	3	3778	0.56598	0.45890	28.27674	1007.706
8880	227	25	0.05549	2	10	1.00	4	3	876	0.13358	0.01490	24.92575	48.60924
8880	8866	30	0.17678	10	5	1.00	4	3	1437	0.35924	0.17454	29.52544	254.0329
8880	8882	30	0.21861	10	5	1.00	4	3	1181	0.44277	0.14352	29.62373	258.1784
8882	8880	30	0.21861	10	5	1.00	4	3	1152	0.44261	0.13996	29.63469	251.8387
8882	8884	30	0.24767	10	5	1.00	4	3	1181	0.50164	0.14352	29.62373	292.4983
8884	1297	25	0.11460	2	10	1.00	4	3	490	0.27551	0.00834	24.95839	56.154
8884	5662	30	0.05046	10	5	1.00	4	3	3116	0.10546	0.37852	28.70959	157.2334
8884	8882	30	0.24767	10	5	1.00	4	3	1152	0.50145	0.13996	29.63469	285.3158
8884	8886	30	0.18452	10	5	1.00	4	3	2154	0.37893	0.26168	29.21700	397.4561
8886	225	25	0.15475	2	10	1.00	4	3	1156	0.37287	0.01966	24.90210	178.891
8886	8884	30	0.18452	10	5	1.00	4	3	2009	0.37806	0.24404	29.28366	370.7007
8886	8888	30	0.21147	10	5	1.00	4	3	1384	0.42943	0.16815	29.54614	292.6745
8888	8886	30	0.21147	10	5	1.00	4	3	1239	0.42862	0.15050	29.60208	262.0113
8888	8890	30	0.18485	10	5	1.00	4	3	1384	0.37539	0.16815	29.54614	255.8324
8890	220	25	0.10804	2	10	1.00	4	3	957	0.26013	0.01628	24.91888	103.3943
8890	8744	30	0.27047	10	5	1.00	4	3	1594	0.55082	0.19362	29.46216	431.1292
8890	8888	30	0.18485	10	5	1.00	4	3	1239	0.37468	0.15050	29.60208	229.0292
8892	222	25	0.12758	2	10	1.00	4	3	1995	0.30827	0.03393	24.83148	254.5221
8892	8750	30	0.17775	10	5	1.00	4	3	10289	1.04560	1.24991	10.19997	1828.87
8892	8894	30	0.33683	10	5	1.00	4	3	8557	1.09045	1.03952	18.53354	2882.254
8894	223	25	0.13701	2	10	1.00	4	3	6184	0.33574	0.10518	24.48496	847.2698
8894	8892	30	0.33683	10	5	1.00	4	3	8569	1.09383	1.04099	18.47626	2886.296
8894	9800	30	0.21270	10	5	1.00	4	3	7528	0.56581	0.91447	22.55551	1601.206
8896	9800	30	0.07153	10	5	1.00	4	3	7975	0.20414	0.96880	21.02492	570.4518
8896	9801	30	0.10864	10	5	1.00	4	3	12783	1.31646	1.55280	4.95137	1388.745
8896	9803	30	0.07193	10	5	1.00	4	3	14290	1.16408	1.73585	3.70742	1027.88
8898	232	25	0.11890	2	10	1.00	4	3	8566	0.29369	0.14569	24.29218	1018.497
8898	233	25	0.32330	2	10	1.00	4	3	2339	0.78208	0.03977	24.80271	756.1987
8898	8765	30	0.29459	10	5	1.00	4	3	6819	0.72414	0.82834	24.40880	2008.809
8898	8836	30	0.23258	10	5	1.00	4	3	6711	0.56633	0.81527	24.64037	1560.844
8900	8774	40	0.08039	10	3	2.00	1	3	10489	0.12987	0.52464	37.13987	843.2107
8900	8901	40	0.06120	10	3	2.00	1	3	12619	0.10203	0.63119	35.99149	772.2828
8900	8958	30	0.23322	10	6	1.00	1	3	13066	0.90001	1.11108	15.54804	3047.253

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8901	8900	40	0.06120	10	3	2.00	1	3	18041	0.12051	0.90240	30.47202	1104.109
8901	8902	40	0.09288	10	3	2.00	1	3	28234	0.63311	1.41226	8.80246	2622.374
8902	8901	40	0.09288	10	3	2.00	1	3	18041	0.18289	0.90240	30.47203	1675.648
8902	8903	40	0.02907	10	3	2.00	3	3	24170	0.11308	1.20899	15.42574	702.6219
8902	8949	30	0.09603	10	6	1.00	1	3	4064	0.19961	0.34556	28.86560	390.2659
8903	8772	40	0.02781	10	3	2.00	3	3	24170	0.10817	1.20899	15.42574	672.1677
8903	8902	40	0.02907	10	3	3.00	3	3	18041	0.04799	0.60160	36.34555	524.4519
8903	8950	30	0.20820	10	6	2.00	1	3	24691	0.68914	1.04980	18.12658	5140.666
8904	255	25	0.17492	2	10	1.00	3	3	2543	0.42345	0.04325	24.78561	444.8216
8904	270	25	0.15018	2	10	1.00	3	3	22	0.36045	0.00037	24.99813	3.30396
8904	8772	40	0.16683	10	3	4.00	3	3	39425	0.36673	0.98602	27.29503	6577.273
8904	8906	40	0.10472	10	3	3.00	3	3	30421	0.24189	1.01445	25.97534	3185.687
8906	5614	45	0.21410	10	3	3.00	3	3	7466	0.29263	0.24895	43.89801	1598.471
8906	5616	40	0.15428	10	3	3.00	3	3	30447	0.35694	1.01530	25.93399	4697.363
8906	8904	40	0.10472	10	3	4.00	3	3	38725	0.22404	0.96852	28.04499	4055.282
8906	8908	40	0.15960	10	3	3.00	3	3	10353	0.24879	0.34524	38.48941	1652.339
8908	8906	40	0.15960	10	3	3.00	3	3	11180	0.24992	0.37282	38.31646	1784.328
8908	8910	40	0.17372	10	3	3.00	3	3	10353	0.27080	0.34524	38.48941	1798.523
8910	252	25	0.18385	2	10	1.00	3	3	8072	0.45334	0.13728	24.33196	1484.037
8910	6010	30	0.01474	10	5	1.00	1	3	2586	0.03048	0.31410	29.00455	38.11764
8910	8908	40	0.17372	10	3	3.00	3	3	11180	0.27202	0.37282	38.31646	1942.19
8910	8912	40	0.14560	10	3	3.00	3	3	10780	0.22749	0.35947	38.40145	1569.568
8912	254	25	0.08953	2	10	1.00	3	3	1941	0.21630	0.03302	24.83601	173.7777
8912	1295	25	0.08418	2	10	1.00	1	3	106	0.20212	0.00181	24.99096	8.92308
8912	8910	40	0.14560	10	3	3.00	3	3	10515	0.22717	0.35064	38.45637	1530.984
8912	8914	45	0.10784	10	3	3.00	3	3	12803	0.15158	0.42693	42.68790	1380.676
8914	5636	40	0.29518	10	4	2.00	1	3	12372	0.49680	0.65751	35.64946	3651.967
8914	5952	45	0.10096	10	3	2.00	1	3	14153	0.15424	0.70792	39.27481	1428.887
8914	8912	45	0.10784	10	3	3.00	3	3	12482	0.15127	0.41623	42.77477	1346.059
8914	8937	30	0.05646	10	4	2.00	3	3	20673	0.21064	1.09868	16.08248	1167.198
8916	138	25	0.10902	2	10	1.00	1	3	1010	0.26255	0.01718	24.91438	110.1102
8916	5644	30	0.17770	10	5	1.00	1	3	1714	0.36251	0.20826	29.41208	304.5778
8916	5952	45	0.09834	10	3	2.00	1	3	14008	0.14975	0.70066	39.40286	1377.547
8916	8918	35	0.13035	10	3	2.00	1	3	12771	0.24900	0.63881	31.40837	1664.7
8918	134	25	0.08306	2	10	1.00	1	3	4526	0.20241	0.07698	24.62094	375.9296
8918	137	25	0.10348	2	10	1.00	1	3	3919	0.25167	0.06664	24.67118	405.5381
8918	8916	35	0.13035	10	3	2.00	1	3	12770	0.24900	0.63877	31.40873	1664.57
8918	8920	30	0.11140	10	3	2.00	1	3	15995	0.26849	0.80008	24.89602	1781.843
8920	135	25	0.12102	2	10	1.00	1	3	425	0.29086	0.00723	24.96391	51.4335
8920	8918	30	0.11140	10	3	2.00	1	3	15994	0.26848	0.80004	24.89655	1781.732
8920	8922	30	0.05170	10	3	2.00	1	3	15607	0.12309	0.78066	25.20275	806.8819
8922	5848	35	0.06515	10	3	3.00	1	3	26369	0.14327	0.87930	27.28544	1717.94
8922	8920	30	0.05170	10	3	2.00	1	3	15689	0.12340	0.78476	25.13977	811.1213
8922	8924	30	0.05624	10	3	2.00	1	3	12281	0.12431	0.61432	27.14783	690.6834
8922	8964	35	0.10518	10	3	3.00	1	3	32922	0.33560	1.09785	18.80465	3462.736
8924	81	25	0.04122	2	10	1.00	1	3	1460	0.09942	0.02484	24.87643	60.1812
8924	8922	30	0.05624	10	3	2.00	1	3	14328	0.12941	0.71670	26.07722	805.8067
8924	8925	30	0.09425	10	3	2.00	1	3	11381	0.20544	0.56926	27.52488	1072.659
8925	8924	30	0.09425	10	3	2.00	1	3	13428	0.21266	0.67164	26.59055	1265.589
8925	8927	30	0.11915	10	3	2.00	1	3	11381	0.25973	0.56926	27.52488	1356.046
8926	5826	25	0.06262	10	5	1.00	1	3	3178	0.15726	0.38607	23.89350	199.0064
8926	8927	30	0.03616	10	3	2.00	1	3	13428	0.08158	0.67164	26.59055	485.5565
8926	8928	35	0.11775	10	3	2.00	1	3	8331	0.21237	0.41674	33.26609	980.9753
8927	8925	30	0.11915	10	3	2.00	1	3	13428	0.26886	0.67164	26.59055	1599.946
8927	8926	30	0.03616	10	3	2.00	1	3	11381	0.07882	0.56926	27.52487	411.537
8928	8926	35	0.11775	10	3	2.00	1	3	9800	0.21562	0.49018	32.76547	1153.95
8928	8930	40	0.18372	10	3	2.00	1	3	22447	0.54962	1.12282	20.05607	4123.963
8928	8946	30	0.43736	10	6	1.00	1	3	12212	1.41264	1.03843	18.57633	5341.04
8930	86	25	0.12044	2	10	1.00	1	3	369	0.28943	0.00628	24.96863	44.44236
8930	8928	40	0.18372	10	3	2.00	1	3	22012	0.51730	1.10102	21.30924	4044.045
8930	8932	40	0.11477	10	3	2.00	1	3	22480	0.34495	1.12443	19.96348	2580.03
8932	93	25	0.18361	2	10	1.00	1	3	3301	0.44561	0.05614	24.72239	606.0966
8932	5838	30	0.05739	10	5	1.00	1	3	389	0.11517	0.04729	29.89703	22.32471
8932	8930	40	0.11477	10	3	2.00	1	3	22111	0.32754	1.10597	21.02466	2537.679
8932	8934	40	0.14527	10	3	2.00	1	3	22101	0.41399	1.10548	21.05322	3210.612
8934	92	25	0.04365	2	10	1.00	1	3	1595	0.10534	0.02713	24.86510	69.62175
8934	5664	40	0.22011	10	3	2.00	1	3	22157	0.63218	1.10831	20.89044	4876.977
8934	8932	40	0.14527	10	3	2.00	1	3	21779	0.39666	1.08941	21.97352	3163.835
8936	8780	40	0.09515	10	3	2.00	1	3	21219	0.24250	1.06139	23.54145	2018.988
8936	8782	35	0.12008	10	3	2.00	1	3	15020	0.24096	0.75131	29.89926	1803.602
8936	8937	30	0.20953	10	4	2.00	1	3	21129	0.83600	1.12292	15.03770	4427.159
8937	138	25	0.10558	2	10	1.00	1	3	1168	0.25440	0.01987	24.90104	123.3174
8937	1295	25	0.05489	2	10	1.00	1	3	562	0.13198	0.00955	24.95233	30.84818
8937	8914	30	0.05646	10	4	2.00	1	3	20699	0.21144	1.10010	16.02158	1168.666
8937	8936	30	0.20953	10	4	2.00	1	3	20756	0.79100	1.10308	15.89320	4349.005
8938	272	25	0.10301	2	10	1.00	3	3	5776	0.25208	0.09822	24.51834	594.9858
8938	8768	40	0.13236	10	3	2.00	3	3	10688	0.21437	0.53462	37.04597	1414.664
8938	8940	40	0.26184	10	3	2.00	1	3	9307	0.41728	0.46551	37.64983	2436.945
8940	8938	40	0.26184	10	3	2.00	1	3	8270	0.41300	0.41365	38.04033	2165.417
8940	8942	40	0.46169	10	3	1.00	1	3	12540	2.06511	1.25446	13.41411	5789.593
8940	8954	45	0.30464	10	6	1.00	1	3	8559	0.46979	0.72784	38.90749	2607.414
8942	144	25	0.12084	2	10	1.00	1	3	2597	0.29258	0.04416	24.78112	313.8215
8942	3138	40	0.40106	11	3	2.00	20	0	11942	0.66120	0.59736	36.39384	4789.459

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8942	8940	40	0.46169	10	3	1.00	1	3	13229	2.51764	1.32346	11.00301	6107.697
8944	8945	65	0.16691	10	1	4.00	1	0	86000	0.20568	0.91412	48.69080	14354.26
8944	8963	30	0.20540	10	6	1.00	1	3	17271	2.11319	1.46864	5.83193	3547.463
8944	18205	65	0.01332	2	9	1.00	0	0	0	0.01228	0.00000	65.03497	0
8945	8946	65	0.18914	10	1	4.00	1	0	75799	0.21259	0.80568	53.38294	14336.62
8945	8965	30	0.05448	10	6	1.00	1	3	10201	0.13826	0.86746	23.64291	555.7505
8946	7145	65	0.02705	2	9	1.00	0	0	2751	0.02532	0.15597	64.10068	74.41455
8946	8948	63	0.62886	10	1	4.00	1	0	92531	0.87280	0.98354	43.23036	58189.04
8948	7147	65	0.02526	2	9	1.00	0	0	0	0.02330	0.00000	65.03497	0
8948	8772	30	0.26381	10	6	1.00	3	3	14160	1.34729	1.20406	11.74852	3735.55
8948	8949	63	0.15508	10	1	4.00	1	0	81463	0.18824	0.86589	49.43002	12633.28
8949	8950	63	0.29180	10	1	4.00	1	0	85527	0.36902	0.90909	47.44426	24956.78
8950	7149	65	0.02705	2	9	1.00	0	0	4761	0.02567	0.26990	63.23454	128.7851
8950	8952	63	0.23238	10	1	4.00	1	0	105464	0.42535	1.12101	32.77991	24507.72
8952	5536	63	0.61631	10	1	4.00	1	0	99705	0.97884	1.05979	37.77807	61449.19
8952	8940	25	0.30737	10	6	1.00	1	3	6833	0.80678	0.58103	22.85913	2100.259
8952	13540	65	0.03121	2	9	1.00	0	0	0	0.02879	0.00000	65.03497	0
8954	8956	63	0.31940	10	1	5.00	1	0	102912	0.39085	0.87510	49.03173	32870.09
8954	13543	65	0.03792	2	9	1.00	0	0	2143	0.03537	0.12150	64.32898	81.26256
8956	7148	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
8956	8774	30	0.25290	10	6	1.00	1	3	8962	0.59560	0.76209	25.47678	2266.49
8956	8957	63	0.20616	10	1	4.00	1	0	97013	0.30961	1.03117	39.95306	20000.2
8957	8901	30	0.07861	10	6	1.00	1	3	15615	0.57836	1.32781	8.15561	1227.495
8957	8958	63	0.17305	10	1	4.00	1	0	81397	0.20993	0.86519	49.45963	14085.75
8958	7146	65	0.02705	2	9	1.00	0	0	1979	0.02521	0.11220	64.38828	53.53195
8958	8960	63	0.62718	10	1	4.00	1	0	92485	0.86983	0.98304	43.26209	58004.74
8959	8966	40	0.04413	10	3	2.00	1	3	24137	0.17076	1.20734	15.50537	1065.166
8959	8969	40	0.04966	10	3	2.00	1	3	31370	0.46466	1.56912	6.41207	1557.834
8960	7144	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
8960	8959	30	0.26258	10	6	2.00	1	3	18187	0.62237	0.77327	25.31394	4775.542
8960	8961	65	0.18333	10	1	4.00	1	0	76721	0.20744	0.81548	53.02782	14065.26
8961	8962	65	0.17461	10	1	4.00	1	0	94959	0.24462	1.00935	42.82889	16580.79
8962	5674	63	1.23639	10	1	4.00	1	0	100621	2.00452	1.06953	37.00811	124406.8
8962	7142	65	0.02705	2	9	1.00	0	0	4933	0.02570	0.27964	63.15127	133.4377
8963	8964	40	0.02535	10	3	3.00	1	3	34525	0.08248	1.15129	18.44071	875.2088
8963	8965	40	0.03404	10	3	2.00	1	3	28778	0.24674	1.43946	8.27818	979.6031
8964	8922	35	0.10518	10	3	3.00	1	3	31398	0.29659	1.04700	21.27805	3302.442
8964	8946	30	0.19078	10	6	1.00	1	3	7272	0.42220	0.61838	27.11143	1387.352
8964	8963	40	0.02535	10	3	3.00	1	3	28778	0.05354	0.95964	28.40778	729.5223
8965	8963	40	0.03404	10	3	2.00	1	3	17254	0.06454	0.86304	31.64722	587.3262
8965	8969	40	0.12625	10	3	3.00	1	3	38979	0.64479	1.29982	11.74850	4921.099
8966	8788	40	0.05742	10	3	2.00	1	3	24137	0.22218	1.20734	15.50537	1385.947
8966	8959	40	0.04413	10	3	2.00	1	3	16579	0.08141	0.82928	32.52235	731.6313
8966	8962	30	0.13052	10	6	1.00	1	3	10595	0.34214	0.90093	22.88952	1382.859
8968	164	25	0.05256	2	10	1.00	5	3	598	0.12641	0.01017	24.94924	31.43088
8968	167	25	0.15013	2	10	1.00	5	3	337	0.36074	0.00573	24.97138	50.59381
8968	8644	40	0.10304	10	3	2.00	5	3	6793	0.16049	0.33980	38.52228	699.9507
8968	8970	40	0.19427	10	3	2.00	5	3	6496	0.30190	0.32491	38.61046	1261.978
8969	8928	30	0.20413	10	6	1.00	1	3	14116	1.03047	1.20033	11.88573	2881.499
8969	8959	40	0.04966	10	3	2.00	1	3	20741	0.12004	1.03744	24.81962	1029.998
8969	8961	30	0.05042	10	6	1.00	1	3	18238	0.60884	1.55089	4.96854	919.56
8969	8965	40	0.12625	10	3	2.00	1	3	17254	0.23937	0.86304	31.64722	2178.318
8970	165	25	0.09197	2	10	1.00	5	3	232	0.22091	0.00395	24.98028	21.33704
8970	166	25	0.15124	2	10	1.00	5	3	728	0.36388	0.01238	24.93827	110.1027
8970	8968	40	0.19427	10	3	2.00	5	3	6303	0.30146	0.31526	38.66611	1224.484
8970	8972	40	0.19749	10	3	2.00	5	3	6200	0.30622	0.31013	38.69529	1224.438
8972	3664	40	0.28535	9	4	1.00	100	0	6770	0.49309	0.71965	34.72132	1931.82
8972	8970	40	0.19749	10	3	2.00	5	3	6010	0.30580	0.30060	38.74864	1186.915
8972	8974	45	0.12236	10	3	2.00	5	3	16488	0.19999	0.82475	36.71030	2017.472
8972	8984	45	0.15891	10	3	2.00	5	3	18307	0.28221	0.91571	33.78601	2909.165
8974	165	25	0.17739	2	10	1.00	5	3	105	0.42588	0.00179	24.99105	18.62595
8974	8972	45	0.12236	10	3	2.00	5	3	16518	0.20021	0.82624	36.67030	2021.142
8974	8976	45	0.21421	10	3	2.00	5	3	16496	0.35021	0.82514	36.69973	3533.608
8976	163	25	0.17425	2	10	1.00	5	3	354	0.41871	0.00602	24.96996	61.6845
8976	8974	45	0.21421	10	3	2.00	5	3	16524	0.35057	0.82652	36.66273	3539.606
8976	8978	45	0.12634	10	3	2.00	5	3	16433	0.20608	0.82197	36.78456	2076.145
8978	502	20	0.21281	1	10	3.00	100	0	734	0.63897	0.00416	19.98338	156.2025
8978	8976	45	0.12634	10	3	2.00	5	3	16459	0.20627	0.82326	36.75031	2079.43
8978	8980	45	0.20853	10	3	2.00	5	3	13181	0.31219	0.65930	40.07827	2748.634
8978	8996	30	0.15257	10	5	1.00	5	3	5152	0.33850	0.62584	27.04336	786.0406
8980	160	25	0.15503	2	10	1.00	5	3	613	0.37284	0.01042	24.94802	95.03339
8980	8978	45	0.20853	10	3	2.00	5	3	13086	0.31163	0.65455	40.15038	2728.824
8980	8982	45	0.21235	10	3	2.00	5	3	13364	0.31903	0.66847	39.93604	2837.845
8981	933	25	0.05363	2	10	1.00	0	3	0	0.12872	0.00000	25.00000	0
8981	3693	30	0.30417	9	4	1.00	100	0	1376	0.61625	0.14628	29.61522	418.5379
8981	8985	45	0.16652	10	3	2.00	8	0	24009	0.56142	1.20091	17.79643	3997.979
8981	8987	45	0.17415	10	3	2.00	8	3	23240	0.52107	1.16244	20.05333	4047.246
8982	159	25	0.23800	2	10	1.00	5	3	113	0.57142	0.00193	24.99037	26.894
8982	8698	45	0.12634	10	3	2.00	5	3	13251	0.18939	0.66280	40.02446	1674.131
8982	8980	45	0.21235	10	3	2.00	5	3	13309	0.31869	0.66573	39.97894	2826.166
8983	168	25	0.22196	2	10	1.00	5	3	1534	0.53548	0.02609	24.87023	340.4866
8983	8984	45	0.06120	10	3	2.00	5	3	18433	0.10948	0.92204	33.54151	1128.1
8983	8986	45	0.12426	10	3	2.00	8	3	17476	0.21151	0.87416	35.24989	2171.568

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8984	8972	45	0.15891	10	3	2.00	5	3	18433	0.28427	0.92204	33.54151	2929.188
8984	8983	45	0.06120	10	3	2.00	5	3	18307	0.10869	0.91571	33.78601	1120.388
8985	8621	45	0.22955	10	3	3.00	8	0	17155	0.33386	0.57207	41.25401	3937.93
8985	8981	45	0.16652	10	3	2.00	8	0	24152	0.57414	1.20810	17.40206	4021.791
8985	23122	45	0.28791	9	3	2.00	100	0	19527	0.55436	0.97673	31.16160	5622.019
8985	23339	45	0.14692	9	3	2.00	100	0	18196	0.25931	0.91016	33.99566	2673.356
8986	3771	45	0.15686	10	3	2.00	8	3	17476	0.26700	0.87416	35.24989	2741.285
8986	8983	45	0.12426	10	3	2.00	8	3	17600	0.21274	0.88037	35.04586	2186.976
8987	3772	45	0.09762	10	3	2.00	0	3	17456	0.16600	0.87313	35.28316	1704.055
8987	8981	45	0.17415	10	3	2.00	8	3	23165	0.51513	1.15870	20.28445	4034.185
8987	8989	40	0.12051	10	3	2.00	0	3	6854	0.18779	0.34284	38.50394	825.9755
8988	182	25	0.17129	2	10	1.00	5	3	16	0.41112	0.00026	24.99868	2.74064
8988	198	25	0.24286	2	10	1.00	5	3	80	0.58301	0.00136	24.99322	19.4288
8988	8618	30	0.12711	10	5	1.00	5	3	566	0.25559	0.06874	29.83989	71.94426
8988	8990	30	0.22703	10	5	1.00	5	3	767	0.45752	0.09316	29.77233	174.132
8989	934	25	0.06036	2	10	1.00	0	3	163	0.14494	0.00278	24.98611	9.83868
8989	3769	40	0.14354	10	3	2.00	0	3	6820	0.22361	0.34115	38.51418	978.9428
8989	8987	40	0.12051	10	3	2.00	0	3	6904	0.18787	0.34535	38.48870	832.001
8990	181	25	0.13974	2	10	1.00	5	3	239	0.33564	0.00407	24.97968	33.39786
8990	196	25	0.16287	2	10	1.00	5	3	231	0.39119	0.00393	24.98035	37.62297
8990	8988	30	0.22703	10	5	1.00	5	3	656	0.45694	0.07963	29.81010	148.9317
8990	8992	30	0.21978	10	5	1.00	5	3	660	0.44239	0.08019	29.80854	145.0548
8992	5500	45	0.19017	10	3	2.00	5	3	10722	0.27389	0.53631	41.65848	2039.003
8992	5502	45	0.12502	10	3	2.00	5	3	12110	0.18370	0.60573	40.83518	1513.992
8992	8990	30	0.21978	10	5	1.00	5	3	537	0.44179	0.06526	29.84930	118.0219
8992	8994	30	0.09633	10	5	1.00	5	3	6056	0.22368	0.73563	25.83806	583.3745
8994	161	25	0.08437	2	10	1.00	5	3	43	0.20253	0.00073	24.99636	3.62791
8994	162	25	0.18628	2	10	1.00	5	3	84	0.44720	0.00142	24.99289	15.64752
8994	8992	30	0.09633	10	5	1.00	5	3	5975	0.22260	0.72586	25.96342	575.5718
8994	8996	30	0.06770	10	5	1.00	5	3	6182	0.15847	0.75098	25.63254	418.5214
8996	160	25	0.15115	2	10	1.00	5	3	467	0.36333	0.00793	24.96039	70.58705
8996	163	25	0.16245	2	10	1.00	5	3	448	0.39047	0.00761	24.96200	72.7776
8996	8978	30	0.15257	10	5	1.00	5	3	5272	0.34024	0.64046	26.90556	804.349
8996	8994	30	0.06770	10	5	1.00	5	3	6100	0.15764	0.74103	25.76699	412.97
8998	164	25	0.09004	2	10	1.00	5	3	426	0.21640	0.00725	24.96380	38.35704
8998	5500	45	0.15013	10	3	2.00	5	3	10258	0.21498	0.51310	41.90117	1540.034
8998	8644	45	0.09359	10	3	2.00	5	3	10108	0.13378	0.50561	41.97638	946.0077
9006	8714	30	0.39205	10	5	1.00	1	0	1132	0.79356	0.13756	29.64200	443.8006
9006	9008	35	0.14338	10	4	1.00	1	0	4553	0.26220	0.48398	32.81129	652.8091
9008	46	25	0.13625	2	10	1.00	1	3	402	0.32745	0.00684	24.96587	54.7725
9008	47	25	0.12669	2	10	1.00	1	3	1505	0.30562	0.02560	24.87266	190.6685
9008	9006	35	0.14338	10	4	1.00	1	0	3937	0.25870	0.41847	33.25528	564.4871
9008	9010	35	0.11668	10	4	1.00	1	3	5826	0.22141	0.61930	31.62031	679.7777
9010	5888	45	0.23781	10	3	3.00	1	3	28129	0.43372	0.93800	32.89739	6689.357
9010	9008	35	0.11668	10	4	1.00	1	3	5159	0.21676	0.54834	32.29860	601.9521
9010	9012	35	0.20664	10	3	2.00	1	3	4786	0.36269	0.23940	34.18427	988.979
9010	9056	45	0.25470	10	3	3.00	1	3	27665	0.45588	0.92253	33.52247	7046.276
9012	43	25	0.22983	2	10	1.00	1	3	2919	0.55706	0.04963	24.75427	670.8738
9012	9010	35	0.20664	10	3	2.00	1	3	4061	0.36110	0.20313	34.33475	839.165
9012	9014	35	0.29851	10	3	2.00	1	3	3535	0.52009	0.17681	34.43768	1055.233
9014	5902	33	0.17604	10	5	1.00	1	3	4079	0.34232	0.49547	30.85579	718.0672
9014	8674	30	0.21056	10	5	1.00	1	3	2445	0.43450	0.29705	29.07617	514.8192
9014	9012	35	0.29851	10	3	2.00	1	3	2761	0.51794	0.13810	34.58041	824.1861
9014	9016	30	0.17409	10	5	1.00	1	3	6366	0.41267	0.77337	25.31243	1108.257
9016	38	25	0.15316	2	10	1.00	1	3	292	0.36795	0.00497	24.97520	44.72272
9016	9014	30	0.17409	10	5	1.00	1	3	4726	0.38003	0.57410	27.48659	822.7493
9016	9018	30	0.28271	10	5	1.00	1	3	6825	0.69535	0.82912	24.39460	1929.496
9018	37	25	0.22017	2	10	1.00	1	3	82	0.52855	0.00139	24.99306	18.05394
9018	9016	30	0.28271	10	5	1.00	1	3	4517	0.61277	0.54868	27.68197	1277.001
9018	9020	30	0.28011	10	5	1.00	1	3	7602	0.75289	0.92349	22.32319	2129.396
9020	36	25	0.11438	2	10	1.00	1	3	602	0.27508	0.01024	24.94889	68.85676
9020	9018	30	0.28011	10	5	1.00	1	3	4598	0.60878	0.55860	27.60734	1287.946
9020	9022	30	0.15682	10	5	1.00	1	3	8307	0.47824	1.00910	19.67475	1302.704
9022	8854	35	0.26516	10	2	2.00	1	3	24455	0.73614	1.03976	21.61189	6484.488
9022	9020	30	0.15682	10	5	1.00	1	3	4788	0.34308	0.58160	27.42631	750.8542
9022	9024	35	0.09503	10	3	2.00	1	3	22161	0.31212	1.10851	18.26905	2105.96
9024	8670	25	0.17615	10	5	1.00	1	3	8631	0.69770	1.04853	15.14799	1520.351
9024	8716	25	0.14181	10	5	1.00	1	3	3499	0.35864	0.42504	23.72412	496.1932
9024	9022	35	0.09503	10	3	2.00	1	3	20936	0.26810	1.04721	21.26832	1989.548
9024	9026	35	0.21064	10	3	2.00	1	3	14059	0.41286	0.70323	30.61175	2961.388
9026	12	25	0.06117	2	10	1.00	1	3	630	0.14713	0.01072	24.94653	38.5371
9026	9024	35	0.21064	10	3	2.00	1	3	11900	0.39661	0.59525	31.86551	2506.616
9026	9028	35	0.14491	10	3	2.00	1	3	13446	0.28037	0.67257	31.01088	1948.46
9028	12	25	0.16874	2	10	1.00	1	3	484	0.40564	0.00822	24.95895	81.67016
9028	8686	30	0.20117	10	5	1.00	1	3	1887	0.41142	0.22929	29.33767	379.6078
9028	8718	25	0.28674	10	5	1.00	1	3	6832	0.84681	0.82993	20.31658	1959.008
9028	9026	35	0.14491	10	3	2.00	1	3	11386	0.27078	0.56953	32.10985	1649.945
9028	9030	40	0.19324	10	3	2.00	1	3	19149	0.40711	0.95786	28.47906	3700.353
9030	170	25	0.17487	2	10	1.00	5	3	152	0.41991	0.00258	24.98710	26.58024
9030	9028	40	0.19324	10	3	2.00	1	3	18726	0.39582	0.93667	29.29143	3618.612
9030	9032	40	0.23536	10	3	2.00	1	3	18998	0.49070	0.95027	28.77767	4471.369
9032	8682	45	0.07983	10	3	2.00	5	3	14410	0.12269	0.72077	39.04071	1150.35
9032	9030	40	0.23536	10	3	2.00	5	3	18573	0.47759	0.92904	29.56813	4371.341

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9032	9034	45	0.16815	10	3	2.00	1	3	13457	0.25310	0.67310	39.86259	2262.795
9034	13	25	0.10232	2	10	1.00	5	3	1196	0.24658	0.02034	24.89871	122.3747
9034	171	25	0.08651	2	10	1.00	5	3	126	0.20770	0.00214	24.98931	10.90026
9034	172	25	0.17408	2	10	1.00	5	3	1437	0.41984	0.02444	24.87839	250.153
9034	9032	45	0.16815	10	3	2.00	5	3	13228	0.25197	0.66166	40.04199	2224.288
9034	9036	45	0.22044	10	3	2.00	1	3	13455	0.33179	0.67302	39.86383	2966.02
9036	173	25	0.13011	2	10	1.00	5	3	996	0.31333	0.01695	24.91556	129.5896
9036	9034	45	0.22044	10	3	2.00	5	3	13216	0.33023	0.66104	40.05159	2913.335
9036	9038	45	0.24673	10	2	2.00	1	3	13599	0.35948	0.57821	41.18060	3355.281
9038	9036	45	0.24673	10	2	2.00	1	3	13360	0.35843	0.56802	41.30184	3296.313
9038	9040	45	0.18970	10	3	2.00	1	3	13599	0.28635	0.68024	39.74728	2579.73
9040	320	25	0.13308	2	10	1.00	1	3	284	0.31969	0.00484	24.97583	37.79472
9040	8736	30	0.07712	10	5	1.00	1	3	4052	0.16484	0.49222	28.07165	312.4902
9040	9038	45	0.18970	10	3	2.00	5	3	13360	0.28498	0.66826	39.93930	2534.392
9040	9042	45	0.11815	10	3	3.00	1	3	14996	0.16867	0.50007	42.03116	1771.777
9042	9040	45	0.11815	10	3	3.00	1	3	14644	0.16821	0.48834	42.14464	1730.189
9042	9044	45	0.08643	10	3	3.00	1	3	14996	0.12338	0.50007	42.03116	1296.104
9044	8740	35	0.07174	10	3	3.00	1	3	31758	0.20782	1.05902	20.71222	2278.319
9044	8742	45	0.27180	10	3	3.00	4	3	28669	0.50770	0.95602	32.12096	7792.234
9044	9042	45	0.08643	10	3	3.00	1	3	14644	0.12305	0.48834	42.14464	1265.681
9044	9046	45	0.12832	10	3	3.00	4	3	17112	0.18655	0.57064	41.27100	2195.812
9046	321	25	0.10715	2	10	1.00	1	3	2572	0.25942	0.04375	24.78315	275.5898
9046	9044	45	0.12832	10	3	3.00	4	3	18153	0.18851	0.60534	40.84029	2329.393
9046	9048	45	0.11080	10	3	2.00	4	3	15868	0.17728	0.79372	37.49822	1758.174
9048	6004	40	0.12875	10	3	1.00	1	3	3545	0.20101	0.35468	38.43139	456.4188
9048	9046	45	0.11080	10	3	2.00	4	3	16907	0.18402	0.84569	36.12467	1873.296
9048	9050	45	0.15443	10	3	2.00	4	3	12730	0.22929	0.63676	40.41151	1965.894
9050	5534	30	0.17078	10	5	1.00	4	3	1406	0.34691	0.17074	29.53777	240.1167
9050	9048	45	0.15443	10	3	2.00	1	3	13700	0.23360	0.68528	39.66447	2115.691
9050	9052	45	0.34642	10	3	2.00	4	3	12099	0.50891	0.60517	40.84247	4191.336
9052	322	25	0.15156	2	10	1.00	1	3	3647	0.36826	0.06202	24.69368	552.7393
9052	9050	45	0.34642	10	3	2.00	1	3	13453	0.52138	0.67289	39.86590	4660.388
9052	9054	45	0.09265	10	3	2.00	4	3	12753	0.13761	0.63790	40.39520	1181.565
9054	214	25	0.15300	2	10	1.00	4	3	918	0.36834	0.01562	24.92215	140.454
9054	5514	45	0.15115	10	3	2.00	4	3	12981	0.22543	0.64933	40.22854	1962.078
9054	9052	45	0.09265	10	3	2.00	1	3	14156	0.14155	0.70808	39.27203	1311.553
9056	46	25	0.20231	2	10	1.00	1	3	407	0.48623	0.00691	24.96548	82.34017
9056	9010	45	0.25470	10	3	3.00	1	3	28210	0.46615	0.94073	32.78352	7185.087
9056	9058	45	0.15876	10	3	3.00	1	3	28020	0.28825	0.93438	33.04727	4448.455
9058	45	25	0.15242	2	10	1.00	1	3	646	0.36660	0.01099	24.94518	98.46332
9058	9056	45	0.15876	10	3	3.00	1	3	28617	0.29584	0.95428	32.19835	4543.235
9058	9060	45	0.04413	10	3	3.00	1	3	28216	0.08078	0.94089	32.77648	1245.172
9060	44	25	0.09049	2	10	1.00	1	3	921	0.21785	0.01567	24.92189	83.34129
9060	9058	45	0.04413	10	3	3.00	1	3	28812	0.08298	0.96079	31.90645	1271.474
9060	9062	45	0.08977	10	3	3.00	1	3	28600	0.16716	0.95372	32.22337	2567.422
9060	9565	35	0.01296	10	5	1.00	3	3	3582	0.02346	0.43510	33.14904	46.42272
9062	8650	25	0.18182	10	5	2.00	5	3	4790	0.44984	0.29096	24.25095	870.9178
9062	8708	45	0.06496	10	3	2.00	5	3	13542	0.09795	0.67739	39.79361	879.6883
9062	9060	45	0.08977	10	3	3.00	1	3	29269	0.17267	0.97604	31.19458	2627.478
9062	9064	45	0.11328	10	3	3.00	5	3	22858	0.17786	0.76225	38.21193	2589.354
9064	154	25	0.05170	2	10	1.00	5	3	1535	0.12474	0.02611	24.87014	79.3595
9064	9062	45	0.11328	10	3	3.00	5	3	23087	0.17864	0.76986	38.04648	2615.295
9064	9066	45	0.17344	10	3	3.00	5	3	23020	0.27316	0.76763	38.09535	3992.589
9066	151	25	0.08409	2	10	1.00	5	3	516	0.20217	0.00878	24.95617	43.39044
9066	157	25	0.17246	2	10	1.00	5	3	268	0.41429	0.00456	24.97724	46.21928
9066	9064	45	0.17344	10	3	3.00	5	3	23248	0.27438	0.77524	37.92689	4032.133
9066	9068	45	0.11098	10	3	3.00	5	3	22658	0.17362	0.75556	38.35355	2514.585
9068	9066	45	0.11098	10	3	3.00	5	3	22863	0.17428	0.76239	38.20887	2537.336
9068	9070	45	0.12051	10	3	3.00	5	3	22658	0.18853	0.75556	38.35355	2730.516
9070	5960	45	0.08050	10	3	2.00	5	3	13052	0.12023	0.65287	40.17567	1050.686
9070	5962	45	0.16341	10	3	3.00	5	3	25423	0.27187	0.84777	36.06407	4154.372
9070	8638	45	0.09068	10	3	2.00	5	3	14573	0.13991	0.72892	38.88685	1321.48
9070	9068	45	0.12051	10	3	3.00	5	3	22863	0.18925	0.76239	38.20887	2755.22
9071	208	25	0.08980	2	10	1.00	6	3	1033	0.21628	0.01757	24.91247	92.7634
9071	209	25	0.28720	2	10	1.00	6	3	2392	0.69489	0.04069	24.79822	686.9824
9071	8607	45	0.12742	10	3	1.00	6	3	3159	0.17577	0.31602	43.49449	402.5198
9072	5962	45	0.14740	10	3	3.00	5	3	24740	0.24095	0.82500	36.70367	3646.676
9072	8626	30	0.05691	10	5	1.00	5	3	4809	0.12459	0.58413	27.40569	273.6802
9072	9074	45	0.14221	10	3	3.00	5	3	22995	0.22387	0.76682	38.11310	3270.119
9072	9567	30	0.06884	10	5	1.00	5	3	1430	0.13987	0.17367	29.52826	98.4412
9074	184	25	0.04333	2	10	1.00	5	3	807	0.10427	0.01373	24.93155	34.96731
9074	9072	45	0.14221	10	3	3.00	5	3	23625	0.22670	0.78782	37.63823	3359.711
9074	9076	45	0.23334	10	3	3.00	5	3	23111	0.36816	0.77069	38.02818	5392.721
9075	209	25	0.61256	2	10	1.00	6	3	1698	1.47863	0.02888	24.85645	1040.127
9075	331	25	0.35885	2	10	1.00	6	3	1971	0.86701	0.03351	24.83354	707.2934
9075	9093	40	0.09494	10	4	1.00	6	3	3751	0.14934	0.39868	38.14454	356.1199
9076	177	25	0.27982	2	10	1.00	5	3	1295	0.67453	0.02203	24.89033	362.3669
9076	185	25	0.22577	2	10	1.00	5	3	924	0.54354	0.01571	24.92168	208.6115
9076	9074	45	0.23334	10	3	3.00	5	3	23741	0.37288	0.79170	37.54649	5539.725
9076	9080	45	0.19130	10	3	3.00	5	3	23585	0.30470	0.78649	37.66924	4511.811
9077	331	25	0.22137	2	10	1.00	6	3	66	0.53140	0.00113	24.99437	14.61042
9077	9088	40	0.04634	10	4	1.00	6	3	66	0.06952	0.00705	39.99858	3.05844
9078	329	25	0.15099	2	10	1.00	6	3	1863	0.36467	0.03169	24.84255	281.2944

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9078	331	25	0.19434	2	10	1.00	6	3	3740	0.47236	0.06361	24.68594	726.8316
9078	9079	40	0.08875	10	3	2.00	6	3	5480	0.13692	0.27409	38.89165	486.35
9079	5660	45	0.24798	10	3	2.00	1	3	19251	0.46777	0.96295	31.80811	4773.863
9079	9078	40	0.08875	10	3	2.00	6	3	5480	0.13692	0.27412	38.89149	486.35
9079	9088	45	0.21051	10	3	2.00	6	3	18698	0.38263	0.93527	33.01041	3936.116
9079	15064	45	0.22671	10	5	2.00	1	3	16625	0.46151	1.00980	29.47445	3769.054
9080	186	25	0.06950	2	10	1.00	5	3	415	0.16704	0.00705	24.96480	28.8425
9080	9076	45	0.19130	10	3	4.00	5	3	24223	0.28109	0.60582	40.83403	4633.86
9080	9082	45	0.07275	10	3	3.00	5	3	23653	0.11604	0.78876	37.61598	1720.756
9082	8738	35	0.19697	10	3	3.00	5	3	33063	0.63644	1.10254	18.56911	6512.419
9082	9080	45	0.07275	10	3	4.00	5	3	24300	0.10696	0.60774	40.80887	1767.825
9082	9084	40	0.12254	10	3	3.00	1	3	23855	0.22083	0.79547	33.29435	2923.192
9082	9090	45	0.10558	10	3	3.00	5	3	27407	0.18711	0.91392	33.85431	2893.631
9084	187	25	0.05710	2	10	1.00	5	3	1728	0.13784	0.02939	24.85392	98.6688
9084	9082	40	0.12254	10	3	4.00	1	3	24098	0.20236	0.60270	36.33292	2952.969
9084	9086	40	0.22293	10	3	3.00	1	3	23276	0.39699	0.77619	33.69382	5188.919
9085	203	25	0.09862	2	10	1.00	6	3	0	0.23668	0.00000	25.00000	0
9085	8609	45	0.08414	10	3	4.00	6	3	37336	0.15264	0.93378	33.07189	3141.451
9085	9095	45	0.09605	10	3	4.00	6	3	37365	0.17441	0.93450	33.04242	3588.908
9086	189	25	0.15304	2	10	1.00	5	3	1699	0.36942	0.02889	24.85638	260.015
9086	326	25	0.15524	2	10	1.00	1	3	5136	0.37908	0.08735	24.57076	797.3126
9086	9084	40	0.22293	10	3	4.00	1	3	23516	0.36650	0.58814	36.49697	5242.422
9086	9093	45	0.27387	10	3	3.00	1	3	17842	0.40104	0.59499	40.97323	4886.389
9087	8723	40	0.18389	10	3	2.00	0	0	21766	0.50126	1.08875	22.01098	4002.55
9087	9089	40	0.15512	10	3	2.00	0	0	20037	0.35045	1.00223	26.55765	3108.139
9088	327	25	0.17376	2	10	1.00	1	3	2416	0.42045	0.04108	24.79626	419.8042
9088	9077	40	0.04634	10	4	1.00	6	3	66	0.06952	0.00704	39.99862	3.05844
9088	9079	45	0.21051	10	3	2.00	1	3	18676	0.38212	0.93419	33.05485	3931.485
9088	9093	45	0.24627	10	3	2.00	6	3	18150	0.43355	0.90786	34.08133	4469.801
9089	5663	40	0.08447	10	3	2.00	1	3	21031	0.21071	1.05195	24.05362	1776.489
9089	9087	40	0.15512	10	3	2.00	0	0	21766	0.42284	1.08875	22.01098	3376.342
9089	9091	45	0.23163	10	3	4.00	1	3	34315	0.38873	0.85822	35.75137	7948.383
9089	9099	45	0.08524	10	3	4.00	6	3	43946	0.21223	1.09909	24.09770	3745.957
9090	186	25	0.05417	2	10	1.00	5	3	198	0.13010	0.00337	24.98315	10.72566
9090	187	25	0.12686	2	10	1.00	5	3	704	0.30518	0.01198	24.94024	89.30944
9090	188	25	0.15604	2	10	1.00	5	3	289	0.37486	0.00492	24.97542	45.09556
9090	189	25	0.33320	2	10	1.00	5	3	298	0.80050	0.00508	24.97465	99.2936
9090	9082	45	0.10558	10	3	3.00	5	3	27712	0.18931	0.92411	33.46049	2925.833
9090	9092	45	0.22702	10	3	3.00	5	3	28325	0.41755	0.94454	32.62176	6430.342
9091	5519	45	0.18542	10	2	4.00	1	3	34315	0.28617	0.72949	38.87597	6362.687
9091	9089	45	0.23163	10	3	4.00	1	3	35982	0.40435	0.89991	34.37082	8334.511
9092	185	25	0.16435	2	10	1.00	5	3	270	0.39481	0.00458	24.97710	44.3745
9092	191	25	0.12473	2	10	1.00	5	3	536	0.29991	0.00911	24.95452	66.85528
9092	9090	45	0.22702	10	3	3.00	5	3	28666	0.42401	0.95593	32.12511	6507.755
9092	9094	45	0.30011	10	3	3.00	5	3	28274	0.55075	0.94283	32.69448	8485.31
9093	326	25	0.26096	2	10	1.00	1	3	2492	0.63162	0.04238	24.78987	650.3123
9093	9075	40	0.09494	10	4	1.00	6	3	3573	0.14885	0.37982	38.27091	339.2206
9093	9086	45	0.27387	10	3	3.00	1	3	17894	0.40126	0.59671	40.95137	4900.63
9093	9088	45	0.24627	10	3	2.00	1	3	18128	0.43304	0.90677	34.12144	4464.383
9094	8628	30	0.15855	10	5	1.00	5	3	3599	0.33494	0.43714	28.40200	570.6215
9094	9092	45	0.30011	10	3	3.00	5	3	28607	0.55900	0.95396	32.21244	8585.247
9094	9096	45	0.21330	10	3	3.00	5	3	29475	0.41470	0.98290	30.86115	6287.018
9095	208	25	0.34594	2	10	1.00	6	3	1580	0.83471	0.02687	24.86638	546.5852
9095	1229	25	0.08470	2	10	1.00	0	3	639	0.20371	0.01086	24.94580	54.1233
9095	9085	45	0.09605	10	3	4.00	6	3	37336	0.17425	0.93378	33.07189	3586.123
9095	9097	45	0.21768	10	3	4.00	6	3	39543	0.42739	0.98897	30.55950	8607.72
9096	192	25	0.10134	2	10	1.00	5	3	1446	0.24442	0.02460	24.87762	146.5376
9096	9094	45	0.21330	10	3	3.00	5	3	29640	0.41839	0.98838	30.58875	6322.212
9096	9098	45	0.17850	10	3	3.00	5	3	28819	0.33579	0.96103	31.89559	5144.192
9097	9095	45	0.21768	10	3	4.00	6	3	39533	0.42722	0.98873	30.57130	8605.543
9097	9099	45	0.32630	10	3	4.00	6	3	43941	0.81217	1.09896	24.10563	14337.95
9097	9615	35	0.12269	10	3	1.00	0	3	4655	0.22347	0.46573	32.94209	571.122
9098	8600	45	0.35794	10	3	2.00	5	3	19787	0.70367	0.98973	30.52080	7082.559
9098	8602	40	0.32528	10	3	2.00	5	3	6925	0.50716	0.34640	38.48232	2252.564
9098	8610	40	0.17993	10	3	2.00	5	3	12478	0.29924	0.62413	36.07880	2245.167
9098	9096	45	0.17850	10	3	3.00	5	3	28984	0.33846	0.96652	31.64395	5173.644
9099	204	25	0.23922	2	10	1.00	6	3	0	0.57414	0.00000	25.00000	0
9099	9089	45	0.08524	10	3	4.00	6	3	43941	0.21216	1.09896	24.10563	3745.531
9099	9097	45	0.32630	10	3	4.00	6	3	43946	0.81244	1.09909	24.09770	14339.58
9100	3708	45	0.07462	9	4	1.00	100	3	1846	0.10134	0.19618	44.18027	137.7485
9100	9102	30	0.05739	10	5	1.00	0	3	7126	0.14540	0.86563	23.68141	408.9611
9100	9584	45	0.31245	9	7	1.00	100	3	6464	0.43493	0.45808	43.10279	2019.677
9101	939	20	0.08703	2	10	1.00	0	3	186	0.26126	0.00317	19.98734	16.18758
9101	3707	30	0.21349	10	5	1.00	0	3	1994	0.43732	0.24225	29.29032	425.6991
9101	3736	30	0.12245	10	5	1.00	0	3	2081	0.25117	0.25275	29.25103	254.8185
9102	940	20	0.06686	2	10	1.00	0	3	142	0.20067	0.00242	19.99034	9.49412
9102	9100	30	0.05739	10	5	1.00	0	3	7370	0.14954	0.89523	23.02485	422.9643
9102	9103	30	0.05223	10	5	1.00	0	3	7004	0.13067	0.85080	23.98307	365.8189
9103	939	20	0.12589	2	10	1.00	0	3	114	0.37782	0.00194	19.99225	14.35146
9103	3707	30	0.13989	10	5	1.00	0	3	1998	0.28658	0.24275	29.28843	279.5002
9103	3739	30	0.07538	10	5	1.00	0	3	5004	0.16624	0.60786	27.20489	377.2015
9103	9102	30	0.05223	10	5	1.00	0	3	7246	0.13411	0.88018	23.36814	378.4586
9104	937	20	0.13919	2	10	1.00	0	3	1155	0.41921	0.01965	19.92172	160.7645

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9104	938	20	0.17427	2	10	1.00	0	3	524	0.52373	0.00891	19.96441	91.31748
9104	3707	30	0.26902	10	5	1.00	0	3	1671	0.54845	0.20297	29.43032	449.5324
9111	12295	45	0.26647	9	3	2.00	100	0	17055	0.44526	0.85308	35.90675	4544.646
9111	12296	45	0.07159	9	3	3.00	100	0	18352	0.10541	0.61199	40.75284	1313.82
9111	14123	45	0.24243	9	3	2.00	100	0	16730	0.39985	0.83682	36.37834	4055.854
9111	22686	45	0.13797	9	3	3.00	100	0	13413	0.19471	0.44729	42.51657	1850.592
9142	15058	45	0.12877	9	3	2.00	100	0	18193	0.22724	0.91002	34.00098	2342.713
9142	22664	45	0.32678	9	3	2.00	100	0	16108	0.52700	0.80571	37.20427	5263.772
9142	22675	35	0.13473	23	5	1.00	901	0	1570	0.23510	0.19066	34.38412	211.5261
9142	23338	30	0.10455	10	5	1.00	0	0	759	0.21067	0.09218	29.77508	79.35345
9225	9343	35	0.08398	10	4	1.00	7	0	3167	0.14942	0.33663	33.72363	265.9647
9225	12300	35	0.10845	10	4	1.00	7	0	3789	0.19510	0.40279	33.35175	410.9171
9334	1578	20	0.10244	2	10	1.00	0	0	1457	0.30885	0.02478	19.90138	149.2551
9334	2489	45	0.21637	9	3	3.00	100	0	15959	0.31130	0.53220	41.70259	3453.049
9334	12270	30	0.09543	10	5	1.00	0	0	1837	0.19503	0.22319	29.35956	175.3049
9334	24034	45	0.28334	9	3	3.00	100	0	16005	0.40782	0.53370	41.68648	4534.857
9340	1355	20	0.15889	2	10	1.00	0	0	1006	0.47829	0.01711	19.93180	159.8433
9340	8651	45	0.19986	10	3	2.00	7	3	17137	0.33512	0.85718	35.78315	3425.001
9340	9611	45	0.16116	10	3	2.00	7	3	15739	0.25683	0.78727	37.65109	2536.497
9340	24037	35	0.14068	10	4	1.00	7	0	3541	0.25192	0.37635	33.50689	498.1479
9341	1126	25	0.13878	2	10	1.00	7	3	428	0.33356	0.00728	24.96363	59.39784
9341	9590	45	0.05759	10	3	2.00	7	3	13401	0.08659	0.67034	39.90648	771.7636
9341	9591	45	0.11446	10	3	2.00	7	3	13913	0.17393	0.69594	39.48450	1592.482
9342	1123	25	0.06134	2	10	1.00	7	3	917	0.14768	0.01559	24.92227	56.24878
9342	9394	45	0.16834	10	3	2.00	7	3	12086	0.24725	0.60457	40.85036	2034.557
9342	9593	45	0.21373	10	3	2.00	7	3	11432	0.31083	0.57185	41.25665	2443.361
9343	9225	35	0.08398	10	4	1.00	7	0	3789	0.15109	0.40279	33.35175	318.2002
9343	9382	35	0.10818	10	4	2.00	7	0	8357	0.19616	0.44413	33.08960	904.0603
9343	12161	35	0.09396	10	4	2.00	7	0	7575	0.16904	0.40257	33.35305	711.747
9343	23265	35	0.16537	10	4	1.00	7	0	2390	0.29080	0.25409	34.12032	395.2343
9344	1358	20	0.17979	2	10	1.00	0	0	55	0.53948	0.00094	19.99624	9.88845
9344	1359	20	0.09928	2	10	1.00	0	0	1314	0.29918	0.02234	19.91103	130.4539
9344	9345	35	0.11048	10	4	1.00	7	0	995	0.19108	0.10581	34.69223	109.9276
9344	9605	35	0.13838	10	4	1.00	7	0	1696	0.24119	0.18025	34.42452	234.6925
9345	1358	20	0.16514	2	10	1.00	0	0	253	0.49584	0.00431	19.98278	41.78042
9345	9344	35	0.11048	10	4	1.00	7	0	1160	0.19141	0.12335	34.63229	128.1568
9345	24030	35	0.16679	10	4	1.00	7	0	1253	0.28925	0.13317	34.59792	208.9879
9346	2507	35	0.23918	10	4	1.00	7	0	3600	0.42877	0.38269	33.47050	861.048
9346	9347	35	0.07318	10	4	1.00	7	0	2865	0.12958	0.30450	33.88607	209.6607
9346	12294	30	0.18660	10	5	1.00	0	0	763	0.37604	0.09269	29.77364	142.3758
9347	1317	20	0.18601	2	10	1.00	0	0	814	0.55957	0.01384	19.94481	151.4121
9347	1318	20	0.16621	2	10	1.00	0	0	656	0.49975	0.01116	19.95547	109.0338
9347	9346	35	0.07318	10	4	1.00	7	0	2859	0.12957	0.30386	33.88918	209.2216
9347	9605	35	0.19567	10	4	1.00	7	0	1898	0.34187	0.20178	34.34016	371.3817
9349	9609	45	0.28475	9	3	3.00	100	0	18711	0.42091	0.62396	40.59095	5327.957
9349	12292	35	0.10250	10	4	2.00	7	0	7258	0.18385	0.38574	33.45287	743.945
9349	14125	45	0.10358	9	3	3.00	100	0	14213	0.14700	0.47396	42.27916	1472.183
9349	24035	35	0.17960	10	4	2.00	7	0	1957	0.31056	0.10403	34.69823	351.4772
9351	9352	45	0.17532	9	3	3.00	100	0	17427	0.25566	0.58114	41.14507	3055.302
9351	9593	45	0.32928	10	3	2.00	7	3	10751	0.47444	0.53775	41.64296	3540.089
9351	23276	45	0.10340	9	3	3.00	100	0	12046	0.14465	0.40170	42.88931	1245.556
9351	23277	40	0.15114	10	3	2.00	7	0	6763	0.23535	0.33827	38.53151	1022.16
9352	1118	20	0.21011	2	10	1.00	0	0	1558	0.63367	0.02650	19.89454	327.3514
9352	1119	20	0.17364	2	10	1.00	0	0	370	0.52158	0.00629	19.97486	64.2468
9352	9351	45	0.17532	9	3	3.00	100	0	17211	0.25512	0.57394	41.23182	3017.433
9352	9353	45	0.13263	9	3	3.00	100	0	16880	0.19239	0.56289	41.36161	2238.794
9353	9352	45	0.13263	9	3	3.00	100	0	16683	0.19204	0.55632	41.43700	2212.666
9353	9354	45	0.11620	9	3	3.00	100	0	16880	0.16856	0.56289	41.36161	1961.456
9354	1117	20	0.17931	2	10	1.00	0	0	1267	0.54025	0.02154	19.91420	227.1858
9354	9353	45	0.11620	9	3	3.00	100	0	16683	0.16825	0.55632	41.43700	1938.565
9354	9355	45	0.22447	9	3	3.00	100	0	16513	0.32453	0.55066	41.50082	3706.673
9355	1114	20	0.16984	2	10	1.00	0	0	3720	0.51595	0.06327	19.75009	631.8048
9355	9354	45	0.22447	9	3	3.00	100	0	16316	0.32396	0.54409	41.57378	3662.453
9355	9356	45	0.22247	9	3	3.00	100	0	15658	0.31927	0.52214	41.80843	3483.435
9356	1116	20	0.20014	2	10	1.00	0	0	860	0.60217	0.01462	19.94169	172.1204
9356	9355	45	0.22247	9	3	3.00	100	0	15461	0.31876	0.51556	41.87616	3439.609
9356	9386	45	0.28085	9	3	3.00	100	0	15587	0.40282	0.51978	41.83278	4377.609
9357	1112	25	0.18402	2	10	1.00	7	3	307	0.44212	0.00522	24.97391	56.49414
9357	1575	20	0.17667	2	10	1.00	7	3	1442	0.53261	0.02453	19.90236	254.7581
9357	8658	45	0.35278	10	3	3.00	7	3	17886	0.51683	0.59642	40.95504	6309.823
9357	9358	45	0.38420	10	3	3.00	7	3	18197	0.56471	0.60681	40.82104	6991.287
9358	9357	45	0.38420	10	3	3.00	7	3	18162	0.56450	0.60564	40.83636	6977.84
9358	9360	30	0.14805	10	4	1.00	7	3	4941	0.31894	0.52517	27.85117	731.5151
9358	9365	35	0.18019	10	4	1.00	7	3	3072	0.32009	0.32658	33.77565	553.5437
9358	9577	45	0.28572	10	3	3.00	7	3	16389	0.41262	0.54651	41.54711	4682.665
9359	9577	50	0.21514	10	3	3.00	7	0	16555	0.28004	0.55206	46.09469	3561.643
9359	24774	50	0.15153	10	3	3.00	7	0	16666	0.19744	0.55577	46.04813	2525.399
9360	9358	30	0.14805	10	4	1.00	7	3	5016	0.31958	0.53312	27.79513	742.6188
9360	25073	30	0.18881	10	4	1.00	7	3	4941	0.40675	0.52517	27.85117	932.9102
9361	1582	20	0.04508	2	10	1.00	7	3	1618	0.13598	0.02752	19.89054	72.93944
9361	25062	30	0.10610	10	4	1.00	7	3	1869	0.21620	0.19865	29.44509	198.3009
9361	25073	30	0.11173	10	4	1.00	7	3	2547	0.22972	0.27075	29.18186	284.5763
9363	3714	30	0.20043	10	4	1.00	7	3	516	0.40252	0.05490	29.87698	103.4219

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9363	9364	30	0.29191	10	4	1.00	7	3	1108	0.58969	0.11777	29.70133	323.4363
9363	25079	25	0.18452	10	5	1.00	0	3	17	0.44267	0.00204	25.00932	3.13684
9364	1103	20	0.14929	2	10	1.00	7	3	430	0.44853	0.00732	19.97076	64.1947
9364	1576	20	0.14289	2	10	1.00	7	3	1095	0.43026	0.01862	19.92578	156.4646
9364	3716	30	0.19492	10	4	1.00	7	3	1965	0.39767	0.20884	29.41005	383.0178
9364	9363	30	0.29191	10	4	1.00	7	3	533	0.58632	0.05668	29.87225	155.588
9365	1110	25	0.14531	2	10	1.00	7	3	1438	0.35044	0.02446	24.87830	208.9558
9365	9358	35	0.18019	10	4	1.00	7	3	3073	0.32009	0.32664	33.77533	553.7239
9365	9578	35	0.19088	10	4	1.00	7	3	2659	0.33695	0.28268	33.99035	507.5499
9366	9367	35	0.31003	10	4	1.00	7	3	1945	0.54200	0.20679	34.32003	603.0084
9366	9369	35	0.10466	10	4	1.00	7	3	2194	0.18355	0.23326	34.21050	229.624
9366	9578	35	0.19191	10	4	1.00	7	3	2380	0.33742	0.25299	34.12518	456.7458
9367	1121	25	0.10061	2	10	1.00	7	3	773	0.24210	0.01315	24.93445	77.77153
9367	9366	35	0.31003	10	4	1.00	7	3	1962	0.54212	0.20859	34.31276	608.2789
9367	9368	35	0.22735	10	4	1.00	7	3	2336	0.39949	0.24829	34.14579	531.0896
9368	8665	45	0.18912	10	3	2.00	7	3	16263	0.30662	0.81349	37.00667	3075.659
9368	9367	35	0.22735	10	4	1.00	7	3	2353	0.39958	0.25009	34.13792	534.9546
9368	9389	45	0.35754	10	3	2.00	7	3	16081	0.57609	0.80437	37.23795	5749.601
9369	9366	35	0.10466	10	4	1.00	7	3	2178	0.18351	0.23152	34.21785	227.9495
9369	9370	35	0.16801	10	4	1.00	7	3	2194	0.29467	0.23326	34.21050	368.6139
9370	1120	25	0.19777	2	10	1.00	7	3	1148	0.47651	0.01952	24.90278	227.04
9370	9369	35	0.16801	10	4	1.00	7	3	2178	0.29461	0.23152	34.21785	365.9258
9370	9594	35	0.13133	10	4	1.00	7	3	2368	0.23086	0.25171	34.13082	310.9894
9371	1122	25	0.12071	2	10	1.00	7	3	766	0.29047	0.01303	24.93503	92.46386
9371	1573	25	0.23413	2	10	1.00	7	3	131	0.56217	0.00223	24.98886	30.67103
9371	9372	35	0.10570	10	4	1.00	7	3	2553	0.18630	0.27132	34.04287	269.8521
9371	9594	35	0.09531	10	4	1.00	7	3	1900	0.16654	0.20195	34.33947	181.089
9372	9371	35	0.10570	10	4	1.00	7	3	2535	0.18625	0.26944	34.05145	267.9495
9372	9373	35	0.10867	10	4	1.00	7	3	2553	0.19153	0.27132	34.04287	277.4345
9373	9372	35	0.10867	10	4	1.00	7	3	2535	0.19148	0.26944	34.05145	275.4785
9373	9574	35	0.11002	10	4	1.00	7	3	3987	0.19869	0.42374	33.22206	438.6497
9373	9588	35	0.11191	10	4	1.00	7	3	2031	0.19586	0.21583	34.28323	227.2892
9373	24907	35	0.16161	10	4	1.00	7	3	269	0.27755	0.02864	34.93592	43.47309
9374	9587	35	0.10520	10	4	1.00	7	3	97	0.18040	0.01032	34.98940	10.2044
9374	9589	35	0.12481	10	4	1.00	7	3	526	0.21486	0.05593	34.85330	65.65006
9374	24906	35	0.04576	10	4	1.00	7	3	478	0.07874	0.05085	34.86895	21.87328
9375	9376	35	0.08071	10	4	1.00	7	3	3247	0.14378	0.34518	33.67856	262.0654
9375	9575	35	0.12593	10	4	1.00	7	3	2629	0.22220	0.27949	34.00522	331.07
9375	24910	35	0.08466	10	4	1.00	7	3	726	0.14602	0.07718	34.78633	61.46316
9376	9375	35	0.08071	10	4	1.00	7	3	3182	0.14363	0.33827	33.71505	256.8192
9376	24904	35	0.09506	10	4	1.00	7	3	3247	0.16935	0.34518	33.67856	308.6598
9379	9394	35	0.16979	10	4	1.00	7	3	4369	0.30916	0.46437	32.95162	741.8125
9379	9396	35	0.10934	10	4	1.00	7	3	196	0.18767	0.02080	34.95900	21.43064
9379	9606	35	0.16630	10	4	1.00	7	3	4143	0.30132	0.44037	33.11450	688.9809
9380	1129	25	0.14667	2	10	1.00	7	3	92	0.35213	0.00156	24.99221	13.49364
9380	9597	35	0.07899	10	4	1.00	7	3	855	0.13641	0.09089	34.74185	67.53645
9380	9612	35	0.08944	10	4	1.00	7	3	939	0.15459	0.09979	34.71241	83.98416
9381	1124	25	0.12902	2	10	1.00	7	3	912	0.31060	0.01551	24.92271	117.6662
9381	12299	30	0.18894	10	5	1.00	0	0	603	0.38007	0.07320	29.82775	113.9308
9381	24911	35	0.18834	10	4	1.00	7	3	30	0.32277	0.00319	35.00978	5.6502
9381	24912	35	0.04451	10	4	1.00	7	3	947	0.07695	0.10063	34.70961	42.15097
9382	9343	35	0.10818	10	4	2.00	7	0	8308	0.19606	0.44156	33.10660	898.7594
9382	23249	35	0.10589	10	4	2.00	7	0	8357	0.19200	0.44413	33.08960	884.9227
9384	1513	20	0.05767	2	10	1.00	0	0	2	0.17300	0.00003	19.99986	0.11534
9384	24767	25	0.09846	10	5	1.00	0	0	1408	0.24001	0.17104	24.61399	138.6317
9384	25130	25	0.04902	10	5	1.00	0	0	1413	0.11951	0.17161	24.61246	69.26526
9386	1113	20	0.18560	2	10	1.00	0	0	2603	0.56172	0.04427	19.82449	483.1168
9386	9356	45	0.28085	9	3	3.00	100	0	15390	0.40217	0.51321	41.90011	4322.282
9386	25189	45	0.13340	9	3	3.00	100	0	16135	0.19223	0.53805	41.63972	2152.409
9387	1502	20	0.13681	2	10	1.00	0	0	0	0.41042	0.00000	20.00000	0
9387	5028	50	0.20216	10	3	3.00	7	0	7764	0.24900	0.25891	48.71273	1569.57
9387	24781	50	0.26939	10	3	3.00	7	0	7748	0.33178	0.25836	48.71621	2087.234
9389	1112	25	0.22707	2	10	1.00	7	3	938	0.54671	0.01595	24.92052	212.9917
9389	8658	45	0.17048	10	3	2.00	7	3	16427	0.27803	0.82170	36.79176	2800.475
9389	9368	45	0.35754	10	3	2.00	7	3	16084	0.57614	0.80451	37.23442	5750.673
9394	9342	45	0.16834	10	3	2.00	7	3	11722	0.24586	0.58632	41.08157	1973.281
9394	9379	35	0.16979	10	4	1.00	7	3	4295	0.30865	0.45653	33.00583	729.2481
9394	9574	35	0.14933	10	4	1.00	7	3	3980	0.26967	0.42310	33.22611	594.3334
9394	9590	45	0.05790	10	3	2.00	7	3	13803	0.08778	0.69042	39.57836	799.1937
9396	9379	35	0.10934	10	4	1.00	7	3	210	0.18769	0.02230	34.95461	22.9614
9396	24911	35	0.04188	10	4	1.00	7	3	196	0.07188	0.02080	34.95900	8.20848
9519	1419	0	0.12036	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
9521	3712	25	0.05808	10	5	1.00	0	0	391	0.13986	0.04748	24.91377	22.70928
9521	24793	25	0.05049	10	5	1.00	0	0	397	0.12161	0.04818	24.91224	20.04453
9545	5020	25	0.17788	9	5	1.00	100	0	0	0.42669	0.00000	25.01345	0
9545	9546	25	0.19302	9	5	1.00	100	0	0	0.46299	0.00000	25.01345	0
9546	9545	25	0.19302	9	5	1.00	100	0	0	0.46299	0.00000	25.01345	0
9553	59	25	0.10502	2	10	1.00	1	3	579	0.25254	0.00984	24.95087	60.80658
9553	8798	25	0.21490	10	4	1.00	1	3	1372	0.52243	0.14584	24.68047	294.8428
9554	59	25	0.11201	2	10	1.00	1	3	821	0.26958	0.01397	24.93036	91.96021
9554	8858	33	0.14348	10	4	1.00	1	3	5012	0.28154	0.53271	30.57787	719.1218
9555	237	20	0.06707	3	10	3.00	0	3	4409	0.20222	0.02500	19.90051	295.7116
9555	249	20	0.11774	3	10	3.00	0	3	1708	0.35390	0.00968	19.96135	201.0999

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9555	3456	40	0.19389	10	3	2.00	4	3	10411	0.31293	0.52076	37.17574	2018.589
9555	3457	40	0.21960	10	3	2.00	4	3	13352	0.37108	0.66786	35.50719	2932.099
9560	3385	35	0.56802	10	4	1.00	2	0	7488	1.17023	0.79595	29.12354	4253.334
9560	3455	35	0.44058	9	5	1.00	100	0	1377	0.76681	0.16730	34.47368	606.6787
9560	5708	40	0.13206	10	4	1.00	2	3	8704	0.26676	0.92522	29.70348	1149.45
9561	325	25	0.12367	2	10	1.00	1	3	3177	0.30001	0.05402	24.73277	392.8996
9561	5519	25	0.08617	10	4	1.00	1	3	7874	0.25585	0.83694	20.20842	678.5026
9561	5525	25	0.11058	10	4	1.00	1	3	5610	0.29159	0.59633	22.75342	620.3538
9562	289	25	0.08071	2	10	1.00	2	3	1507	0.19469	0.02564	24.87247	121.63
9562	5714	35	0.02292	10	5	1.00	3	3	1507	0.03996	0.18312	34.41346	34.54044
9563	294	25	0.13929	2	10	1.00	2	3	498	0.33485	0.00847	24.95773	69.36642
9563	295	25	0.17538	2	10	1.00	2	3	1320	0.42280	0.02246	24.88822	231.5016
9563	297	25	0.41996	2	10	1.00	2	3	1232	1.01213	0.02095	24.89568	517.3907
9563	5714	35	0.02111	10	5	1.00	3	3	3035	0.03775	0.36867	33.55026	64.06885
9564	295	25	0.32542	2	10	1.00	2	3	522	0.78238	0.00887	24.95572	169.8692
9564	296	25	0.18762	2	10	1.00	2	3	1026	0.45186	0.01745	24.91306	192.4981
9564	297	25	0.10188	2	10	1.00	2	3	1951	0.24613	0.03319	24.83515	198.7679
9564	5680	35	0.01705	10	5	1.00	3	3	3361	0.03070	0.40823	33.31864	57.30505
9565	40	25	0.05041	2	10	1.00	1	3	1477	0.12160	0.02512	24.87503	74.45557
9565	41	25	0.21482	2	10	1.00	1	3	1677	0.51851	0.02851	24.85823	360.2531
9565	42	25	0.41543	2	10	1.00	1	3	482	0.99868	0.00819	24.95910	200.2373
9565	9060	35	0.01296	10	5	1.00	3	3	3517	0.02342	0.42718	33.20010	45.58032
9566	39	25	0.15060	2	10	1.00	1	3	400	0.36194	0.00680	24.96606	60.24
9566	42	25	0.31135	2	10	1.00	1	3	297	0.74799	0.00506	24.97474	92.47095
9566	8652	25	0.02562	10	5	1.00	5	3	664	0.06190	0.08065	24.83939	17.01168
9567	174	25	0.29297	2	10	1.00	5	3	355	0.70397	0.00604	24.96983	104.0044
9567	176	25	0.09403	2	10	1.00	5	3	1074	0.22650	0.01827	24.90897	100.9882
9567	9072	30	0.06884	10	5	1.00	5	3	1449	0.13991	0.17598	29.52074	99.74916
9568	174	25	0.21417	2	10	1.00	5	3	1054	0.51586	0.01792	24.91071	225.7352
9568	176	25	0.49138	2	10	1.00	5	3	220	1.18019	0.00374	24.98132	108.1036
9568	8678	30	0.04972	10	5	1.00	5	3	1255	0.10079	0.15241	29.59612	62.3986
9569	41	25	0.41313	2	10	1.00	1	3	305	0.99254	0.00518	24.97411	126.0047
9569	42	25	0.15871	2	10	1.00	1	3	940	0.38213	0.01599	24.92029	149.1874
9569	8674	30	0.00189	10	5	1.00	5	3	1331	0.00384	0.16172	29.56673	2.51559
9570	5680	35	0.01155	10	5	1.00	3	0	1276	0.02008	0.15506	34.51910	14.7378
9571	5517	45	0.10367	10	3	2.00	1	3	23631	0.32953	1.18202	18.87606	2449.826
9571	5966	45	0.17033	10	6	2.00	1	3	17963	0.26767	0.76373	38.18011	3059.638
9571	5967	45	0.19501	10	3	3.00	1	0	26796	0.33821	0.89357	34.59559	5225.488
9572	5523	45	0.35270	10	6	1.00	4	0	12571	0.81341	1.06893	26.01664	4433.792
9573	1130	25	0.14082	2	10	1.00	7	3	3829	0.34237	0.06512	24.67858	539.1998
9573	9591	45	0.07245	10	3	2.00	7	3	14070	0.11047	0.70380	39.34797	1019.372
9573	9597	45	0.11603	10	3	2.00	7	3	15211	0.18205	0.76084	38.24193	1764.932
9574	1126	25	0.11970	2	10	1.00	7	3	43	0.28732	0.00073	24.99634	5.1471
9574	9373	35	0.11002	10	4	1.00	7	3	4024	0.19884	0.42767	33.19701	442.7205
9574	9394	35	0.14933	10	4	1.00	7	3	3943	0.26947	0.41916	33.25090	588.8082
9575	9375	35	0.12593	10	4	1.00	7	3	2695	0.22241	0.28649	33.97250	339.3814
9575	9587	35	0.10399	10	4	1.00	7	3	1224	0.18029	0.13007	34.60884	127.2838
9575	9588	35	0.09816	10	4	1.00	7	3	2110	0.17196	0.22432	34.24809	207.1176
9577	9358	45	0.28572	10	3	3.00	7	3	16278	0.41221	0.54282	41.58772	4650.95
9577	9359	50	0.21514	10	3	3.00	7	0	16666	0.28033	0.55577	46.04813	3585.523
9577	9595	35	0.32847	9	7	1.00	100	3	312	0.56378	0.02208	34.95729	102.4826
9578	1111	25	0.11709	2	10	1.00	7	3	1035	0.28201	0.01760	24.91230	121.1882
9578	1115	25	0.19451	2	10	1.00	7	3	681	0.46792	0.01158	24.94225	132.4613
9578	9365	35	0.19088	10	4	1.00	7	3	2660	0.33695	0.28275	33.99006	507.7408
9578	9366	35	0.19191	10	4	1.00	7	3	2380	0.33742	0.25292	34.12545	456.7458
9580	1577	20	0.28728	2	10	1.00	0	3	483	0.86327	0.00822	19.96718	138.7562
9580	9581	45	0.14780	9	3	2.00	100	3	10771	0.21301	0.53878	41.63181	1591.954
9580	9585	45	0.20886	9	3	2.00	100	3	13474	0.31448	0.67397	39.84870	2814.18
9580	25078	25	0.14029	10	5	1.00	0	3	3458	0.35447	0.42002	23.74681	485.1228
9581	9580	45	0.14780	9	3	2.00	100	3	10684	0.21277	0.53442	41.67879	1579.095
9581	9582	45	0.08659	9	3	2.00	100	3	10771	0.12480	0.53878	41.63181	932.6609
9582	9581	45	0.08659	9	3	2.00	100	3	10684	0.12466	0.53442	41.67879	925.1276
9582	9583	45	0.17780	9	3	2.00	100	3	10771	0.25625	0.53878	41.63181	1915.084
9582	25068	25	0.11253	10	5	1.00	0	3	1641	0.27518	0.19931	24.53570	184.6617
9583	3716	30	0.18247	10	4	1.00	7	3	2096	0.37289	0.22274	29.36116	382.4571
9583	9582	45	0.17780	9	3	2.00	100	3	11236	0.25786	0.56203	41.37161	1997.761
9583	9584	45	0.42976	9	3	2.00	100	3	8969	0.60664	0.44861	42.50525	3854.517
9583	25049	35	0.10689	10	4	1.00	7	3	1630	0.18616	0.17325	34.45125	174.2307
9584	1102	20	0.29424	2	10	1.00	7	3	1228	0.88640	0.02089	19.91679	361.3267
9584	9100	45	0.31245	9	7	1.00	100	3	6231	0.43383	0.44154	43.21251	1946.876
9584	9583	45	0.42976	9	3	2.00	100	3	8998	0.60682	0.45006	42.49265	3866.98
9584	22813	45	0.25324	9	3	2.00	100	0	11833	0.37048	0.59189	41.01228	2996.589
9585	1107	20	0.26635	2	10	1.00	7	3	2871	0.80686	0.04883	19.80657	764.6909
9585	1575	20	0.25819	2	10	1.00	7	3	363	0.77551	0.00617	19.97535	93.72297
9585	8658	45	0.20715	9	3	2.00	100	3	14292	0.31748	0.71487	39.14935	2960.588
9585	9580	45	0.20886	9	3	2.00	100	3	13451	0.31433	0.67281	39.86725	2809.376
9587	1130	25	0.12221	2	10	1.00	7	3	1179	0.29447	0.02006	24.90010	144.0856
9587	9374	35	0.10520	10	4	1.00	7	3	87	0.18039	0.00925	34.99247	9.1524
9587	9575	35	0.10399	10	4	1.00	7	3	1234	0.18031	0.13116	34.60499	128.3237
9588	1126	25	0.12605	2	10	1.00	7	3	135	0.30266	0.00230	24.98849	17.01675
9588	9373	35	0.11191	10	4	1.00	7	3	1975	0.19572	0.20993	34.30730	221.0223
9588	9575	35	0.09816	10	4	1.00	7	3	2166	0.17209	0.23022	34.22335	212.6146
9589	1128	25	0.07764	2	10	1.00	7	3	204	0.18646	0.00347	24.98264	15.83856

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9589	1130	25	0.12471	2	10	1.00	7	3	30	0.29933	0.00051	24.99743	3.7413
9589	9374	35	0.12481	10	4	1.00	7	3	533	0.21487	0.05661	34.85117	66.52373
9589	9597	35	0.13953	10	4	1.00	7	3	642	0.24046	0.06828	34.81467	89.57826
9590	9341	45	0.05759	10	3	2.00	7	3	13803	0.08731	0.69042	39.57836	794.9148
9590	9394	45	0.05790	10	3	2.00	7	3	13401	0.08706	0.67034	39.90648	775.9179
9591	1125	25	0.09899	2	10	1.00	7	3	1583	0.23886	0.02692	24.86613	156.7012
9591	9341	45	0.11446	10	3	2.00	7	3	13512	0.17247	0.67586	39.81839	1546.584
9591	9573	45	0.07245	10	3	2.00	7	3	14472	0.11150	0.72388	38.98251	1048.496
9593	1119	20	0.22692	2	10	1.00	0	0	332	0.68152	0.00565	19.97744	75.33744
9593	9342	45	0.21373	10	3	2.00	7	3	11797	0.31251	0.59010	41.03466	2521.373
9593	9351	45	0.32928	10	3	2.00	7	3	10390	0.47227	0.51970	41.83366	3421.219
9593	23316	30	0.11922	10	5	1.00	0	0	882	0.24058	0.10717	29.73227	105.152
9594	9370	35	0.13133	10	4	1.00	7	3	2352	0.23081	0.24997	34.13844	308.8882
9594	9371	35	0.09531	10	4	1.00	7	3	1918	0.16657	0.20382	34.33195	182.8046
9594	9596	35	0.11721	9	7	1.00	100	3	714	0.20152	0.05059	34.89749	83.68794
9595	1109	20	0.41260	2	10	1.00	0	0	54	1.23801	0.00092	19.99633	22.2804
9595	9577	35	0.32847	9	7	1.00	100	3	312	0.56378	0.02213	34.95718	102.4826
9595	30003	35	0.23034	9	7	1.00	100	3	366	0.39544	0.02590	34.94943	84.30444
9596	1122	25	0.09566	2	10	1.00	7	3	544	0.23001	0.00926	24.95380	52.03904
9596	5032	35	0.20768	9	7	1.00	100	3	473	0.35670	0.03349	34.93372	98.23264
9596	9594	35	0.11721	9	7	1.00	100	3	715	0.20152	0.05068	34.89729	83.80515
9597	9380	35	0.07899	10	4	1.00	7	3	853	0.13641	0.09064	34.74265	67.37847
9597	9573	45	0.11603	10	3	2.00	7	3	14810	0.18011	0.74077	38.65558	1718.404
9597	9589	35	0.13953	10	4	1.00	7	3	652	0.24048	0.06928	34.81148	90.97356
9597	9611	45	0.16641	10	3	2.00	7	3	15286	0.26165	0.76461	38.16094	2543.743
9603	9606	35	0.10741	10	4	1.00	7	3	4203	0.19486	0.44670	33.07242	451.4442
9603	9608	35	0.05712	10	4	1.00	7	0	4143	0.10349	0.44037	33.11450	236.6482
9604	17260	35	0.09243	10	4	2.00	7	0	7462	0.16611	0.39658	33.38904	689.7127
9604	23327	35	0.07820	10	4	2.00	7	0	7410	0.14045	0.39381	33.40545	579.462
9605	9344	35	0.13838	10	4	1.00	7	0	1533	0.24073	0.16292	34.49005	212.1365
9605	9347	35	0.19567	10	4	1.00	7	0	2161	0.34302	0.22975	34.22533	422.8429
9605	12297	35	0.11026	10	4	2.00	7	0	7220	0.19768	0.38372	33.46457	796.0772
9605	17260	35	0.17647	10	4	2.00	7	0	8626	0.32092	0.45842	32.99282	1522.23
9606	9379	35	0.16630	10	4	1.00	7	3	4203	0.30171	0.44670	33.07242	698.9589
9606	9603	35	0.10741	10	4	1.00	7	3	4143	0.19461	0.44037	33.11450	444.9996
9607	23264	30	0.15686	10	5	1.00	0	0	2055	0.32162	0.24962	29.26283	322.3473
9607	23276	45	0.20519	9	3	3.00	100	0	11944	0.28687	0.39829	42.91564	2450.789
9607	23282	30	0.09783	10	5	1.00	0	0	1241	0.19830	0.15078	29.60122	121.407
9607	24254	45	0.11453	9	3	3.00	100	0	11197	0.15943	0.37339	43.10189	1282.392
9608	9603	35	0.05712	10	4	1.00	7	0	4203	0.10362	0.44670	33.07242	240.0754
9608	12276	35	0.11611	10	4	1.00	7	0	4431	0.21172	0.47103	32.90469	514.4834
9608	25053	35	0.14793	10	4	1.00	7	0	1359	0.25684	0.14444	34.55771	201.0369
9609	9349	45	0.28475	9	3	3.00	100	0	18622	0.42049	0.62099	40.63171	5302.615
9609	12272	30	0.15264	10	5	1.00	0	0	3048	0.31855	0.37020	28.75001	465.2467
9609	12296	45	0.13838	9	3	3.00	100	0	18015	0.20300	0.60074	40.89988	2492.916
9609	24065	30	0.13437	10	5	1.00	0	0	2149	0.27593	0.26109	29.21929	288.7611
9610	1312	20	0.13291	2	10	1.00	0	0	181	0.39897	0.00308	19.98769	24.05671
9610	1333	20	0.14302	2	10	1.00	0	0	524	0.42983	0.00891	19.96444	74.94248
9610	8656	35	0.14713	10	4	2.00	7	0	7960	0.26569	0.42305	33.22638	1171.155
9610	12161	35	0.08542	10	4	2.00	7	0	8211	0.15465	0.43640	33.14055	701.3836
9611	1129	25	0.08999	2	10	1.00	7	3	650	0.21645	0.01105	24.94488	58.4935
9611	9340	45	0.16116	10	3	2.00	7	3	16286	0.26150	0.81460	36.97800	2624.652
9611	9597	45	0.16641	10	3	2.00	7	3	14892	0.25885	0.74490	38.57275	2478.178
9611	24900	35	0.15107	10	4	1.00	7	3	615	0.26029	0.06540	34.82372	92.90805
9612	9380	35	0.08944	10	4	1.00	7	3	947	0.15461	0.10063	34.70961	84.69968
9612	24912	35	0.11483	10	4	1.00	7	3	939	0.19848	0.09979	34.71241	107.8254
9614	1227	25	0.07340	2	10	1.00	0	3	645	0.17656	0.01096	24.94531	47.343
9614	1228	25	0.12102	2	10	1.00	0	3	464	0.29091	0.00789	24.96061	56.15328
9614	3719	35	0.20585	10	3	1.00	0	3	2931	0.36390	0.29321	33.94058	603.3464
9614	9618	35	0.18205	10	3	1.00	0	3	2730	0.32093	0.27316	34.03447	496.9965
9615	333	25	0.14133	2	10	1.00	0	3	668	0.33997	0.01136	24.94333	94.40844
9615	1228	25	0.18572	2	10	1.00	0	3	1328	0.44774	0.02258	24.88760	246.6362
9615	9097	35	0.12269	10	3	1.00	0	3	4641	0.22340	0.46430	32.95210	569.4043
9615	9618	35	0.14266	10	3	1.00	0	3	2743	0.25154	0.27443	34.02864	391.3164
9618	9614	35	0.18205	10	3	1.00	0	3	2743	0.32099	0.27443	34.02864	499.3632
9618	9615	35	0.14266	10	3	1.00	0	3	2730	0.25149	0.27316	34.03447	389.4618
9619	1229	25	0.13098	2	10	1.00	0	3	465	0.31485	0.00791	24.96050	60.9057
9619	3717	40	0.07714	10	3	2.00	0	3	4469	0.11824	0.22356	39.14433	344.7387
9619	8609	40	0.08205	10	3	2.00	0	3	4650	0.12591	0.23258	39.10102	381.5325
9630	3725	0	0.37417	10	3	0.00	0	3	0	0.00000	0.00000	0.00000	0
9631	22746	45	0.21637	10	3	2.00	7	0	11659	0.31571	0.58318	41.12022	2522.658
9800	1224	25	0.07534	2	10	1.00	4	3	1533	0.18176	0.02607	24.87031	115.4962
9800	8894	30	0.21270	10	5	1.00	4	3	7540	0.56674	0.91593	22.51840	1603.758
9800	8896	30	0.07153	10	5	1.00	4	3	7963	0.20370	0.96734	21.07036	569.5934
9801	1225	25	0.05713	2	10	1.00	4	3	62	0.13713	0.00105	24.99475	3.54206
9801	8754	30	0.05704	10	5	1.00	4	3	12721	0.68179	1.54529	5.01955	725.6058
9801	8896	30	0.10864	10	5	1.00	4	3	12795	1.31994	1.55426	4.93829	1390.049
9802	1225	25	0.05991	2	10	1.00	4	3	1205	0.14438	0.02049	24.89796	72.19155
9802	8754	45	0.05652	10	3	4.00	4	3	36416	0.09983	0.91075	33.97350	2058.232
9802	8758	45	0.14703	10	3	4.00	4	3	35551	0.25387	0.88914	34.74940	5227.064
9803	224	25	0.04186	2	10	1.00	4	3	9918	0.10385	0.16867	24.18415	415.1675
9803	1226	25	0.07131	2	10	1.00	4	3	4633	0.17384	0.07878	24.61219	330.3792
9803	8896	30	0.07193	10	5	1.00	4	3	14290	1.16408	1.73585	3.70742	1027.88

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
10290	5540	65	0.03020	2	9	1.00	0	0	0	0.02786	0.00000	65.03497	0
10290	13543	65	0.42326	2	8	1.00	0	0	15330	0.44010	0.65177	57.70438	6488.576
10903	5672	40	0.25324	10	3	3.00	1	0	33501	0.74549	1.11714	20.38224	8483.793
11066	5824	30	0.22880	23	3	1.00	901	0	13872	1.96245	1.38779	6.99547	3173.914
11328	5948	35	0.25740	23	3	2.00	901	0	21869	0.81268	1.09387	19.00377	5629.081
12160	1331	20	0.12354	2	10	1.00	0	0	2493	0.37376	0.04240	19.83183	307.9852
12160	1332	20	0.11151	2	10	1.00	0	0	216	0.33477	0.00367	19.98532	24.08616
12160	16568	25	0.08511	10	5	1.00	0	0	1347	0.20731	0.16357	24.63401	114.6432
12161	9343	35	0.09396	10	4	2.00	7	0	8211	0.17012	0.43640	33.14055	771.5056
12161	9610	35	0.08542	10	4	2.00	7	0	7575	0.15366	0.40257	33.35305	647.0565
12164	14125	45	0.07450	9	3	3.00	100	0	13758	0.10539	0.45877	42.41627	1024.971
12164	23331	45	0.04024	9	3	3.00	100	0	14041	0.05703	0.46822	42.33162	565.0098
12165	1346	20	0.12453	2	10	1.00	0	0	326	0.37401	0.00555	19.97783	40.59678
12165	1347	20	0.13217	2	10	1.00	0	0	516	0.39721	0.00877	19.96498	68.19972
12165	23323	35	0.14641	10	4	2.00	7	0	1636	0.25276	0.08694	34.75476	239.5268
12165	24034	35	0.07800	10	4	2.00	7	0	1604	0.13464	0.08525	34.76027	125.112
12167	13410	35	0.15118	10	4	2.00	7	0	0	0.25902	0.00000	35.01883	0
12266	1341	20	0.14221	2	10	1.00	0	0	1998	0.42954	0.03398	19.86499	284.1356
12266	22733	30	0.09576	10	5	1.00	0	0	2718	0.19858	0.33013	28.93490	260.2757
12266	23274	30	0.08885	10	5	1.00	0	0	588	0.17870	0.07139	29.83269	52.2438
12270	1314	20	0.17895	2	10	1.00	0	0	1011	0.53870	0.01719	19.93149	180.9185
12270	1347	20	0.14959	2	10	1.00	0	0	828	0.45003	0.01409	19.94382	123.8605
12270	9334	30	0.09543	10	5	1.00	0	0	1897	0.19521	0.23049	29.33332	181.0307
12270	23322	30	0.15111	10	5	1.00	0	0	547	0.30378	0.06645	29.84608	82.65717
12272	1313	20	0.14073	2	10	1.00	0	0	390	0.42274	0.00663	19.97352	54.8847
12272	1314	20	0.13795	2	10	1.00	0	0	2688	0.41763	0.04571	19.81880	370.8096
12272	9609	30	0.15264	10	5	1.00	0	0	2990	0.31818	0.36319	28.78352	456.3936
12272	23322	30	0.09568	10	5	1.00	0	0	275	0.19179	0.03341	29.93292	26.312
12274	1313	20	0.09543	2	10	1.00	0	0	460	0.28675	0.00782	19.96878	43.8978
12274	1347	20	0.16704	2	10	1.00	0	0	4	0.50113	0.00008	19.99969	0.66816
12274	23322	30	0.14647	10	5	1.00	0	0	466	0.29419	0.05667	29.87230	68.25502
12274	23323	30	0.14256	10	5	1.00	0	0	113	0.28528	0.01369	29.98257	16.10928
12276	1208	20	0.09997	2	10	1.00	0	0	462	0.30039	0.00786	19.96860	46.18614
12276	1211	20	0.16066	2	10	1.00	0	0	79	0.48209	0.00134	19.99465	12.69214
12276	9608	35	0.11611	10	4	1.00	7	0	4616	0.21264	0.49063	32.76209	535.9638
12276	24033	35	0.08589	10	4	1.00	7	0	4351	0.15633	0.46243	32.96510	373.7074
12291	1357	20	0.14336	2	10	1.00	0	0	18	0.43011	0.00031	19.99874	2.58048
12291	1358	20	0.16757	2	10	1.00	0	0	84	0.50285	0.00142	19.99431	14.07588
12291	23327	30	0.13838	10	5	1.00	0	0	23	0.27667	0.00278	30.00938	3.18274
12291	23328	30	0.14952	10	5	1.00	0	0	128	0.29926	0.01554	29.97798	19.13856
12292	1315	20	0.13559	2	10	1.00	0	0	118	0.40693	0.00201	19.99196	15.99962
12292	1357	20	0.14028	2	10	1.00	0	0	47	0.42091	0.00080	19.99681	6.59316
12292	9349	35	0.10250	10	4	2.00	7	0	7557	0.18436	0.40164	33.35869	774.5925
12292	23327	35	0.13938	10	4	2.00	7	0	7376	0.25026	0.39199	33.41626	1028.067
12293	1315	20	0.13065	2	10	1.00	0	0	256	0.39229	0.00435	19.98261	33.4464
12293	1317	20	0.16981	2	10	1.00	0	0	11	0.50944	0.00019	19.99925	1.86791
12293	23326	30	0.12547	10	5	1.00	0	0	15	0.25084	0.00186	30.01163	1.88205
12293	23327	30	0.13206	10	5	1.00	0	0	555	0.26549	0.06736	29.84363	73.2933
12294	1316	20	0.13380	2	10	1.00	0	0	599	0.40222	0.01019	19.95934	80.1462
12294	1317	20	0.13025	2	10	1.00	0	0	855	0.39188	0.01454	19.94200	111.3638
12294	9346	30	0.18660	10	5	1.00	0	0	1353	0.37878	0.16436	29.55829	252.4698
12294	23326	30	0.16351	10	5	1.00	0	0	990	0.33039	0.12023	29.69407	161.8749
12295	1349	20	0.13093	2	10	1.00	0	0	1725	0.39509	0.02934	19.88333	225.8543
12295	2507	45	0.30740	9	3	2.00	100	0	17055	0.51367	0.85308	35.90675	5242.707
12295	9111	45	0.26647	9	3	2.00	100	0	17102	0.44615	0.85545	35.83540	4557.17
12296	1349	20	0.16063	2	10	1.00	0	0	1648	0.48460	0.02803	19.88850	264.7182
12296	9111	45	0.07159	9	3	3.00	100	0	18015	0.10503	0.60074	40.89989	1289.694
12296	9609	45	0.13838	9	3	3.00	100	0	18614	0.20432	0.62072	40.63536	2575.805
12297	1359	20	0.11927	2	10	1.00	0	0	444	0.35835	0.00756	19.96982	52.95588
12297	9605	35	0.11026	10	4	2.00	7	0	7631	0.19845	0.40558	33.33485	841.3941
12297	23249	35	0.14441	10	4	2.00	7	0	7716	0.26014	0.41008	33.30733	1114.268
12298	1350	20	0.07997	2	10	1.00	0	0	402	0.24025	0.00684	19.97268	32.14794
12298	23336	30	0.15206	10	5	1.00	0	0	1068	0.30754	0.12969	29.66586	162.4001
12298	24030	30	0.09034	10	5	1.00	0	0	1191	0.18300	0.14465	29.62025	107.5949
12299	1350	20	0.14589	2	10	1.00	0	0	80	0.43778	0.00137	19.99454	11.6712
12299	9381	30	0.18894	10	5	1.00	0	0	625	0.38016	0.07587	29.82043	118.0875
12299	23336	30	0.10187	10	5	1.00	0	0	522	0.20473	0.06344	29.85419	53.17614
12300	1333	20	0.18300	2	10	1.00	0	0	140	0.54927	0.00238	19.99047	25.62
12300	1351	20	0.17139	2	10	1.00	0	0	217	0.51455	0.00368	19.98527	37.19163
12300	9225	35	0.10845	10	4	1.00	7	0	3167	0.19295	0.33663	33.72363	343.4612
12300	16568	35	0.15662	10	4	1.00	7	0	4155	0.28385	0.44164	33.10609	650.7561
13410	1198	20	0.05520	2	10	1.00	0	0	349	0.16580	0.00594	19.97626	19.2648
13410	12167	35	0.15118	10	4	2.00	7	0	0	0.25902	0.00000	35.01883	0
13410	24034	35	0.17985	10	4	2.00	7	0	349	0.30861	0.01857	34.96551	62.76765
13540	7153	65	0.58972	2	8	1.00	0	0	17311	0.63640	0.73602	55.59914	10208.64
13540	8952	65	0.03121	2	9	1.00	0	0	1073	0.02894	0.06084	64.69917	33.48833
13543	7148	65	0.29336	2	8	1.00	0	0	17473	0.31771	0.74289	55.40200	5125.879
13543	8954	65	0.03792	2	9	1.00	0	0	0	0.03498	0.00000	65.03497	0
13885	5856	63	0.08098	23	1	4.00	901	0	107378	0.15630	1.14135	31.08569	8695.47
13976	258	25	0.07499	2	10	1.00	3	3	2666	0.18162	0.04534	24.77535	199.9233
13976	1231	25	0.08749	2	10	1.00	3	3	3487	0.21246	0.05931	24.70695	305.0776
13976	5616	35	0.11304	10	5	1.00	0	3	6770	0.23712	0.82234	28.60261	765.2808
13976	25042	35	0.10961	10	5	1.00	0	3	1283	0.19055	0.15592	34.51596	140.6296

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
14123	1314	20	0.11617	2	10	1.00	0	0	5365	0.35486	0.09124	19.64160	623.2521
14123	2489	45	0.24912	9	3	2.00	100	0	19123	0.46568	0.95655	32.09764	4763.922
14123	9111	45	0.24243	9	3	2.00	100	0	16887	0.40234	0.84469	36.15387	4093.915
14125	1356	20	0.15910	2	10	1.00	0	0	472	0.47807	0.00803	19.96794	75.0952
14125	1357	20	0.11015	2	10	1.00	0	0	513	0.33103	0.00873	19.96516	56.50695
14125	9349	45	0.10358	9	3	3.00	100	0	13947	0.14672	0.46509	42.35986	1444.63
14125	12164	45	0.07450	9	3	3.00	100	0	14041	0.10560	0.46822	42.33162	1046.055
14153	1202	20	0.16068	2	10	1.00	0	0	136	0.48226	0.00230	19.99079	21.85248
14153	1341	20	0.13352	2	10	1.00	0	0	859	0.40173	0.01461	19.94172	114.6937
14153	23272	30	0.19580	10	5	1.00	0	0	90	0.39174	0.01095	29.98936	17.622
14153	23274	30	0.10835	10	5	1.00	0	0	0	0.21658	0.00000	30.01614	0
14157	1204	20	0.16068	2	10	1.00	0	0	681	0.48315	0.01159	19.95375	109.4231
14157	1343	20	0.17215	2	10	1.00	0	0	995	0.51820	0.01693	19.93252	171.2893
14157	1344	20	0.18786	2	10	1.00	0	0	4	0.56357	0.00006	19.99975	0.75144
14157	23259	35	0.16872	10	4	1.00	7	0	3790	0.30353	0.40281	33.35162	639.4488
14157	23279	35	0.10547	10	4	1.00	7	0	4254	0.19156	0.45219	33.03543	448.6694
15058	1100	20	0.10189	2	10	1.00	0	0	2810	0.30860	0.04780	19.81063	286.3109
15058	2489	45	0.23798	9	3	2.00	100	0	17467	0.40489	0.87368	35.26524	4156.797
15058	9142	45	0.12877	9	3	2.00	100	0	17132	0.21587	0.85692	35.79100	2206.088
15064	5511	45	0.10042	10	5	2.00	1	3	16625	0.20441	1.00980	29.47445	1669.483
15064	9079	45	0.22671	10	5	2.00	1	3	16747	0.46791	1.01720	29.07131	3796.712
15250	258	25	0.10660	2	10	1.00	3	3	1353	0.25702	0.02301	24.88549	144.2298
15250	5618	35	0.10915	10	4	2.00	3	3	1763	0.18855	0.09371	34.73255	192.4315
15250	5620	35	0.12124	10	4	2.00	3	3	951	0.20861	0.05052	34.86996	115.2992
16067	8725	40	0.25427	10	3	2.00	0	0	13115	0.42772	0.65604	35.66932	3334.751
16067	23046	40	0.34187	10	3	2.00	0	0	14845	0.59752	0.74255	34.32893	5075.06
16567	1319	20	0.11499	2	10	1.00	0	0	5071	0.35092	0.08623	19.66092	583.1143
16567	2507	45	0.28623	9	3	2.00	100	0	17088	0.47896	0.85476	35.85644	4891.098
16567	2508	45	0.18789	9	3	2.00	100	0	17072	0.31418	0.85392	35.88147	3207.658
16568	1319	20	0.19913	2	10	1.00	0	0	1696	0.60082	0.02884	19.88530	337.7245
16568	2508	35	0.22640	10	4	1.00	7	0	1407	0.39330	0.14952	34.53934	318.5448
16568	12160	25	0.08511	10	5	1.00	0	0	2709	0.21176	0.32909	24.11626	230.563
16568	12300	35	0.15662	10	4	1.00	7	0	3483	0.28016	0.37025	33.54143	545.5075
17109	7141	65	0.45023	2	8	1.00	0	0	15346	0.46827	0.65247	57.68889	6909.23
17260	1317	20	0.13941	2	10	1.00	0	0	1384	0.42019	0.02353	19.90632	192.9434
17260	1358	20	0.12327	2	10	1.00	0	0	2202	0.37258	0.03744	19.85134	271.4405
17260	9604	35	0.09243	10	4	2.00	7	0	7410	0.16602	0.39381	33.40545	684.9063
17260	9605	35	0.17647	10	4	2.00	7	0	8315	0.31984	0.44189	33.10443	1467.348
18205	7145	65	0.35320	2	8	1.00	0	0	13971	0.35994	0.59400	58.87680	4934.557
18205	8944	65	0.01332	2	9	1.00	0	0	4577	0.01262	0.25947	63.32190	60.96564
22227	99	25	0.10990	2	10	1.00	1	3	661	0.26435	0.01124	24.94395	72.6439
22227	112	25	0.08149	2	10	1.00	1	3	1145	0.19635	0.01947	24.90300	93.30605
22227	5756	40	0.09733	10	3	2.00	1	3	14708	0.16952	0.73572	34.44922	1431.53
22227	5758	40	0.09403	10	3	2.00	1	3	13220	0.15848	0.66126	35.59847	1243.077
22228	98	25	0.18645	2	10	1.00	1	3	216	0.44780	0.00368	24.98161	40.2732
22228	99	25	0.10025	2	10	1.00	1	3	813	0.24127	0.01382	24.93110	81.50325
22228	5758	25	0.01526	10	5	1.00	1	3	1062	0.03704	0.12896	24.72337	16.20612
22539	2507	35	0.06359	23	5	1.00	901	0	3059	0.11378	0.37160	33.53380	194.5218
22664	9142	45	0.32678	9	3	2.00	100	0	17055	0.54605	0.85309	35.90640	5573.233
22675	9142	35	0.13473	23	5	1.00	901	0	297	0.23154	0.03607	34.91378	40.01481
22686	9111	45	0.13797	9	3	3.00	100	0	13546	0.19488	0.45172	42.47823	1868.942
22696	23317	45	0.13771	9	3	3.00	100	0	15724	0.19774	0.52436	41.78532	2165.352
22696	24034	45	0.18451	9	3	3.00	100	0	15210	0.26383	0.50720	41.96054	2806.397
22697	23324	30	0.12949	10	5	1.00	0	0	324	0.25970	0.03930	29.91779	41.95476
22697	23325	30	0.11770	10	5	1.00	0	0	260	0.23590	0.03163	29.93746	30.602
22700	22740	45	0.14478	9	3	3.00	100	0	11734	0.20216	0.39129	42.96907	1698.849
22700	23279	45	0.17738	9	3	3.00	100	0	11255	0.24701	0.37531	43.08787	1996.412
22733	12266	30	0.09576	10	5	1.00	0	0	2184	0.19676	0.26528	29.20314	209.1398
22733	22740	45	0.05979	9	3	3.00	100	0	11255	0.08326	0.37531	43.08788	672.9365
22733	25050	30	0.09266	10	5	1.00	0	0	748	0.18670	0.09085	29.77884	69.30968
22733	25054	45	0.17358	9	3	3.00	100	0	10234	0.24037	0.34128	43.32755	1776.418
22735	23266	30	0.07165	10	5	1.00	0	0	1335	0.14540	0.16223	29.56510	95.65275
22735	23278	30	0.07953	10	5	1.00	0	0	1396	0.16153	0.16963	29.54135	111.0239
22740	22700	45	0.14478	9	3	3.00	100	0	11255	0.20160	0.37531	43.08788	1629.499
22740	22733	45	0.05979	9	3	3.00	100	0	11734	0.08349	0.39129	42.96907	701.5759
22746	9631	45	0.21637	10	3	2.00	7	0	11682	0.31582	0.58431	41.10633	2527.634
22746	22749	45	0.44803	9	3	3.00	100	0	3007	0.60236	0.10027	44.62817	1347.226
22746	23273	40	0.12423	10	3	2.00	7	0	5688	0.19192	0.28453	38.83623	706.6202
22746	25054	45	0.19406	9	3	3.00	100	0	9222	0.26736	0.30751	43.54881	1789.621
22749	22746	45	0.44803	9	3	3.00	100	0	3046	0.60243	0.10157	44.62259	1364.699
22798	1415	0	0.19380	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
22799	1419	0	0.10499	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
22813	9584	45	0.25324	9	3	2.00	100	0	11629	0.36935	0.58171	41.13818	2944.928
23046	16067	40	0.34187	10	3	2.00	0	0	13115	0.57507	0.65604	35.66932	4483.625
23096	1415	0	0.19726	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
23099	1418	0	0.09099	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
23122	8985	45	0.28791	9	3	2.00	100	0	19432	0.55035	0.97198	31.38826	5594.667
23249	9382	35	0.10589	10	4	2.00	7	0	8308	0.19190	0.44156	33.10660	879.7341
23249	12297	35	0.14441	10	4	2.00	7	0	8076	0.26108	0.42919	33.18724	1166.255
23249	24062	25	0.11139	10	5	1.00	0	0	71	0.26737	0.00868	24.99578	7.90869
23249	24671	25	0.07324	10	5	1.00	0	0	814	0.17720	0.09885	24.79682	59.61736
23253	23260	45	0.17817	9	3	3.00	100	0	13120	0.25095	0.43750	42.59999	2337.59
23253	23280	35	0.14329	10	4	1.00	7	0	3492	0.25637	0.37123	33.53592	500.3687

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
23253	23284	35	0.10795	10	4	1.00	7	0	3861	0.19446	0.41039	33.30544	416.795
23253	24254	45	0.19892	9	3	3.00	100	0	11332	0.27712	0.37789	43.06898	2254.161
23259	14157	35	0.16872	10	4	1.00	7	0	3887	0.30410	0.41312	33.28859	655.8146
23259	23278	30	0.16072	10	5	1.00	0	0	1598	0.32732	0.19414	29.46041	256.8306
23259	23280	35	0.10024	10	4	1.00	7	0	2928	0.17766	0.31124	33.85287	293.5027
23259	23325	30	0.17338	10	5	1.00	0	0	457	0.34820	0.05550	29.87539	79.23466
23260	1210	20	0.12280	2	10	1.00	0	0	99	0.36853	0.00168	19.99328	12.1572
23260	23253	45	0.17817	9	3	3.00	100	0	13410	0.25143	0.44717	42.51765	2389.26
23260	23331	45	0.14078	9	3	3.00	100	0	13120	0.19828	0.43750	42.59999	1847.034
23261	1118	20	0.19036	2	10	1.00	0	0	699	0.57243	0.01189	19.95255	133.0616
23261	23272	40	0.33087	10	3	2.00	7	0	5383	0.51012	0.26925	38.91695	1781.073
23261	23275	30	0.19405	10	5	1.00	0	0	2462	0.40055	0.29909	29.06775	477.7511
23261	23277	40	0.09068	10	3	2.00	7	0	6277	0.14068	0.31400	38.67334	569.1984
23262	1202	20	0.10976	2	10	1.00	0	0	498	0.32984	0.00847	19.96616	54.66048
23262	1204	20	0.15754	2	10	1.00	0	0	669	0.47369	0.01138	19.95460	105.3943
23262	23266	30	0.16860	10	5	1.00	0	0	828	0.34002	0.10055	29.75131	139.6008
23262	23274	30	0.16088	10	5	1.00	0	0	688	0.32392	0.08354	29.79928	110.6854
23264	1203	20	0.15815	2	10	1.00	0	0	717	0.47559	0.01220	19.95134	113.3936
23264	1205	20	0.15789	2	10	1.00	0	0	690	0.47477	0.01174	19.95316	108.9441
23264	9607	30	0.15686	10	5	1.00	0	0	1825	0.32050	0.22173	29.36475	286.2695
23264	23266	30	0.08340	10	5	1.00	0	0	730	0.16800	0.08866	29.78497	60.882
23265	1299	20	0.11263	2	10	1.00	0	0	222	0.33814	0.00377	19.98492	25.00386
23265	1312	20	0.11413	2	10	1.00	0	0	472	0.34294	0.00803	19.96795	53.86936
23265	9343	35	0.16537	10	4	1.00	7	0	2425	0.29094	0.25772	34.10419	401.0223
23265	23334	35	0.10761	10	4	1.00	7	0	2553	0.18966	0.27134	34.04278	274.7283
23266	22735	30	0.07165	10	5	1.00	0	0	1396	0.14552	0.16963	29.54135	100.0234
23266	23262	30	0.16860	10	5	1.00	0	0	933	0.34044	0.11329	29.71449	157.3038
23266	23264	30	0.08340	10	5	1.00	0	0	691	0.16792	0.08398	29.79805	57.6294
23266	23275	30	0.11303	10	5	1.00	0	0	1301	0.22929	0.15810	29.57822	147.052
23272	14153	30	0.19580	10	5	1.00	0	0	904	0.39523	0.10980	29.72464	177.0032
23272	23261	40	0.33087	10	3	2.00	7	0	5978	0.51222	0.29903	38.75732	1977.941
23272	23273	40	0.11770	10	3	2.00	7	0	4659	0.18062	0.23305	39.09873	548.3643
23273	1341	20	0.16734	2	10	1.00	0	0	1079	0.50386	0.01836	19.92683	180.5599
23273	22746	40	0.12423	10	3	2.00	7	0	4659	0.19064	0.23305	39.09872	578.7876
23273	23272	40	0.11770	10	3	2.00	7	0	6068	0.18233	0.30353	38.73230	714.2036
23274	12266	30	0.08885	10	5	1.00	0	0	688	0.17890	0.08354	29.79928	61.1288
23274	14153	30	0.10835	10	5	1.00	0	0	0	0.21658	0.00000	30.01614	0
23274	23262	30	0.16088	10	5	1.00	0	0	588	0.32356	0.07139	29.83269	94.59744
23275	1202	20	0.16227	2	10	1.00	0	0	576	0.48776	0.00979	19.96090	93.46752
23275	1203	20	0.10071	2	10	1.00	0	0	2263	0.30445	0.03848	19.84725	227.9067
23275	23261	30	0.19405	10	5	1.00	0	0	1368	0.39398	0.16618	29.55247	265.4604
23275	23266	30	0.11303	10	5	1.00	0	0	1429	0.22967	0.17355	29.52866	161.5199
23276	9351	45	0.10340	9	3	3.00	100	0	11944	0.14456	0.39829	42.91565	1235.01
23276	9607	45	0.20519	9	3	3.00	100	0	12046	0.28705	0.40170	42.88931	2471.719
23277	1203	20	0.14685	2	10	1.00	0	0	415	0.44117	0.00706	19.97181	60.94275
23277	9351	40	0.15114	10	3	2.00	7	0	7442	0.23664	0.37223	38.32028	1124.784
23277	23261	40	0.09068	10	3	2.00	7	0	6763	0.14120	0.33827	38.53151	613.2688
23278	1204	20	0.17031	2	10	1.00	0	0	7	0.51094	0.00011	19.99954	1.19217
23278	1205	20	0.08754	2	10	1.00	0	0	560	0.26312	0.00953	19.96194	49.0224
23278	22735	30	0.07953	10	5	1.00	0	0	1335	0.16140	0.16223	29.56510	106.1726
23278	23259	30	0.16072	10	5	1.00	0	0	2130	0.32992	0.25875	29.22825	342.3336
23279	1342	20	0.14911	2	10	1.00	0	0	1036	0.44890	0.01762	19.92977	154.478
23279	14157	35	0.10547	10	4	1.00	7	0	4299	0.19175	0.45693	33.00312	453.4155
23279	22700	45	0.17738	9	3	3.00	100	0	11734	0.24769	0.39129	42.96907	2081.377
23279	23317	45	0.17117	9	3	3.00	100	0	14976	0.24431	0.49941	42.03762	2563.442
23280	1205	20	0.16148	2	10	1.00	0	0	331	0.48499	0.00563	19.97751	53.44988
23280	1209	20	0.13119	2	10	1.00	0	0	908	0.39479	0.01544	19.93843	119.1205
23280	23253	35	0.14329	10	4	1.00	7	0	3524	0.25652	0.37460	33.51685	504.954
23280	23259	35	0.10024	10	4	1.00	7	0	2565	0.17670	0.27269	34.03662	257.1156
23281	23282	30	0.12335	10	5	1.00	0	0	477	0.24778	0.05789	29.86905	58.83795
23281	23283	30	0.12885	10	5	1.00	0	0	421	0.25867	0.05119	29.88679	54.24585
23281	23319	30	0.09919	10	5	1.00	0	0	0	0.19828	0.00000	30.01614	0
23281	25052	30	0.11480	10	5	1.00	0	0	323	0.23022	0.03921	29.91802	37.0804
23282	1206	20	0.16627	2	10	1.00	0	0	413	0.49952	0.00702	19.97195	68.66951
23282	1207	20	0.13159	2	10	1.00	0	0	366	0.39525	0.00623	19.97511	48.16194
23282	9607	30	0.09783	10	5	1.00	0	0	1233	0.19828	0.14984	29.60415	120.6244
23282	23281	30	0.12335	10	5	1.00	0	0	480	0.24779	0.05834	29.86784	59.208
23283	1207	20	0.13306	2	10	1.00	0	0	768	0.40023	0.01305	19.94792	102.1901
23283	1208	20	0.09788	2	10	1.00	0	0	88	0.29372	0.00150	19.99399	8.61344
23283	23281	30	0.12885	10	5	1.00	0	0	412	0.25864	0.05002	29.88987	53.0862
23283	24033	30	0.09361	10	5	1.00	0	0	1427	0.19021	0.17338	29.52921	133.5815
23284	1207	20	0.18811	2	10	1.00	0	0	473	0.56523	0.00804	19.96791	88.97603
23284	1210	20	0.11797	2	10	1.00	0	0	101	0.35403	0.00172	19.99314	11.91497
23284	23253	35	0.10795	10	4	1.00	7	0	3674	0.19377	0.39055	33.42471	396.6083
23284	24033	35	0.16904	10	4	1.00	7	0	3429	0.30210	0.36443	33.57390	579.6382
23288	1331	20	0.12232	2	10	1.00	0	0	1385	0.36868	0.02355	19.90622	169.4132
23288	1332	20	0.10464	2	10	1.00	0	0	523	0.31447	0.00890	19.96448	54.72672
23288	8621	25	0.09748	10	5	1.00	0	0	4293	0.25178	0.52148	23.23071	418.4816
23316	9593	30	0.11922	10	5	1.00	0	0	883	0.24059	0.10728	29.73195	105.2713
23316	25052	30	0.10357	10	5	1.00	0	0	882	0.20901	0.10717	29.73227	91.34874
23317	1344	20	0.08394	2	10	1.00	0	0	383	0.25215	0.00652	19.97396	32.14902
23317	1345	20	0.12663	2	10	1.00	0	0	0	0.37988	0.00000	20.00000	0
23317	22696	45	0.13771	9	3	3.00	100	0	15210	0.19691	0.50720	41.96054	2094.569

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
23317	23279	45	0.17117	9	3	3.00	100	0	15500	0.24533	0.51687	41.86274	2653.135
23319	1208	20	0.12330	2	10	1.00	0	0	1	0.36990	0.00002	19.99992	0.1233
23319	1348	20	0.13712	2	10	1.00	0	0	1	0.41137	0.00002	19.99992	0.13712
23319	23281	30	0.09919	10	5	1.00	0	0	0	0.19828	0.00000	30.01614	0
23322	12270	30	0.15111	10	5	1.00	0	0	628	0.30406	0.07627	29.81936	94.89708
23322	12272	30	0.09568	10	5	1.00	0	0	266	0.19178	0.03233	29.93568	25.45088
23322	12274	30	0.14647	10	5	1.00	0	0	395	0.29397	0.04793	29.89535	57.85565
23323	12165	35	0.14641	10	4	2.00	7	0	1574	0.25268	0.08365	34.76547	230.4493
23323	12274	30	0.14256	10	5	1.00	0	0	174	0.28546	0.02117	29.96393	24.80544
23323	23324	30	0.10541	10	5	1.00	0	0	339	0.21143	0.04112	29.91308	35.73399
23323	24035	35	0.10671	10	4	2.00	7	0	1856	0.18443	0.09865	34.71619	198.0538
23324	1346	20	0.11843	2	10	1.00	0	0	309	0.35568	0.00526	19.97900	36.59487
23324	1356	20	0.13327	2	10	1.00	0	0	31	0.39986	0.00052	19.99791	4.13137
23324	22697	30	0.12949	10	5	1.00	0	0	260	0.25953	0.03163	29.93746	33.6674
23324	23323	30	0.10541	10	5	1.00	0	0	388	0.21154	0.04708	29.89756	40.89908
23325	1344	20	0.08754	2	10	1.00	0	0	355	0.26293	0.00604	19.97588	31.0767
23325	22697	30	0.11770	10	5	1.00	0	0	324	0.23605	0.03930	29.91779	38.1348
23325	23259	30	0.17338	10	5	1.00	0	0	385	0.34794	0.04672	29.89849	66.7513
23326	12293	30	0.12547	10	5	1.00	0	0	15	0.25084	0.00186	30.01163	1.88205
23326	12294	30	0.16351	10	5	1.00	0	0	1612	0.33308	0.19581	29.45473	263.5781
23326	24065	30	0.11526	10	5	1.00	0	0	974	0.23285	0.11837	29.69956	112.2632
23327	9604	35	0.07820	10	4	2.00	7	0	7462	0.14052	0.39658	33.38904	583.5284
23327	12291	30	0.13838	10	5	1.00	0	0	28	0.27669	0.00343	30.00780	3.87464
23327	12292	35	0.13938	10	4	2.00	7	0	7613	0.25082	0.40459	33.34086	1061.1
23327	12293	30	0.13206	10	5	1.00	0	0	260	0.26466	0.03159	29.93756	34.3356
23328	12291	30	0.14952	10	5	1.00	0	0	88	0.29914	0.01071	29.98995	13.15776
23328	23332	30	0.13720	10	5	1.00	0	0	1056	0.27745	0.12831	29.67000	144.8832
23328	24030	30	0.16095	10	5	1.00	0	0	1004	0.32528	0.12198	29.68888	161.5938
23329	23330	30	0.03740	10	5	1.00	0	0	806	0.07540	0.09792	29.75882	30.1444
23329	23332	30	0.08615	10	5	1.00	0	0	808	0.17370	0.09820	29.75803	69.6092
23330	23329	30	0.03740	10	5	1.00	0	0	808	0.07540	0.09820	29.75803	30.2192
23330	23331	30	0.04729	10	5	1.00	0	0	806	0.09535	0.09792	29.75882	38.11574
23331	12164	45	0.04024	9	3	3.00	100	0	13758	0.05692	0.45877	42.41627	553.6219
23331	23260	45	0.14078	9	3	3.00	100	0	13401	0.19865	0.44687	42.52021	1886.593
23331	23330	30	0.04729	10	5	1.00	0	0	808	0.09535	0.09820	29.75803	38.21032
23332	1357	20	0.14310	2	10	1.00	0	0	250	0.42967	0.00425	19.98300	35.775
23332	23328	30	0.13720	10	5	1.00	0	0	1041	0.27739	0.12648	29.67548	142.8252
23332	23329	30	0.08615	10	5	1.00	0	0	806	0.17370	0.09792	29.75882	69.4369
23333	1334	20	0.05381	2	10	1.00	0	0	369	0.16164	0.00627	19.97496	19.85589
23333	23334	30	0.11311	10	5	1.00	0	0	1697	0.23068	0.20618	29.41925	191.9477
23333	23337	30	0.09549	10	5	1.00	0	0	1519	0.19426	0.18447	29.49277	145.0493
23334	23265	35	0.10761	10	4	1.00	7	0	2757	0.19022	0.29310	33.94114	296.6808
23334	23333	30	0.11311	10	5	1.00	0	0	1745	0.23084	0.21194	29.39926	197.377
23334	24037	35	0.09275	10	4	1.00	7	0	3943	0.16735	0.41913	33.25109	365.7133
23336	12298	30	0.15206	10	5	1.00	0	0	1078	0.30758	0.13094	29.66208	163.9207
23336	12299	30	0.10187	10	5	1.00	0	0	545	0.20478	0.06622	29.84670	55.51915
23336	23337	30	0.20764	10	5	1.00	0	0	642	0.41786	0.07801	29.81457	133.3049
23337	23333	30	0.09549	10	5	1.00	0	0	1471	0.19413	0.17872	29.51177	140.4658
23337	23336	30	0.20764	10	5	1.00	0	0	675	0.41802	0.08205	29.80342	140.157
23337	24062	30	0.26580	10	5	1.00	0	0	884	0.53639	0.10742	29.73155	234.9672
23338	1100	20	0.12735	2	10	1.00	0	0	18	0.38207	0.00031	19.99878	2.2923
23338	1340	20	0.12322	2	10	1.00	0	0	777	0.37063	0.01321	19.94729	95.74194
23338	9142	30	0.10455	10	5	1.00	0	0	2146	0.21467	0.26066	29.22092	224.3643
23339	1331	20	0.11320	2	10	1.00	0	0	2613	0.34262	0.04444	19.82382	295.7916
23339	2508	45	0.14302	9	3	2.00	100	0	17094	0.23938	0.85504	35.84790	2444.784
23339	8985	45	0.14692	9	3	2.00	100	0	17008	0.24504	0.85074	35.97637	2498.815
24030	9345	35	0.16679	10	4	1.00	7	0	1414	0.28976	0.15027	34.53662	235.8411
24030	12298	30	0.09034	10	5	1.00	0	0	1180	0.18297	0.14329	29.62445	106.6012
24030	23328	30	0.16095	10	5	1.00	0	0	979	0.32518	0.11897	29.69778	157.5701
24030	25053	35	0.13515	10	4	1.00	7	0	1500	0.23503	0.15948	34.50282	202.725
24033	12276	35	0.08589	10	4	1.00	7	0	4847	0.15821	0.51519	32.57323	416.3088
24033	23283	30	0.09361	10	5	1.00	0	0	1093	0.18940	0.13275	29.65663	102.3157
24033	23284	35	0.16904	10	4	1.00	7	0	3267	0.30125	0.34722	33.66765	552.2537
24034	9334	45	0.28334	9	3	3.00	100	0	15455	0.40595	0.51536	41.87819	4379.02
24034	12165	35	0.07800	10	4	2.00	7	0	1640	0.13467	0.08715	34.75407	127.92
24034	13410	35	0.17985	10	4	2.00	7	0	349	0.30861	0.01857	34.96551	62.76765
24034	22696	45	0.18451	9	3	3.00	100	0	15724	0.26493	0.52436	41.78532	2901.235
24035	1313	20	0.14076	2	10	1.00	0	0	429	0.42291	0.00729	19.97089	60.38604
24035	1356	20	0.12644	2	10	1.00	0	0	273	0.37968	0.00464	19.98144	34.51812
24035	9349	35	0.17960	10	4	2.00	7	0	2013	0.31065	0.10701	34.68820	361.5348
24035	23323	35	0.10671	10	4	2.00	7	0	1807	0.18438	0.09602	34.72491	192.825
24037	1355	20	0.08326	2	10	1.00	0	0	607	0.25030	0.01033	19.95878	50.53882
24037	9340	35	0.14068	10	4	1.00	7	0	3336	0.25101	0.35460	33.62790	469.3085
24037	23334	35	0.09275	10	4	1.00	7	0	4195	0.16823	0.44592	33.07761	389.0863
24062	1299	20	0.09349	2	10	1.00	0	0	85	0.28056	0.00145	19.99419	7.94665
24062	1359	20	0.16082	2	10	1.00	0	0	875	0.48390	0.01488	19.94064	140.7175
24062	23249	25	0.11139	10	5	1.00	0	0	106	0.26746	0.01285	24.98721	11.80734
24062	23337	30	0.26580	10	5	1.00	0	0	870	0.53630	0.10570	29.73652	231.246
24065	1315	20	0.13322	2	10	1.00	0	0	490	0.40034	0.00834	19.96671	65.2778
24065	1316	20	0.20010	2	10	1.00	0	0	441	0.60119	0.00750	19.97005	88.2441
24065	9609	30	0.13437	10	5	1.00	0	0	1519	0.27337	0.18446	29.49279	204.108
24065	23326	30	0.11526	10	5	1.00	0	0	1597	0.23473	0.19396	29.46102	184.0702
24254	9607	45	0.11453	9	3	3.00	100	0	11332	0.15956	0.37789	43.06898	1297.854

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
24254	23253	45	0.19892	9	3	3.00	100	0	11197	0.27691	0.37339	43.10189	2227.307
24671	1318	20	0.14142	2	10	1.00	0	0	456	0.42493	0.00776	19.96901	64.48752
24671	1351	20	0.09202	2	10	1.00	0	0	361	0.27639	0.00614	19.97547	33.21922
24671	23249	25	0.07324	10	5	1.00	0	0	1091	0.17780	0.13250	24.71447	79.90484
24764	5029	45	0.09674	9	3	3.00	100	0	19146	0.14371	0.63844	40.38745	1852.184
24764	24765	45	0.09209	9	3	3.00	100	0	18699	0.13611	0.62355	40.59660	1721.991
24765	24764	45	0.09209	9	3	3.00	100	0	19146	0.13681	0.63844	40.38745	1763.155
24765	24766	45	0.05754	9	3	3.00	100	0	19534	0.08588	0.65140	40.19772	1123.986
24765	24777	25	0.08979	10	5	1.00	0	0	1160	0.21819	0.14090	24.69317	104.1564
24765	25126	25	0.07578	10	5	1.00	0	0	1106	0.18402	0.13441	24.70967	83.81268
24766	24765	45	0.05754	9	3	3.00	100	0	19242	0.08558	0.64166	40.34107	1107.185
24766	30005	45	0.10452	9	3	3.00	100	0	19534	0.15600	0.65140	40.19772	2041.694
24767	1512	20	0.12084	2	10	1.00	0	0	268	0.36285	0.00457	19.98175	32.38512
24767	9384	25	0.09846	10	5	1.00	0	0	1414	0.24003	0.17174	24.61210	139.2224
24767	24768	45	0.06400	9	3	3.00	100	0	17498	0.09339	0.58350	41.11626	1119.872
24767	30005	45	0.04823	9	3	3.00	100	0	18671	0.07126	0.62262	40.60937	900.5023
24768	24767	45	0.06400	9	3	3.00	100	0	17214	0.09313	0.57404	41.23062	1101.696
24768	24769	45	0.05415	9	3	3.00	100	0	17498	0.07901	0.58350	41.11626	947.5167
24769	24768	45	0.05415	9	3	3.00	100	0	17214	0.07879	0.57404	41.23062	932.1381
24769	24770	45	0.07927	9	3	3.00	100	0	16971	0.11509	0.56593	41.32629	1345.291
24769	24792	35	0.10045	10	5	1.00	0	0	2607	0.17817	0.31673	33.82550	261.8732
24769	25125	45	0.07427	10	5	1.00	0	0	1401	0.10057	0.17021	44.30923	104.0523
24770	24769	45	0.07927	9	3	3.00	100	0	16737	0.11484	0.55812	41.41650	1326.742
24770	24771	45	0.07744	9	3	3.00	100	0	16971	0.11244	0.56593	41.32629	1314.234
24771	24770	45	0.07744	9	3	3.00	100	0	16737	0.11219	0.55812	41.41650	1296.113
24771	24772	45	0.09379	9	3	3.00	100	0	16971	0.13616	0.56593	41.32629	1591.71
24772	24771	45	0.09379	9	3	3.00	100	0	16737	0.13587	0.55812	41.41650	1569.763
24772	25110	45	0.12761	9	3	3.00	100	0	16971	0.18528	0.56593	41.32629	2165.669
24774	9359	50	0.15153	10	3	3.00	7	0	16555	0.19724	0.55206	46.09469	2508.579
24774	25128	25	0.05446	10	5	1.00	0	0	3405	0.13744	0.41358	23.77552	185.4363
24774	25129	50	0.09675	10	3	3.00	7	0	16711	0.12611	0.55727	46.02916	1616.789
24777	1505	20	0.14990	2	10	1.00	0	0	410	0.45034	0.00696	19.97218	61.459
24777	1508	20	0.09754	2	10	1.00	0	0	166	0.29277	0.00283	19.98869	16.19164
24777	1509	20	0.08185	2	10	1.00	0	0	194	0.24572	0.00330	19.98680	15.8789
24777	1510	20	0.11921	2	10	1.00	0	0	244	0.35794	0.00415	19.98340	29.08724
24777	1516	20	0.11134	2	10	1.00	0	0	101	0.33414	0.00171	19.99315	11.24534
24777	24765	25	0.08979	10	5	1.00	0	0	1892	0.22039	0.22985	24.44638	169.8827
24777	24778	25	0.07935	10	5	1.00	0	0	62	0.19045	0.00752	24.99816	4.9197
24778	24777	25	0.07935	10	5	1.00	0	0	65	0.19046	0.00789	24.99741	5.15775
24778	24779	25	0.07308	10	5	1.00	0	0	62	0.17541	0.00752	24.99816	4.53096
24779	1505	20	0.14282	2	10	1.00	0	0	93	0.42861	0.00159	19.99364	13.28226
24779	1506	20	0.09131	2	10	1.00	0	0	288	0.27420	0.00490	19.98042	26.29728
24779	1508	20	0.08535	2	10	1.00	0	0	39	0.25608	0.00066	19.99737	3.32865
24779	24778	25	0.07308	10	5	1.00	0	0	65	0.17542	0.00789	24.99741	4.7502
24779	25055	25	0.09188	10	5	1.00	0	0	359	0.22119	0.04355	24.92231	32.98492
24781	9387	50	0.26939	10	3	3.00	7	0	7764	0.33180	0.25891	48.71273	2091.544
24781	24782	25	0.05094	10	5	1.00	0	0	1058	0.12362	0.12854	24.72443	53.89452
24781	25056	50	0.15676	10	3	3.00	7	0	8144	0.19341	0.27158	48.63101	1276.653
24782	1507	20	0.04661	2	10	1.00	0	0	707	0.14016	0.01203	19.95199	32.95327
24782	24781	25	0.05094	10	5	1.00	0	0	1057	0.12362	0.12842	24.72472	53.84358
24782	25055	25	0.04618	10	5	1.00	0	0	359	0.11118	0.04367	24.92206	16.57862
24789	1514	20	0.11457	2	10	1.00	0	0	160	0.34390	0.00273	19.98910	18.3312
24789	24790	45	0.10522	10	5	1.00	0	0	943	0.14166	0.11460	44.56596	99.22246
24789	24795	45	0.09245	10	5	1.00	0	0	1100	0.12470	0.13357	44.48120	101.695
24790	24789	45	0.10522	10	5	1.00	0	0	943	0.14166	0.11460	44.56596	99.22246
24790	24791	45	0.03685	10	5	1.00	0	0	943	0.04961	0.11460	44.56596	34.74955
24791	1201	20	0.25216	2	10	1.00	0	0	0	0.75648	0.00000	20.00000	0
24791	1503	20	0.17141	2	10	1.00	0	0	426	0.51496	0.00725	19.97105	73.02066
24791	1504	20	0.13613	2	10	1.00	0	0	520	0.40910	0.00884	19.96472	70.7876
24791	24790	45	0.03685	10	5	1.00	0	0	943	0.04961	0.11460	44.56596	34.74955
24792	24769	35	0.10045	10	5	1.00	0	0	2555	0.17801	0.31040	33.85702	256.6498
24792	24793	35	0.08359	10	5	1.00	0	0	2607	0.14827	0.31673	33.82550	217.9191
24793	1518	20	0.11624	2	10	1.00	0	0	213	0.34898	0.00362	19.98554	24.75912
24793	9521	25	0.05049	10	5	1.00	0	0	391	0.12160	0.04748	24.91377	19.74159
24793	24792	35	0.08359	10	5	1.00	0	0	2555	0.14813	0.31040	33.85702	213.5725
24793	24794	35	0.12440	10	5	1.00	0	0	2494	0.22022	0.30295	33.89363	310.2536
24794	1520	20	0.09959	2	10	1.00	0	0	0	0.29877	0.00000	20.00000	0
24794	1521	20	0.08734	2	10	1.00	0	0	328	0.26230	0.00559	19.97768	28.64752
24794	1522	20	0.10915	2	10	1.00	0	0	0	0.32744	0.00000	20.00000	0
24794	24793	35	0.12440	10	5	1.00	0	0	2436	0.22000	0.29592	33.92764	303.0384
24794	25086	35	0.25531	10	5	1.00	0	0	2535	0.45228	0.30797	33.86902	647.2109
24795	1511	20	0.09320	2	10	1.00	0	0	230	0.27983	0.00392	19.98434	21.436
24795	1512	20	0.06001	2	10	1.00	0	0	82	0.18008	0.00139	19.99443	4.92082
24795	24789	45	0.09245	10	5	1.00	0	0	1098	0.12470	0.13333	44.48228	101.5101
24795	25125	45	0.07120	10	5	1.00	0	0	1404	0.09642	0.17055	44.30760	99.9648
24840	323	25	0.13749	2	10	1.00	1	3	2369	0.33263	0.04029	24.80014	325.7138
24840	1542	25	0.18733	2	10	1.00	4	3	329	0.45010	0.00559	24.97206	61.63157
24840	5514	45	0.14589	10	3	2.00	1	3	18197	0.25751	0.91022	33.99341	2654.76
24840	5516	45	0.25659	10	3	2.00	4	3	20286	0.52710	1.01472	29.20755	5205.185
24900	1128	25	0.08455	2	10	1.00	7	3	428	0.20321	0.00728	24.96364	36.1874
24900	9611	35	0.15107	10	4	1.00	7	3	762	0.26066	0.08101	34.77401	115.1153
24900	24901	35	0.07281	10	4	1.00	7	3	388	0.12518	0.04123	34.89825	28.25028
24901	24900	35	0.07281	10	4	1.00	7	3	532	0.12534	0.05652	34.85147	38.73492

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
24901	24902	35	0.09942	10	4	1.00	7	3	388	0.17093	0.04123	34.89825	38.57496
24902	24901	35	0.09942	10	4	1.00	7	3	532	0.17116	0.05652	34.85148	52.89144
24902	24903	35	0.17118	10	4	1.00	7	3	866	0.29567	0.09208	34.73792	148.2419
24902	24906	35	0.07975	10	4	1.00	7	3	482	0.13724	0.05123	34.86778	38.4395
24903	1127	25	0.07909	2	10	1.00	7	3	558	0.19018	0.00949	24.95264	44.13222
24903	24902	35	0.17118	10	4	1.00	7	3	1014	0.29611	0.10775	34.68571	173.5765
24903	24904	35	0.15226	10	4	1.00	7	3	837	0.26291	0.08900	34.74803	127.4416
24904	1574	25	0.20208	2	10	1.00	7	3	860	0.48641	0.01463	24.92706	173.7888
24904	8653	35	0.19190	10	4	1.00	7	3	4461	0.35016	0.47412	32.88264	856.0659
24904	9376	35	0.09506	10	4	1.00	7	3	3182	0.16916	0.33827	33.71504	302.4809
24904	24903	35	0.15226	10	4	1.00	7	3	985	0.26330	0.10466	34.69609	149.9761
24906	9374	35	0.04576	10	4	1.00	7	3	482	0.07875	0.05123	34.86778	22.05632
24906	24902	35	0.07975	10	4	1.00	7	3	478	0.13723	0.05085	34.86895	38.1205
24907	9373	35	0.16161	10	4	1.00	7	3	270	0.27755	0.02873	34.93567	43.6347
24907	24908	35	0.06960	10	4	1.00	7	3	269	0.11953	0.02864	34.93593	18.7224
24908	1573	25	0.09175	2	10	1.00	7	3	996	0.22094	0.01693	24.91563	91.383
24908	24907	35	0.06960	10	4	1.00	7	3	270	0.11953	0.02873	34.93567	18.792
24908	24910	35	0.10267	10	4	1.00	7	3	725	0.17708	0.07709	34.78662	74.43575
24910	9375	35	0.08466	10	4	1.00	7	3	725	0.14602	0.07709	34.78662	61.3785
24910	24908	35	0.10267	10	4	1.00	7	3	726	0.17708	0.07718	34.78633	74.53842
24911	1124	25	0.11334	2	10	1.00	7	3	179	0.27218	0.00304	24.98479	20.28786
24911	9381	35	0.18834	10	4	1.00	7	3	17	0.32274	0.00177	35.01381	3.20178
24911	9396	35	0.04188	10	4	1.00	7	3	210	0.07189	0.02230	34.95461	8.7948
24912	9381	35	0.04451	10	4	1.00	7	3	939	0.07694	0.09979	34.71241	41.79489
24912	9612	35	0.11483	10	4	1.00	7	3	947	0.19849	0.10063	34.70961	108.744
25041	1231	25	0.13891	2	10	1.00	3	3	1714	0.33532	0.02916	24.85506	238.0917
25041	1232	25	0.11603	2	10	1.00	3	3	1493	0.27989	0.02539	24.87372	173.2328
25041	5614	35	0.13498	10	5	1.00	0	3	4070	0.24741	0.49436	32.73416	549.3686
25041	25042	35	0.11603	10	5	1.00	0	3	3005	0.20739	0.36509	33.57027	348.6702
25042	13976	35	0.10961	10	5	1.00	0	3	2867	0.19538	0.34828	33.66197	314.2519
25042	25041	35	0.11603	10	5	1.00	0	3	2140	0.20420	0.25993	34.09436	248.3042
25042	25043	35	0.09751	10	5	1.00	0	3	2619	0.17300	0.31809	33.81869	255.3787
25043	258	25	0.12902	2	10	1.00	3	3	14	0.30965	0.00023	24.99883	1.80628
25043	1233	25	0.12830	2	10	1.00	3	3	1211	0.30919	0.02060	24.89743	155.3713
25043	5620	35	0.11286	10	5	1.00	0	3	1421	0.19655	0.17263	34.45358	160.3741
25043	25042	35	0.09751	10	5	1.00	0	3	3336	0.17550	0.40530	33.33652	325.2934
25044	263	25	0.16065	2	10	1.00	3	3	789	0.38661	0.01341	24.93311	126.7529
25044	1233	25	0.12322	2	10	1.00	3	3	677	0.29640	0.01151	24.94260	83.41994
25044	5608	35	0.15319	10	4	2.00	3	3	1377	0.26413	0.07318	34.79910	210.9426
25044	5620	35	0.11611	10	4	2.00	3	3	2609	0.20148	0.13868	34.57835	302.931
25049	1106	20	0.12337	2	10	1.00	0	3	1630	0.37217	0.02772	19.88973	201.0931
25049	9583	35	0.10689	10	4	1.00	7	3	1640	0.18618	0.17433	34.44714	175.2996
25050	22733	30	0.09266	10	5	1.00	0	0	748	0.18670	0.09085	29.77884	69.30968
25050	25051	30	0.05835	10	5	1.00	0	0	748	0.11758	0.09085	29.77884	43.6458
25051	25050	30	0.05835	10	5	1.00	0	0	748	0.11758	0.09085	29.77884	43.6458
25052	1206	20	0.13488	2	10	1.00	0	0	517	0.40535	0.00879	19.96492	69.73296
25052	1348	20	0.10479	2	10	1.00	0	0	682	0.31510	0.01159	19.95374	71.46678
25052	23281	30	0.11480	10	5	1.00	0	0	329	0.23024	0.03993	29.91617	37.7692
25052	23316	30	0.10357	10	5	1.00	0	0	883	0.20901	0.10728	29.73195	91.45231
25053	1211	20	0.11997	2	10	1.00	0	0	446	0.36045	0.00758	19.96973	53.50662
25053	9608	35	0.14793	10	4	1.00	7	0	1234	0.25649	0.13117	34.60495	182.5456
25053	24030	35	0.13515	10	4	1.00	7	0	1625	0.23537	0.17276	34.45310	219.6188
25054	22733	45	0.17358	9	3	3.00	100	0	9222	0.23915	0.30751	43.54882	1600.755
25054	22746	45	0.19406	9	3	3.00	100	0	10234	0.26873	0.34128	43.32755	1986.01
25055	24779	25	0.09188	10	5	1.00	0	0	359	0.22119	0.04367	24.92206	32.98492
25055	24782	25	0.04618	10	5	1.00	0	0	359	0.11118	0.04355	24.92231	16.57862
25056	1510	20	0.11507	2	10	1.00	0	0	714	0.34605	0.01214	19.95155	82.15998
25056	1516	20	0.10092	2	10	1.00	0	0	289	0.30305	0.00492	19.98033	29.16588
25056	5029	50	0.09277	10	3	3.00	7	0	8144	0.11446	0.27158	48.63101	755.5189
25056	24781	50	0.15676	10	3	3.00	7	0	8161	0.19342	0.27216	48.62723	1279.318
25062	9361	30	0.10610	10	4	1.00	7	3	1840	0.21612	0.19559	29.45548	195.224
25062	25063	25	0.11493	10	5	1.00	0	3	920	0.27845	0.11170	24.76593	105.7356
25062	25085	35	0.06807	10	5	1.00	0	3	2333	0.12018	0.28335	33.98723	158.8073
25062	25087	30	0.12269	10	4	1.00	7	0	2191	0.25104	0.23289	29.32463	268.8138
25063	1104	20	0.10372	2	10	1.00	7	3	139	0.31129	0.00237	19.99053	14.41708
25063	1588	20	0.08645	2	10	1.00	7	3	826	0.26009	0.01404	19.94398	71.4077
25063	25062	25	0.11493	10	5	1.00	0	3	1217	0.27947	0.14778	24.67547	139.8698
25063	25064	25	0.08676	10	5	1.00	0	3	914	0.21018	0.11104	24.76754	79.29864
25064	25063	25	0.08676	10	5	1.00	0	3	1346	0.21132	0.16348	24.63425	116.779
25064	25065	25	0.09497	10	5	1.00	0	3	398	0.22874	0.04835	24.91187	37.79806
25064	25080	25	0.14166	10	5	1.00	0	3	12	0.33984	0.00151	25.01039	1.69992
25064	25081	25	0.09072	10	5	1.00	0	3	532	0.21881	0.06467	24.87575	48.26304
25065	1586	20	0.09217	2	10	1.00	7	3	67	0.27659	0.00114	19.99543	6.17539
25065	1589	20	0.14091	2	10	1.00	7	3	0	0.42274	0.00000	20.00000	0
25065	25064	25	0.09497	10	5	1.00	0	3	830	0.22985	0.10082	24.79212	78.8251
25065	25066	25	0.10984	10	5	1.00	0	3	404	0.26457	0.04905	24.91033	44.37536
25066	25065	25	0.10984	10	5	1.00	0	3	897	0.26604	0.10899	24.77250	98.52648
25066	25067	25	0.17216	10	5	1.00	0	3	366	0.41451	0.04447	24.92031	63.01056
25066	25069	25	0.09487	10	5	1.00	0	3	477	0.22869	0.05800	24.89063	45.25299
25066	25079	25	0.13000	10	5	1.00	0	3	524	0.31354	0.06363	24.87807	68.12
25067	1103	20	0.13418	2	10	1.00	7	3	1235	0.40422	0.02101	19.91632	165.7123
25067	1105	20	0.14744	2	10	1.00	7	3	114	0.44251	0.00193	19.99227	16.80816
25067	25066	25	0.17216	10	5	1.00	0	3	960	0.41730	0.11661	24.75396	165.2736

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
25067	25068	25	0.08427	10	5	1.00	0	3	1089	0.20458	0.13227	24.71506	91.77003
25068	9582	25	0.11253	10	5	1.00	0	3	1089	0.27319	0.13227	24.71506	122.5452
25068	25067	25	0.08427	10	5	1.00	0	3	1641	0.20608	0.19931	24.53570	138.2871
25069	1105	20	0.16449	2	10	1.00	7	3	48	0.49357	0.00082	19.99673	7.89552
25069	1586	20	0.11254	2	10	1.00	7	3	2	0.33761	0.00004	19.99986	0.22508
25069	25066	25	0.09487	10	5	1.00	0	3	468	0.22866	0.05683	24.89321	44.39916
25069	25070	25	0.10881	10	5	1.00	0	3	431	0.26216	0.05241	24.90297	46.89711
25070	25069	25	0.10881	10	5	1.00	0	3	423	0.26214	0.05136	24.90528	46.02663
25070	25071	25	0.12721	10	5	1.00	0	3	517	0.30677	0.06275	24.88003	65.76757
25070	25076	25	0.11461	10	5	1.00	0	3	1575	0.28001	0.19130	24.55831	180.5108
25070	25078	25	0.14258	10	5	1.00	0	3	2246	0.35189	0.27281	24.31149	320.2347
25071	1585	20	0.10792	2	10	1.00	7	3	387	0.32418	0.00658	19.97372	41.76504
25071	1587	20	0.13096	2	10	1.00	7	3	130	0.39306	0.00221	19.99118	17.0248
25071	25070	25	0.12721	10	5	1.00	0	3	519	0.30678	0.06303	24.87940	66.02199
25073	9360	30	0.18881	10	4	1.00	7	3	5016	0.40757	0.53312	27.79513	947.071
25073	9361	30	0.11173	10	4	1.00	7	3	2576	0.22981	0.27380	29.16985	287.8165
25073	25074	25	0.11550	10	5	1.00	0	3	1620	0.28236	0.19685	24.54269	187.11
25073	25083	25	0.06261	10	5	1.00	0	3	1776	0.15339	0.21577	24.48820	111.1954
25074	1104	20	0.08253	2	10	1.00	7	3	168	0.24772	0.00285	19.98860	13.86504
25074	1584	20	0.09717	2	10	1.00	7	3	1519	0.29303	0.02583	19.89721	147.6012
25074	25073	25	0.11550	10	5	1.00	0	3	1725	0.28278	0.20954	24.50634	199.2375
25074	25075	25	0.10162	10	5	1.00	0	3	1017	0.24648	0.12350	24.73698	103.3475
25075	25074	25	0.10162	10	5	1.00	0	3	1086	0.24669	0.13188	24.71603	110.3593
25075	25076	25	0.09269	10	5	1.00	0	3	1308	0.22566	0.15889	24.64643	121.2385
25075	25081	25	0.08410	10	5	1.00	0	3	487	0.20276	0.05915	24.88806	40.9567
25075	25082	25	0.12424	10	5	1.00	0	3	162	0.29850	0.01964	24.97314	20.12688
25076	1586	20	0.08200	2	10	1.00	7	3	413	0.24634	0.00703	19.97194	33.866
25076	25070	25	0.11461	10	5	1.00	0	3	1564	0.27997	0.19004	24.56184	179.25
25076	25075	25	0.09269	10	5	1.00	0	3	1381	0.22587	0.16777	24.62281	128.0049
25078	1105	20	0.09665	2	10	1.00	7	3	735	0.29068	0.01250	19.95012	71.03775
25078	1587	20	0.13772	2	10	1.00	7	3	530	0.41390	0.00902	19.96399	72.9916
25078	9580	25	0.14029	10	5	1.00	0	3	3568	0.35538	0.43342	23.68569	500.5547
25078	25070	25	0.14258	10	5	1.00	0	3	2245	0.35189	0.27273	24.31172	320.0921
25079	1103	20	0.23913	2	10	1.00	7	3	7	0.71740	0.00013	19.99949	1.67391
25079	1589	20	0.08312	2	10	1.00	7	3	541	0.24982	0.00920	19.96327	44.96792
25079	9363	25	0.18452	10	5	1.00	0	3	112	0.44309	0.01357	24.98573	20.66624
25079	25066	25	0.13000	10	5	1.00	0	3	433	0.31323	0.05259	24.90257	56.29
25080	1588	20	0.08978	2	10	1.00	7	3	19	0.26937	0.00033	19.99869	1.70582
25080	1589	20	0.08779	2	10	1.00	7	3	259	0.26359	0.00440	19.98241	22.73761
25080	3714	25	0.10178	10	5	1.00	0	3	361	0.24503	0.04384	24.92168	36.74258
25080	25064	25	0.14166	10	5	1.00	0	3	12	0.33984	0.00151	25.01039	1.69992
25081	1104	20	0.11049	2	10	1.00	7	3	5	0.33146	0.00008	19.99968	0.55245
25081	1586	20	0.09493	2	10	1.00	7	3	51	0.28485	0.00087	19.99653	4.84143
25081	25064	25	0.09072	10	5	1.00	0	3	532	0.21881	0.06463	24.87582	48.26304
25081	25075	25	0.08410	10	5	1.00	0	3	486	0.20275	0.05903	24.88833	40.8726
25082	1584	20	0.10589	2	10	1.00	7	3	0	0.31768	0.00000	20.00000	0
25082	1585	20	0.10418	2	10	1.00	7	3	162	0.31272	0.00275	19.98901	16.87716
25082	25075	25	0.12424	10	5	1.00	0	3	159	0.29850	0.01927	24.97390	19.75416
25083	25073	25	0.06261	10	5	1.00	0	3	1775	0.15339	0.21565	24.48854	111.1328
25083	25084	25	0.12904	10	5	1.00	0	3	1776	0.31617	0.21577	24.48820	229.175
25084	1581	20	0.12259	2	10	1.00	7	3	382	0.36824	0.00650	19.97404	46.82938
25084	1583	20	0.09121	2	10	1.00	7	3	1394	0.27491	0.02371	19.90562	127.1467
25084	25083	25	0.12904	10	5	1.00	0	3	1775	0.31616	0.21565	24.48854	229.046
25085	25062	35	0.06807	10	5	1.00	0	3	2391	0.12030	0.29050	33.95353	162.7554
25085	25086	35	0.11868	10	5	1.00	0	3	2333	0.20951	0.28335	33.98723	276.8804
25086	1581	20	0.12491	2	10	1.00	7	3	337	0.37515	0.00574	19.97708	42.09467
25086	24794	35	0.25531	10	5	1.00	0	0	2477	0.45182	0.30094	33.90338	632.4029
25086	25085	35	0.11868	10	5	1.00	0	3	2391	0.20972	0.29050	33.95353	283.7639
25087	1101	20	0.13718	2	10	1.00	7	0	1443	0.41356	0.02454	19.90231	197.9507
25087	3714	30	0.10671	10	4	1.00	7	0	1138	0.21563	0.12095	29.69193	121.436
25087	25062	30	0.12269	10	4	1.00	7	0	1806	0.24982	0.19201	29.46760	221.5781
25088	52	25	0.40681	1	10	1.00	100	0	85	0.97664	0.00145	24.99275	34.57885
25088	5885	20	0.06557	10	6	1.00	1	3	7071	0.21646	0.60125	18.17481	463.6455
25088	5897	20	0.06182	10	6	1.00	1	3	7911	0.20934	0.67270	17.71959	489.058
25090	25110	45	0.24535	9	3	3.00	100	0	16737	0.35544	0.55812	41.41650	4106.423
25110	24772	45	0.12761	9	3	3.00	100	0	16737	0.18487	0.55812	41.41650	2135.809
25110	25090	45	0.24535	9	3	3.00	100	0	16971	0.35621	0.56593	41.32629	4163.835
25125	24769	45	0.07427	10	5	1.00	0	0	1404	0.10057	0.17055	44.30760	104.2751
25125	24795	45	0.07120	10	5	1.00	0	0	1401	0.09641	0.17021	44.30923	99.7512
25126	24765	25	0.07578	10	5	1.00	0	0	1113	0.18403	0.13519	24.70768	84.34314
25126	25127	25	0.10839	10	5	1.00	0	0	1106	0.26320	0.13441	24.70967	119.8793
25127	1515	20	0.08742	2	10	1.00	0	0	4511	0.26628	0.07672	19.69777	394.3516
25127	25126	25	0.10839	10	5	1.00	0	0	1113	0.26322	0.13519	24.70768	120.6381
25127	25128	25	0.08551	10	5	1.00	0	0	3398	0.21576	0.41279	23.77899	290.563
25128	24774	25	0.05446	10	5	1.00	0	0	3398	0.13742	0.41279	23.77899	185.0551
25128	25127	25	0.08551	10	5	1.00	0	0	3405	0.21580	0.41358	23.77552	291.1616
25129	1109	20	0.19365	2	10	1.00	0	0	1511	0.58392	0.02570	19.89772	292.6052
25129	5029	50	0.09675	10	3	3.00	7	0	16445	0.12581	0.54838	46.14035	1591.054
25129	24774	50	0.09675	10	3	3.00	7	0	16606	0.12599	0.55377	46.07321	1606.631
25130	1519	20	0.05500	2	10	1.00	0	0	442	0.16523	0.00752	19.96995	24.31
25130	3712	25	0.04902	10	5	1.00	0	0	1130	0.11907	0.13729	24.70237	55.3926
25130	9384	25	0.04902	10	5	1.00	0	0	1407	0.11950	0.17091	24.61436	68.97114
25131	25132	0	0.66754	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
25131	25162	0	0.00843	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25132	25133	0	0.37880	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25132	25163	0	0.00960	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25133	25135	0	0.78264	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25133	25165	0	0.00591	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25135	25137	0	0.38393	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25135	25167	0	0.00997	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25137	25138	0	0.64397	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25137	25169	0	0.00976	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25138	25160	0	0.21909	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25138	25171	0	0.01562	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25153	25154	0	0.65139	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25153	25172	0	0.00943	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25154	25155	0	0.37362	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25154	25170	0	0.01338	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25155	25156	0	0.79054	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25155	25168	0	0.00890	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25156	25157	0	0.37414	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25156	25166	0	0.01039	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25157	25158	0	0.65021	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25157	25164	0	0.01219	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25158	25161	0	0.00908	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25159	25153	0	0.22269	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25161	5546	63	0.03834	10	1	3.00	4	0	69890	0.05377	0.99050	42.77984	2679.583
25161	25158	0	0.00908	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25162	25131	0	0.00843	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25162	25163	63	0.66113	10	1	3.00	4	0	68954	0.90920	0.97724	43.62955	45587.56
25163	5548	63	0.04293	10	1	3.00	4	0	68954	0.05903	0.97724	43.62956	2960.195
25163	25132	0	0.00960	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25164	25157	0	0.01219	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25164	25161	63	0.65186	10	1	3.00	4	0	69890	0.91425	0.99050	42.77984	45558.5
25165	25133	0	0.00591	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25165	25167	63	0.78159	10	1	3.00	4	0	66072	1.01896	0.93639	46.02290	51641.21
25166	8842	63	0.02569	10	1	3.00	4	0	69306	0.03558	0.98223	43.31404	1780.471
25166	25156	0	0.01039	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25167	5552	63	0.02776	10	1	3.00	4	0	66072	0.03619	0.93639	46.02290	1834.159
25167	25135	0	0.00997	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25168	25155	0	0.00890	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25168	25166	63	0.79287	10	1	3.00	4	0	69306	1.09831	0.98223	43.31404	54950.65
25169	25137	0	0.00976	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25169	25171	63	0.63853	10	1	3.00	4	0	59788	0.76326	0.84733	50.19451	38176.43
25170	5658	63	0.03014	10	1	3.00	4	0	58572	0.03555	0.83010	50.86098	1765.36
25170	25154	0	0.01338	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25171	5963	63	0.02824	10	1	2.75	4	0	59788	0.07855	1.27099	21.57135	1688.413
25171	25138	0	0.01562	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25172	25153	0	0.00943	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25172	25170	63	0.64319	10	1	3.00	4	0	58572	0.75876	0.83010	50.86099	37672.92
25189	1109	20	0.21562	2	10	1.00	0	0	957	0.64895	0.01627	19.93514	206.3483
25189	5029	45	0.13340	9	3	3.00	100	0	15178	0.19071	0.50615	41.97106	2024.745
25189	9386	45	0.13340	9	3	3.00	100	0	15938	0.19190	0.53147	41.71033	2126.129
27005	27006	0	0.32300	9	2	0.00	100	0	0	0.00000	0.00000	0.00000	0
27006	5020	0	0.61697	9	2	0.00	100	0	0	0.00000	0.00000	0.00000	0
27006	27005	0	0.32300	9	2	0.00	100	0	0	0.00000	0.00000	0.00000	0
27042	5519	45	0.09822	10	3	4.00	1	3	38614	0.18603	0.96573	31.68019	3792.667
27042	5523	45	0.04943	10	3	4.00	1	3	35453	0.08514	0.88667	34.83370	1752.442
27042	27043	25	0.10454	10	3	1.00	1	3	1734	0.25489	0.17343	24.60753	181.2724
27043	324	25	0.09062	2	10	1.00	1	3	1866	0.21888	0.03174	24.84230	169.0969
27043	5512	25	0.19897	10	3	1.00	1	3	731	0.48028	0.07309	24.85672	145.4471
27043	5516	25	0.20523	10	3	1.00	1	3	1236	0.49780	0.12363	24.73665	253.6643
27043	27042	25	0.10454	10	3	1.00	1	3	1314	0.25376	0.13150	24.71701	137.3656
30003	1115	25	0.18983	2	10	1.00	7	3	221	0.45594	0.00376	24.98122	41.95243
30003	5032	35	0.40063	9	7	1.00	100	3	197	0.68731	0.01397	34.97375	78.92411
30003	9595	35	0.23034	9	7	1.00	100	3	366	0.39544	0.02596	34.94932	84.30444
30004	68	25	0.06963	2	10	1.00	1	3	2841	0.16874	0.04831	24.76076	197.8188
30004	5871	35	0.02538	10	3	3.00	1	3	25424	0.05428	0.84781	28.04899	645.2611
30004	5872	35	0.10461	10	3	2.00	1	3	24209	0.46784	1.21094	13.41557	2532.503
30005	1514	20	0.14954	2	10	1.00	0	0	590	0.44952	0.01004	19.95994	88.2286
30005	24766	45	0.10452	9	3	3.00	100	0	19242	0.15545	0.64166	40.34108	2011.174
30005	24767	45	0.04823	9	3	3.00	100	0	18961	0.07150	0.63230	40.47485	914.489

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
7	8	25	0.22596	2	10	1.00	1	3	3	0.54230	0.00005	24.99976	0.67788
7	8670	25	0.15682	2	10	1.00	1	3	723	0.37730	0.01230	24.93866	113.3809
7	8688	25	0.09988	2	10	1.00	1	3	509	0.24013	0.00865	24.95683	50.83892
8	7	25	0.22596	2	10	1.00	1	3	3	0.54230	0.00005	24.99976	0.67788
8	8666	25	0.12820	2	10	1.00	1	3	695	0.30841	0.01182	24.94104	89.099
8	8692	25	0.14814	2	10	1.00	1	3	140	0.35572	0.00238	24.98812	20.7396
9	8654	25	0.12051	2	10	1.00	1	3	526	0.28975	0.00895	24.95534	63.38826
9	8692	25	0.15551	2	10	1.00	1	3	131	0.37338	0.00223	24.98885	20.37181
10	8686	25	0.12673	2	10	1.00	1	3	1258	0.30545	0.02140	24.89346	159.4263
11	8716	25	0.03278	2	10	1.00	1	3	2926	0.07947	0.04976	24.75366	95.91428
12	9026	25	0.06117	2	10	1.00	1	3	533	0.14708	0.00906	24.95478	32.60361
12	9028	25	0.16874	2	10	1.00	1	3	581	0.40577	0.00988	24.95068	98.03794
13	9034	25	0.10232	2	10	1.00	5	3	1196	0.24658	0.02035	24.89868	122.3747
14	8864	25	0.13678	2	10	1.00	1	3	697	0.32904	0.01185	24.94087	95.33566
15	8720	25	0.17001	2	10	1.00	1	3	1483	0.41008	0.02522	24.87453	252.1248
16	8878	25	0.13364	2	10	1.00	1	3	1810	0.32271	0.03078	24.84704	241.8884
17	8864	25	0.38585	2	10	1.00	1	3	821	0.92862	0.01396	24.93042	316.7829
18	8726	25	0.07083	2	10	1.00	1	3	1044	0.17060	0.01776	24.91151	73.94652
19	8728	25	0.26141	2	10	1.00	1	3	103	0.62759	0.00175	24.99124	26.92523
19	8866	25	0.15154	2	10	1.00	1	3	351	0.36414	0.00596	24.97023	53.19054
19	8872	25	0.28092	2	10	1.00	1	3	623	0.67564	0.01059	24.94715	175.0132
20	8830	25	0.16477	2	10	1.00	1	3	2241	0.39845	0.03811	24.81088	369.2496
20	8874	25	0.25626	2	10	1.00	1	3	389	0.61583	0.00661	24.96697	99.68514
21	8732	25	0.12414	2	10	1.00	1	3	779	0.29873	0.01324	24.93398	96.70506
22	8734	25	0.07920	2	10	1.00	1	3	612	0.19047	0.01041	24.94804	48.4704
23	8736	25	0.15839	2	10	1.00	1	3	950	0.38136	0.01615	24.91951	150.4705
24	8822	25	0.09345	2	10	1.00	1	3	967	0.22502	0.01644	24.91805	90.36615
25	8826	25	0.13801	2	10	1.00	1	3	1749	0.33321	0.02975	24.85213	241.3795
26	8774	25	0.10324	2	10	1.00	1	3	330	0.24805	0.00561	24.97196	34.0692
26	8778	25	0.12255	2	10	1.00	1	3	374	0.29450	0.00635	24.96827	45.8337
27	8816	25	0.04277	2	10	1.00	1	3	2782	0.10363	0.04732	24.76563	118.9861
27	8820	25	0.13537	2	10	1.00	1	3	1110	0.32611	0.01888	24.90598	150.2607
28	8810	25	0.05791	2	10	1.00	1	3	5145	0.14141	0.08750	24.57001	297.947
29	8860	25	0.04015	2	10	1.00	1	3	5201	0.09807	0.08846	24.56539	208.8202
30	8856	25	0.03719	2	10	1.00	1	3	1671	0.08977	0.02842	24.85873	62.14449
31	5938	25	0.36472	2	10	1.00	1	3	935	0.87812	0.01590	24.92078	341.0132
31	8802	25	0.18056	2	10	1.00	1	3	1837	0.43605	0.03123	24.84480	331.6887
31	8806	25	0.14591	2	10	1.00	1	3	99	0.35031	0.00169	24.99157	14.44509
32	8806	25	0.04623	2	10	1.00	1	3	4882	0.11280	0.08303	24.59163	225.6949
33	5916	25	0.11588	2	10	1.00	1	3	933	0.27899	0.01586	24.92093	108.116
33	5922	25	0.20392	2	10	1.00	1	3	449	0.49015	0.00764	24.96185	91.56008
33	8806	25	0.17174	2	10	1.00	1	3	87	0.41230	0.00149	24.99257	14.94138
34	5920	25	0.05170	2	10	1.00	1	3	1675	0.12480	0.02848	24.85841	86.5975
35	5912	25	0.08977	2	10	1.00	1	3	1562	0.21660	0.02656	24.86791	140.2207
36	37	25	0.32001	2	10	1.00	1	3	15	0.76806	0.00026	24.99870	4.80015
36	8670	25	0.11679	2	10	1.00	1	3	724	0.28099	0.01231	24.93861	84.55596
36	9020	25	0.11438	2	10	1.00	1	3	1124	0.27557	0.01912	24.90478	128.5631
37	36	25	0.32001	2	10	1.00	1	3	15	0.76806	0.00026	24.99870	4.80015
37	38	25	0.22674	2	10	1.00	1	3	11	0.54420	0.00019	24.99904	2.49414
37	8668	25	0.21623	2	10	1.00	1	3	219	0.51934	0.00373	24.98136	47.35437
37	8672	25	0.20473	2	10	1.00	1	3	872	0.49282	0.01483	24.92607	178.5246
37	9018	25	0.22017	2	10	1.00	1	3	767	0.52978	0.01304	24.93495	168.8704
38	37	25	0.22674	2	10	1.00	1	3	11	0.54420	0.00019	24.99904	2.49414
38	8674	25	0.13166	2	10	1.00	1	3	473	0.31650	0.00805	24.95984	62.27518
38	9016	25	0.15316	2	10	1.00	1	3	960	0.36878	0.01633	24.91859	147.0336
39	41	25	0.26100	2	10	1.00	1	3	10	0.62641	0.00017	24.99915	2.61
39	42	25	0.16216	2	10	1.00	1	3	9	0.38921	0.00016	24.99920	1.45944
39	8672	25	0.19352	2	10	1.00	1	3	447	0.46514	0.00761	24.96201	86.50344
39	9566	25	0.15060	2	10	1.00	1	3	387	0.36192	0.00658	24.96716	58.2822
40	9565	25	0.05041	2	10	1.00	1	3	1477	0.12160	0.02512	24.87502	74.45557
41	39	25	0.26100	2	10	1.00	1	3	10	0.62641	0.00017	24.99915	2.61
41	42	25	0.25564	2	10	1.00	1	3	22	0.61357	0.00037	24.99813	5.62408
41	9565	25	0.21482	2	10	1.00	1	3	1606	0.51838	0.02731	24.86418	345.0009
41	9569	25	0.41313	2	10	1.00	1	3	376	0.99278	0.00639	24.96810	155.3369
42	39	25	0.16216	2	10	1.00	1	3	9	0.38921	0.00016	24.99920	1.45944
42	41	25	0.25564	2	10	1.00	1	3	22	0.61357	0.00037	24.99813	5.62408
42	9565	25	0.41543	2	10	1.00	1	3	485	0.99869	0.00826	24.95879	201.4836
42	9566	25	0.31135	2	10	1.00	1	3	277	0.74794	0.00471	24.97648	86.24395
42	9569	25	0.15871	2	10	1.00	1	3	957	0.38215	0.01628	24.91885	151.8855
43	5900	25	0.17402	2	10	1.00	1	3	2698	0.42148	0.04589	24.77266	469.506
43	9012	25	0.22983	2	10	1.00	1	3	2977	0.55717	0.05063	24.74939	684.2039
44	8708	25	0.08224	2	10	1.00	1	3	1765	0.19856	0.03001	24.85082	145.1536
44	9060	25	0.09049	2	10	1.00	1	3	917	0.21785	0.01560	24.92225	82.97933
45	8714	25	0.12244	2	10	1.00	1	0	140	0.29399	0.00238	24.98811	17.1416
45	9058	25	0.15242	2	10	1.00	1	3	647	0.36660	0.01100	24.94514	98.61574
46	9008	25	0.13625	2	10	1.00	1	3	454	0.32751	0.00771	24.96149	61.8575
46	9056	25	0.20231	2	10	1.00	1	3	355	0.48614	0.00603	24.96987	71.82005
47	9008	25	0.12669	2	10	1.00	1	3	1505	0.30562	0.02560	24.87266	190.6685
48	5898	25	0.11382	2	10	1.00	1	3	630	0.27375	0.01072	24.94653	71.7066
49	5892	25	0.10350	2	10	1.00	1	3	5574	0.25310	0.09480	24.53484	576.909
50	5898	25	0.70760	2	10	1.00	1	3	391	1.70050	0.00665	24.96677	276.6716
52	25088	25	0.40681	1	10	1.00	100	0	85	0.97664	0.00145	24.99275	34.57885
54	8702	25	0.12516	1	10	1.00	100	0	1534	0.30194	0.02609	24.87020	191.9954

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
54	8714	25	0.13617	1	10	1.00	100	0	614	0.32749	0.01043	24.94793	83.60838
55	8784	25	0.06984	2	10	1.00	1	3	2102	0.16881	0.03574	24.82257	146.8037
55	8786	25	0.13143	2	10	1.00	1	3	2254	0.31785	0.03833	24.80982	296.2432
56	8786	25	0.07371	2	10	1.00	1	3	2343	0.17830	0.03985	24.80235	172.7025
56	8846	25	0.07389	2	10	1.00	1	3	854	0.17784	0.01453	24.92758	63.10206
57	8850	25	0.19165	2	10	1.00	1	3	443	0.46066	0.00753	24.96241	84.90095
57	8862	25	0.16739	2	10	1.00	1	3	783	0.40280	0.01331	24.93362	131.0664
58	8850	25	0.08978	2	10	1.00	1	3	559	0.21589	0.00951	24.95256	50.18702
59	9553	25	0.10502	2	10	1.00	1	3	796	0.25272	0.01353	24.93253	83.59592
59	9554	25	0.11201	2	10	1.00	1	3	605	0.26938	0.01028	24.94870	67.76605
60	8788	25	0.09089	2	10	1.00	1	3	1295	0.21909	0.02203	24.89034	117.7026
61	8794	25	0.06859	2	10	1.00	1	3	463	0.16487	0.00787	24.96073	31.75717
62	5944	25	0.18024	2	10	1.00	1	3	28	0.43261	0.00048	24.99762	5.04672
62	8790	25	0.16846	2	10	1.00	1	3	573	0.40509	0.00975	24.95134	96.52758
63	5944	25	0.15474	2	10	1.00	1	3	54	0.37144	0.00091	24.99544	8.35596
63	8796	25	0.18196	2	10	1.00	1	3	652	0.43767	0.01108	24.94471	118.6379
64	5942	25	0.14427	2	10	1.00	1	3	1410	0.34790	0.02398	24.88066	203.4207
65	5940	25	0.07850	2	10	1.00	1	3	1592	0.18942	0.02707	24.86539	124.972
66	5870	25	0.09433	2	10	1.00	1	3	1673	0.22767	0.02844	24.85858	157.8141
67	5918	25	0.18380	2	10	1.00	1	3	3966	0.44707	0.06745	24.66722	728.9508
68	5870	25	0.11633	2	10	1.00	1	3	4097	0.28308	0.06968	24.65641	476.604
68	30004	25	0.06963	2	10	1.00	1	3	1669	0.16807	0.02838	24.85891	116.2125
69	5874	25	0.06897	2	10	1.00	1	3	1271	0.16623	0.02162	24.89235	87.66087
70	5930	25	0.04643	2	10	1.00	1	3	1412	0.11197	0.02401	24.88050	65.55916
71	5874	25	0.14941	2	10	1.00	1	3	646	0.35937	0.01099	24.94518	96.51886
71	5924	25	0.37453	2	10	1.00	1	3	78	0.89910	0.00132	24.99338	29.21334
72	5926	25	0.06375	2	10	1.00	1	3	1505	0.15378	0.02559	24.87269	95.94375
73	5905	25	0.20040	2	10	1.00	1	0	340	0.48151	0.00577	24.97116	68.136
73	5924	25	0.14287	2	10	1.00	1	3	295	0.34322	0.00501	24.97495	42.14665
74	5878	25	0.15241	2	10	1.00	1	3	201	0.36603	0.00342	24.98293	30.63441
74	5908	25	0.08815	2	10	1.00	1	3	253	0.21175	0.00430	24.97850	22.30195
75	5906	25	0.30788	2	10	1.00	1	3	2134	0.74428	0.03630	24.81981	657.0159
76	5884	25	0.07889	2	10	1.00	1	3	2723	0.19109	0.04631	24.77057	214.8175
77	5910	25	0.05294	2	10	1.00	1	3	1113	0.12753	0.01892	24.90574	58.92222
78	8780	25	0.04981	2	10	1.00	1	3	1673	0.12023	0.02845	24.85855	83.33213
79	8782	25	0.05113	2	10	1.00	1	3	3379	0.12413	0.05747	24.71591	172.7683
80	5826	25	0.07332	2	10	1.00	1	3	1105	0.17662	0.01880	24.90636	81.0186
81	8924	25	0.04122	2	10	1.00	1	3	1461	0.09942	0.02484	24.87639	60.22242
82	5558	25	0.04314	2	10	1.00	1	3	413	0.10368	0.00703	24.96490	17.81682
83	5844	25	0.03178	2	10	1.00	1	3	1122	0.07657	0.01908	24.90496	35.65716
84	5566	25	0.05271	2	10	1.00	1	3	2782	0.12770	0.04732	24.76564	146.6392
85	5776	25	0.21194	2	10	1.00	1	3	795	0.51003	0.01351	24.93262	168.4923
85	5852	25	0.06247	2	10	1.00	1	3	1117	0.15050	0.01900	24.90537	69.77899
86	5828	25	0.17035	2	10	1.00	1	3	333	0.40930	0.00566	24.97172	56.72655
86	8930	25	0.12044	2	10	1.00	1	3	306	0.28936	0.00520	24.97404	36.85464
87	5840	25	0.02323	2	10	1.00	1	3	1000	0.05594	0.01701	24.91523	23.23
88	5850	25	0.08666	2	10	1.00	1	3	930	0.20864	0.01581	24.92118	80.5938
89	5854	25	0.06897	2	10	1.00	1	3	776	0.16595	0.01320	24.93415	53.52072
90	5768	25	0.12064	2	10	1.00	1	3	312	0.28985	0.00531	24.97350	37.63968
90	5854	25	0.29282	2	10	1.00	1	3	54	0.70289	0.00093	24.99537	15.81228
91	5832	25	0.09067	2	10	1.00	1	3	1124	0.21845	0.01912	24.90477	101.9131
92	8934	25	0.04365	2	10	1.00	1	3	1595	0.10534	0.02713	24.86507	69.62175
93	8932	25	0.18361	2	10	1.00	1	3	3302	0.44561	0.05616	24.72234	606.2802
94	5868	25	0.27293	2	10	1.00	1	3	667	0.65651	0.01135	24.94340	182.0443
94	6002	25	0.17455	2	10	1.00	1	3	828	0.42011	0.01408	24.92980	144.5274
95	5664	25	0.11480	2	10	1.00	1	3	2628	0.27799	0.04469	24.77851	301.6944
96	5664	25	0.03983	2	10	1.00	1	3	1917	0.09621	0.03261	24.83801	76.35411
97	5764	25	0.10917	2	10	1.00	1	3	713	0.26264	0.01212	24.93954	77.83821
98	5834	25	0.20522	2	10	1.00	1	3	474	0.49333	0.00806	24.95977	97.27428
98	22228	25	0.18645	2	10	1.00	1	3	221	0.44781	0.00376	24.98122	41.20545
99	22227	25	0.10990	2	10	1.00	1	3	625	0.26432	0.01063	24.94697	68.6875
99	22228	25	0.10025	2	10	1.00	1	3	848	0.24130	0.01443	24.92808	85.012
100	5948	25	0.06040	2	10	1.00	1	3	79	0.14499	0.00134	24.99331	4.7716
101	5934	25	0.03441	2	10	1.00	1	3	793	0.08280	0.01348	24.93277	27.28713
102	5936	25	0.08732	2	10	1.00	1	3	3181	0.21184	0.05411	24.73236	277.7649
103	105	25	0.26317	2	10	1.00	1	3	2	0.63160	0.00004	24.99981	0.52634
103	5951	25	0.33413	2	10	1.00	1	3	160	0.80235	0.00272	24.98639	53.4608
103	5953	25	0.11922	2	10	1.00	1	3	778	0.28689	0.01324	24.93398	92.75316
104	5864	25	0.09175	2	10	1.00	1	3	965	0.22093	0.01641	24.91821	88.53875
105	103	25	0.26317	2	10	1.00	1	3	2	0.63160	0.00004	24.99981	0.52634
105	5670	25	0.23242	2	10	1.00	1	3	423	0.55860	0.00719	24.96410	98.31366
105	5951	25	0.09036	2	10	1.00	1	3	382	0.21714	0.00650	24.96755	34.51752
105	5953	25	0.30919	2	10	1.00	1	3	136	0.74239	0.00232	24.98840	42.04984
107	5934	25	0.21166	1	10	1.00	100	0	851	0.50946	0.01447	24.92788	180.1227
108	5668	25	0.03900	2	10	1.00	1	3	1381	0.09404	0.02349	24.88309	53.859
108	5764	25	0.11802	2	10	1.00	1	3	275	0.28352	0.00468	24.97663	32.4555
109	110	25	0.26388	2	10	1.00	1	3	1	0.63331	0.00002	24.99988	0.26388
109	111	25	0.16129	2	10	1.00	1	3	1	0.38711	0.00003	24.99987	0.16129
109	5670	25	0.30678	2	10	1.00	1	3	239	0.73687	0.00406	24.97972	73.32042
109	5837	25	0.18827	2	10	1.00	1	3	443	0.45253	0.00753	24.96239	83.40361
110	109	25	0.26388	2	10	1.00	1	3	1	0.63331	0.00002	24.99988	0.26388
110	5671	25	0.10410	2	10	1.00	1	3	941	0.25064	0.01601	24.92023	97.9581
111	109	25	0.16129	2	10	1.00	1	3	1	0.38711	0.00003	24.99987	0.16129

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
111	5677	25	0.07187	2	10	1.00	1	3	807	0.17297	0.01372	24.93159	57.99909
112	22227	25	0.08149	2	10	1.00	1	3	1145	0.19635	0.01948	24.90300	93.30605
113	5683	25	0.17314	2	10	1.00	1	3	1400	0.41751	0.02381	24.88151	242.396
113	5759	25	0.13622	2	10	1.00	1	3	1225	0.32828	0.02084	24.89623	166.8695
114	5752	25	0.22128	2	10	1.00	1	3	1408	0.53362	0.02394	24.88085	311.5622
114	5822	25	0.14642	2	10	1.00	1	3	459	0.35196	0.00780	24.96105	67.20678
115	5689	25	0.11036	2	10	1.00	1	3	196	0.26505	0.00334	24.98332	21.63056
115	5823	25	0.09224	2	10	1.00	1	3	465	0.22174	0.00790	24.96055	42.8916
116	5820	25	0.07337	2	10	1.00	1	3	919	0.17664	0.01562	24.92213	67.42703
117	5748	25	0.04633	2	10	1.00	1	3	403	0.11133	0.00685	24.96580	18.67099
118	5818	25	0.03845	2	10	1.00	1	3	235	0.09236	0.00399	24.98005	9.03575
119	5808	25	0.17042	1	10	1.00	100	3	807	0.41014	0.01372	24.93156	137.5289
119	6007	25	0.11651	1	10	1.00	100	3	246	0.27986	0.00419	24.97909	28.66146
120	5744	25	0.15757	1	10	1.00	100	3	613	0.37897	0.01042	24.94801	96.59041
120	6008	25	0.11952	1	10	1.00	100	3	383	0.28722	0.00651	24.96751	45.77616
121	5744	25	0.13327	2	10	1.00	1	3	0	0.31985	0.00000	25.00000	0
125	5692	25	0.30468	1	10	1.00	100	0	325	0.73205	0.00553	24.97236	99.021
125	6007	25	0.32064	1	10	1.00	100	0	117	0.76985	0.00199	24.99005	37.51488
128	5798	25	0.22538	2	10	1.00	1	3	389	0.54163	0.00661	24.96698	87.67282
129	5794	25	0.04806	2	10	1.00	1	3	329	0.11548	0.00559	24.97206	15.81174
129	5806	25	0.05373	2	10	1.00	1	3	205	0.12905	0.00348	24.98259	11.01465
130	5790	25	0.22222	2	10	1.00	1	3	268	0.53381	0.00455	24.97727	59.55496
130	5810	25	0.13755	2	10	1.00	1	3	155	0.33029	0.00263	24.98684	21.32025
131	5768	25	0.15494	2	10	1.00	1	3	127	0.37201	0.00216	24.98920	19.67738
132	5782	25	0.08811	2	10	1.00	1	3	138	0.21156	0.00235	24.98823	12.15918
132	5800	25	0.13613	2	10	1.00	1	3	305	0.32706	0.00518	24.97411	41.51965
133	5802	25	0.10428	2	10	1.00	1	3	267	0.25050	0.00455	24.97728	27.84276
134	8918	25	0.08306	2	10	1.00	1	3	4527	0.20241	0.07699	24.62088	376.0126
135	5558	25	0.05928	2	10	1.00	1	3	1898	0.14319	0.03229	24.83961	112.5134
135	5646	25	0.09258	2	10	1.00	1	3	25	0.22221	0.00042	24.99788	2.3145
135	8920	25	0.12102	2	10	1.00	1	3	338	0.29077	0.00575	24.97130	40.90476
136	5562	25	0.06705	2	10	1.00	1	3	2116	0.16207	0.03598	24.82139	141.8778
136	5646	25	0.08977	2	10	1.00	1	3	447	0.21578	0.00760	24.96204	40.12719
137	8918	25	0.10348	2	10	1.00	1	3	3919	0.25167	0.06665	24.67114	405.5381
138	5952	25	0.06293	2	10	1.00	1	3	6	0.15104	0.00011	24.99945	0.37758
138	8916	25	0.10902	2	10	1.00	1	3	2048	0.26347	0.03483	24.82708	223.273
138	8937	25	0.10558	2	10	1.00	1	3	1026	0.25428	0.01744	24.91308	108.3251
139	5636	25	0.08716	2	10	1.00	1	3	1413	0.21018	0.02403	24.88041	123.1571
139	5642	25	0.07317	2	10	1.00	1	3	656	0.17601	0.01116	24.94431	47.99952
140	5584	25	0.07799	2	10	1.00	1	3	3126	0.18916	0.05316	24.73701	243.7967
141	5588	25	0.07456	2	10	1.00	1	0	530	0.17926	0.00902	24.95497	39.5168
142	5594	25	0.12059	2	10	1.00	3	3	1110	0.29051	0.01887	24.90600	133.8549
144	8942	25	0.12084	2	10	1.00	1	3	2597	0.29258	0.04417	24.78109	313.8215
150	8650	25	0.06351	2	10	1.00	5	3	384	0.15263	0.00652	24.96743	24.38784
151	5960	25	0.22588	2	10	1.00	5	3	298	0.54267	0.00507	24.97469	67.31224
151	9066	25	0.08409	2	10	1.00	5	3	535	0.20219	0.00910	24.95458	44.98815
152	8676	25	0.18098	2	10	1.00	5	3	530	0.43514	0.00902	24.95500	95.9194
152	8684	25	0.11461	2	10	1.00	5	3	548	0.27558	0.00931	24.95352	62.80628
153	8680	25	0.13249	2	10	1.00	5	3	792	0.31884	0.01348	24.93279	104.9321
154	8708	25	0.11294	2	10	1.00	5	3	416	0.27145	0.00708	24.96466	46.98304
154	9064	25	0.05170	2	10	1.00	5	3	1535	0.12474	0.02611	24.87013	79.3595
155	8706	25	0.03693	2	10	1.00	5	3	58	0.08865	0.00098	24.99508	2.14194
156	8696	25	0.14023	2	10	1.00	5	3	421	0.33703	0.00715	24.96429	59.03683
156	8702	25	0.18939	2	10	1.00	5	3	617	0.45550	0.01050	24.94762	116.8536
157	8694	25	0.07804	2	10	1.00	5	3	681	0.18772	0.01157	24.94227	53.14524
157	9066	25	0.17246	2	10	1.00	5	3	271	0.41429	0.00461	24.97696	46.73666
158	8694	25	0.11984	2	10	1.00	5	3	339	0.28794	0.00577	24.97120	40.62576
159	5506	25	0.20348	2	10	1.00	5	3	533	0.48923	0.00906	24.95479	108.4548
159	8696	25	0.10894	2	10	1.00	5	3	244	0.26168	0.00415	24.97928	26.58136
159	8982	25	0.23800	2	10	1.00	5	3	114	0.57142	0.00193	24.99033	27.132
160	8980	25	0.15503	2	10	1.00	5	3	573	0.37279	0.00974	24.95141	88.83219
160	8996	25	0.15115	2	10	1.00	5	3	506	0.36338	0.00861	24.95701	76.4819
161	5502	25	0.09503	2	10	1.00	5	3	77	0.22814	0.00131	24.99348	7.31731
161	8994	25	0.08437	2	10	1.00	5	3	43	0.20253	0.00074	24.99631	3.62791
162	5500	25	0.07582	2	10	1.00	5	3	231	0.18212	0.00393	24.98037	17.51442
162	8994	25	0.18628	2	10	1.00	5	3	85	0.44720	0.00144	24.99279	15.8338
163	8976	25	0.17425	2	10	1.00	5	3	355	0.41871	0.00604	24.96984	61.85875
163	8996	25	0.16245	2	10	1.00	5	3	446	0.39046	0.00759	24.96212	72.4527
164	8968	25	0.05256	2	10	1.00	5	3	624	0.12642	0.01061	24.94707	32.79744
164	8998	25	0.09004	2	10	1.00	5	3	401	0.21638	0.00681	24.96597	36.10604
165	8970	25	0.09197	2	10	1.00	5	3	228	0.22091	0.00387	24.98065	20.96916
165	8974	25	0.17739	2	10	1.00	5	3	110	0.42589	0.00186	24.99068	19.5129
166	8970	25	0.15124	2	10	1.00	5	3	728	0.36388	0.01238	24.93827	110.1027
167	8646	25	0.14670	2	10	1.00	5	3	129	0.35223	0.00220	24.98900	18.9243
167	8968	25	0.15013	2	10	1.00	5	3	333	0.36073	0.00567	24.97169	49.99329
168	8647	25	0.36069	2	10	1.00	5	3	187	0.86621	0.00317	24.98415	67.44903
168	8983	25	0.22196	2	10	1.00	5	3	1537	0.53549	0.02613	24.87002	341.1525
169	8647	25	0.16274	2	10	1.00	5	3	542	0.39130	0.00921	24.95402	88.20508
170	8682	25	0.09203	2	10	1.00	5	3	224	0.22103	0.00380	24.98099	20.61472
170	9030	25	0.17487	2	10	1.00	5	3	153	0.41991	0.00259	24.98704	26.75511
171	8682	25	0.10106	2	10	1.00	5	3	165	0.24269	0.00280	24.98601	16.6749
171	9034	25	0.08651	2	10	1.00	5	3	133	0.20771	0.00227	24.98866	11.50583
172	8680	25	0.16847	2	10	1.00	5	3	492	0.40501	0.00837	24.95822	82.88724

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
172	9034	25	0.17408	2	10	1.00	5	3	1440	0.41984	0.02449	24.87816	250.6752
173	9036	25	0.13011	2	10	1.00	5	3	996	0.31333	0.01694	24.91557	129.5896
174	176	25	0.27881	2	10	1.00	5	3	4	0.66916	0.00007	24.99964	1.11524
174	9567	25	0.29297	2	10	1.00	5	3	364	0.70399	0.00619	24.96910	106.6411
174	9568	25	0.21417	2	10	1.00	5	3	1045	0.51585	0.01777	24.91144	223.8077
175	5960	25	0.17793	2	10	1.00	5	3	269	0.42743	0.00458	24.97711	47.86317
175	5962	25	0.09046	2	10	1.00	5	3	1563	0.21826	0.02658	24.86780	141.389
176	174	25	0.27881	2	10	1.00	5	3	4	0.66916	0.00007	24.99964	1.11524
176	9567	25	0.09403	2	10	1.00	5	3	1084	0.22651	0.01843	24.90817	101.9285
176	9568	25	0.49138	2	10	1.00	5	3	210	1.18015	0.00358	24.98212	103.1898
177	9076	25	0.27982	2	10	1.00	5	3	1295	0.67453	0.02203	24.89033	362.3669
178	8738	25	0.01345	2	10	1.00	5	3	1785	0.03247	0.03036	24.84912	24.00825
179	5962	25	0.09383	2	10	1.00	5	3	1237	0.22613	0.02103	24.89527	116.0677
179	8626	25	0.09488	2	10	1.00	5	3	1487	0.22886	0.02528	24.87422	141.0866
179	8638	25	0.19395	2	10	1.00	5	3	628	0.46647	0.01068	24.94673	121.8006
180	8630	25	0.12309	2	10	1.00	5	3	335	0.29575	0.00569	24.97156	41.23515
180	8634	25	0.18746	2	10	1.00	5	3	454	0.45061	0.00772	24.96147	85.10684
181	5504	25	0.13954	2	10	1.00	5	3	666	0.33566	0.01133	24.94347	92.93364
181	8990	25	0.13974	2	10	1.00	5	3	247	0.33565	0.00420	24.97900	34.51578
182	5504	25	0.33275	2	10	1.00	5	3	115	0.79892	0.00195	24.99026	38.26625
182	8620	25	0.18270	2	10	1.00	5	3	140	0.43870	0.00239	24.98807	25.578
182	8630	25	0.14384	2	10	1.00	5	3	771	0.34611	0.01311	24.93460	110.9006
182	8988	25	0.17129	2	10	1.00	5	3	16	0.41112	0.00027	24.99866	2.74064
183	8622	25	0.15449	2	10	1.00	5	3	276	0.37113	0.00469	24.97657	42.63924
183	8628	25	0.18514	2	10	1.00	5	3	478	0.44505	0.00813	24.95941	88.49692
184	8626	25	0.16543	2	10	1.00	5	3	26	0.39707	0.00044	24.99778	4.30118
184	9074	25	0.04333	2	10	1.00	5	3	807	0.10427	0.01373	24.93156	34.96731
185	9076	25	0.22577	2	10	1.00	5	3	917	0.54353	0.01559	24.92230	207.0311
185	9092	25	0.16435	2	10	1.00	5	3	277	0.39482	0.00471	24.97647	45.52495
186	9080	25	0.06950	2	10	1.00	5	3	406	0.16703	0.00691	24.96549	28.217
186	9090	25	0.05417	2	10	1.00	5	3	207	0.13010	0.00352	24.98244	11.21319
187	9084	25	0.05710	2	10	1.00	5	3	1732	0.13784	0.02946	24.85357	98.8972
187	9090	25	0.12686	2	10	1.00	5	3	701	0.30518	0.01192	24.94055	88.92886
188	9090	25	0.15604	2	10	1.00	5	3	289	0.37486	0.00492	24.97542	45.09556
189	9086	25	0.15304	2	10	1.00	5	3	1739	0.36947	0.02958	24.85299	266.1366
189	9090	25	0.33320	2	10	1.00	5	3	258	0.80039	0.00439	24.97808	85.9656
190	8604	25	0.25043	2	10	1.00	5	3	1796	0.60471	0.03055	24.84818	449.7723
191	9092	25	0.12473	2	10	1.00	5	3	536	0.29991	0.00911	24.95452	66.85528
192	9096	25	0.10134	2	10	1.00	5	3	1446	0.24442	0.02460	24.87762	146.5376
193	8616	25	0.15870	2	10	1.00	5	3	0	0.38088	0.00000	25.00000	0
193	8628	25	0.09012	2	10	1.00	5	3	0	0.21629	0.00000	25.00000	0
194	8610	25	0.14212	2	10	1.00	5	3	267	0.34140	0.00454	24.97733	37.94604
194	8614	25	0.15634	2	10	1.00	5	3	103	0.37536	0.00174	24.99128	16.10302
195	8642	25	0.12584	2	10	1.00	5	3	1058	0.30310	0.01800	24.91032	133.1387
196	5500	25	0.20681	2	10	1.00	5	3	470	0.49715	0.00800	24.96008	97.2007
196	8990	25	0.16287	2	10	1.00	5	3	233	0.39119	0.00397	24.98019	37.94871
197	5500	25	0.20456	2	10	1.00	5	3	123	0.49114	0.00209	24.98956	25.16088
197	6005	25	0.05168	2	10	1.00	5	3	208	0.12411	0.00354	24.98232	10.74944
198	6005	25	0.27027	2	10	1.00	5	3	170	0.64902	0.00289	24.98557	45.9459
198	8614	25	0.09756	2	10	1.00	5	3	978	0.23491	0.01664	24.91709	95.41368
198	8988	25	0.24286	2	10	1.00	5	3	86	0.58302	0.00146	24.99269	20.88596
200	8600	25	0.10159	2	10	1.00	5	3	75	0.24388	0.00128	24.99360	7.61925
200	8610	25	0.29169	2	10	1.00	5	3	29	0.70011	0.00049	24.99756	8.45901
201	8600	25	0.22994	2	10	1.00	5	3	2872	0.55725	0.04884	24.75819	660.3877
201	8602	25	0.34444	2	10	1.00	5	3	691	0.82859	0.01175	24.94140	238.008
202	8606	25	0.22921	2	10	1.00	5	3	2229	0.55428	0.03791	24.81187	510.9091
203	8611	25	0.08638	2	10	1.00	6	3	0	0.20732	0.00000	25.00000	0
203	9085	25	0.09862	2	10	1.00	6	3	0	0.23668	0.00000	25.00000	0
204	6003	25	0.22121	2	10	1.00	6	3	0	0.53089	0.00000	25.00000	0
204	9099	25	0.23922	2	10	1.00	6	3	0	0.57414	0.00000	25.00000	0
205	8667	25	0.10817	2	10	1.00	7	3	569	0.26011	0.00968	24.95168	61.54873
205	8669	25	0.11747	2	10	1.00	7	3	1228	0.28310	0.02089	24.89597	144.2532
206	6003	25	0.34060	2	10	1.00	6	3	4673	0.83042	0.07947	24.60888	1591.624
207	8629	25	0.15246	2	10	1.00	7	3	498	0.36653	0.00846	24.95776	75.92508
208	8603	25	0.16392	2	10	1.00	6	3	868	0.39457	0.01477	24.92638	142.2826
208	9071	25	0.08980	2	10	1.00	6	3	1044	0.21629	0.01776	24.91153	93.7512
208	9095	25	0.34594	2	10	1.00	6	3	1569	0.83468	0.02668	24.86732	542.7799
209	9071	25	0.28720	2	10	1.00	6	3	2248	0.69455	0.03822	24.81033	645.6256
209	9075	25	0.61256	2	10	1.00	6	3	1844	1.47936	0.03136	24.84419	1129.561
210	5516	25	0.32283	2	10	1.00	4	3	12172	0.80686	0.20701	24.00608	3929.487
211	5650	25	0.10824	2	10	1.00	4	3	7708	0.26659	0.13109	24.36132	834.3139
212	5524	25	0.06349	2	10	1.00	4	3	272	0.15252	0.00463	24.97687	17.26928
212	5648	25	0.07625	2	10	1.00	4	3	189	0.18311	0.00321	24.98396	14.41125
213	5520	25	0.15218	2	10	1.00	4	3	241	0.36552	0.00409	24.97956	36.67538
213	5526	25	0.09035	2	10	1.00	4	3	535	0.21723	0.00911	24.95455	48.33725
214	5518	25	0.17614	2	10	1.00	4	3	559	0.42355	0.00950	24.95259	98.46226
214	5528	25	0.24093	2	10	1.00	4	3	127	0.57848	0.00215	24.98924	30.59811
214	9054	25	0.15300	2	10	1.00	4	3	906	0.36832	0.01541	24.92320	138.618
215	5532	25	0.15861	2	10	1.00	4	3	1357	0.38243	0.02308	24.88511	215.2338
216	5524	25	0.13744	2	10	1.00	4	3	1419	0.33145	0.02413	24.87995	195.0274
216	8746	25	0.09852	2	10	1.00	4	3	611	0.23693	0.01039	24.94816	60.19572
217	5534	25	0.05053	2	10	1.00	4	3	1043	0.12171	0.01774	24.91160	52.70279
218	8742	25	0.02867	2	10	1.00	4	3	983	0.06905	0.01672	24.91667	28.18261

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
219	8744	25	0.08025	2	10	1.00	4	3	641	0.19302	0.01090	24.94562	51.44025
220	8890	25	0.10804	2	10	1.00	4	3	957	0.26013	0.01627	24.91889	103.3943
221	5648	25	0.07684	2	10	1.00	4	3	1793	0.18555	0.03049	24.84848	137.7741
221	5958	25	0.07898	2	10	1.00	4	3	841	0.19009	0.01430	24.92871	66.42218
222	8892	25	0.12758	2	10	1.00	4	3	1995	0.30827	0.03393	24.83149	254.5221
223	8894	25	0.13701	2	10	1.00	4	3	6186	0.33574	0.10520	24.48484	847.5439
224	9803	25	0.04186	2	10	1.00	4	3	9920	0.10385	0.16871	24.18398	415.2512
225	8886	25	0.15475	2	10	1.00	4	3	1156	0.37287	0.01966	24.90211	178.891
226	8758	25	0.15314	2	10	1.00	4	3	764	0.36848	0.01299	24.93521	116.999
227	8880	25	0.05549	2	10	1.00	4	3	876	0.13358	0.01490	24.92574	48.60924
228	5954	25	0.09156	2	10	1.00	4	3	2860	0.22189	0.04865	24.75912	261.8616
228	8762	25	0.18209	2	10	1.00	4	3	52	0.43710	0.00088	24.99562	9.46868
229	5954	25	0.18856	2	10	1.00	4	3	1297	0.45454	0.02206	24.89019	244.5623
229	8761	25	0.10892	2	10	1.00	4	3	2122	0.26329	0.03608	24.82088	231.1282
229	8831	25	0.10722	2	10	1.00	4	3	1513	0.25866	0.02573	24.87201	162.2239
230	8765	25	0.15563	2	10	1.00	4	3	0	0.37351	0.00000	25.00000	0
231	8828	25	0.30377	2	10	1.00	4	3	0	0.72904	0.00000	25.00000	0
232	8834	25	0.14436	2	10	1.00	4	3	6678	0.35433	0.11357	24.44477	964.0361
232	8898	25	0.11890	2	10	1.00	4	3	11300	0.29634	0.19217	24.07471	1343.57
233	8898	25	0.32330	2	10	1.00	4	3	2339	0.78208	0.03978	24.80269	756.1987
234	8758	25	0.22142	2	10	1.00	4	3	5244	0.54089	0.08919	24.56188	1161.126
234	8760	25	0.19716	2	10	1.00	4	3	7960	0.48599	0.13538	24.34094	1569.394
234	8767	25	0.18775	2	10	1.00	4	3	0	0.45060	0.00000	25.00000	0
234	8836	25	0.21270	2	10	1.00	4	3	7386	0.52330	0.12561	24.38735	1571.002
237	3587	20	0.19558	3	10	3.00	0	3	55	0.58677	0.00031	19.99875	10.7569
237	9555	20	0.06707	3	10	3.00	0	3	4410	0.20222	0.02500	19.90050	295.7787
238	3457	20	0.06510	3	10	3.00	0	3	5724	0.19655	0.03245	19.87103	372.6324
238	3458	20	0.12401	3	10	3.00	0	3	69	0.37206	0.00039	19.99843	8.55669
239	3460	20	0.05142	3	10	3.00	0	3	2418	0.15468	0.01370	19.94533	124.3336
240	3468	20	0.08040	3	10	3.00	0	3	638	0.24137	0.00362	19.98555	51.2952
241	3467	20	0.05389	3	10	3.00	0	3	809	0.16182	0.00459	19.98166	43.59701
242	3465	20	0.10373	3	10	3.00	0	3	179	0.31125	0.00102	19.99593	18.56767
242	3467	20	0.11858	3	10	3.00	0	3	135	0.35578	0.00077	19.99693	16.0083
243	3465	20	0.13141	3	10	3.00	0	3	115	0.39429	0.00065	19.99740	15.11215
243	3595	20	0.13692	3	10	3.00	0	3	401	0.41096	0.00227	19.99091	54.90492
244	3466	20	0.17525	3	10	3.00	0	3	295	0.52591	0.00168	19.99330	51.69875
244	3595	20	0.13776	3	10	3.00	0	3	252	0.41341	0.00143	19.99430	34.71552
244	3596	20	0.21910	3	10	3.00	0	3	0	0.65729	0.00000	20.00000	0
245	3469	20	0.14929	3	10	3.00	0	3	193	0.44797	0.00109	19.99563	28.81297
245	3596	20	0.08842	3	10	3.00	0	3	493	0.26540	0.00279	19.98884	43.59106
246	3469	20	0.04369	3	10	3.00	0	3	336	0.13113	0.00191	19.99237	14.67984
247	3470	20	0.05124	3	10	3.00	0	3	521	0.15382	0.00295	19.98819	26.69604
248	3588	25	0.14634	2	10	1.00	4	3	6379	0.35884	0.10848	24.46910	933.5029
249	3456	20	0.12739	3	10	3.00	0	3	1530	0.38284	0.00868	19.96536	194.9067
249	9555	20	0.11774	3	10	3.00	0	3	1698	0.35390	0.00963	19.96157	199.9225
250	5566	25	0.07944	2	10	1.00	3	3	2111	0.19202	0.03590	24.82176	167.6978
250	5630	25	0.16269	2	10	1.00	3	3	1967	0.39307	0.03345	24.83385	320.0112
251	5638	25	0.08464	2	10	1.00	3	3	2501	0.20487	0.04254	24.78912	211.6846
252	8910	25	0.18385	2	10	1.00	3	3	8073	0.45334	0.13729	24.33189	1484.221
253	5616	25	0.07651	2	10	1.00	3	3	1622	0.18465	0.02759	24.86283	124.0992
254	6010	25	0.09637	2	10	1.00	3	3	677	0.23183	0.01151	24.94260	65.24249
254	8912	25	0.08953	2	10	1.00	3	3	1795	0.21620	0.03053	24.84827	160.7064
255	6010	25	0.13359	2	10	1.00	3	3	3050	0.32394	0.05187	24.74333	407.4495
255	8904	25	0.17492	2	10	1.00	3	3	1591	0.42209	0.02706	24.86544	278.2977
256	5572	25	0.10010	2	10	1.00	3	3	1897	0.24179	0.03226	24.83972	189.8897
256	5626	25	0.18182	2	10	1.00	3	3	4679	0.44331	0.07957	24.60839	850.7358
256	5630	25	0.14477	2	10	1.00	3	3	5558	0.35401	0.09453	24.53611	804.6317
256	5640	25	0.17233	2	10	1.00	3	3	7911	0.42471	0.13454	24.34493	1363.303
257	5622	25	0.11802	2	10	1.00	3	3	29	0.28329	0.00049	24.99755	3.42258
257	5634	25	0.11674	2	10	1.00	3	3	1438	0.28155	0.02445	24.87836	167.8721
257	5640	25	0.08739	2	10	1.00	3	3	1707	0.21095	0.02903	24.85571	149.1747
258	13976	25	0.07499	2	10	1.00	3	3	2684	0.18163	0.04565	24.77379	201.2732
258	15250	25	0.10660	2	10	1.00	3	3	1335	0.25700	0.02271	24.88699	142.311
258	25043	25	0.12902	2	10	1.00	3	3	14	0.30965	0.00023	24.99883	1.80628
259	5622	25	0.05814	2	10	1.00	3	3	3690	0.14128	0.06275	24.69012	214.5366
260	5576	25	0.09825	2	10	1.00	3	3	3110	0.23830	0.05289	24.73834	305.5575
260	5626	25	0.14006	2	10	1.00	3	3	3110	0.33970	0.05289	24.73831	435.5866
261	5600	25	0.11276	2	10	1.00	3	3	1815	0.27230	0.03087	24.84658	204.6594
262	5582	25	0.07184	2	10	1.00	3	3	772	0.17288	0.01313	24.93450	55.46048
262	5950	25	0.12601	2	10	1.00	3	3	1665	0.30413	0.02831	24.85923	209.8067
263	5606	25	0.15418	2	10	1.00	3	3	240	0.37034	0.00408	24.97964	37.0032
263	5628	25	0.15865	2	10	1.00	3	3	418	0.38130	0.00712	24.96447	66.3157
263	25044	25	0.16065	2	10	1.00	3	3	785	0.38660	0.01335	24.93344	126.1103
264	5602	25	0.15844	2	10	1.00	3	3	2604	0.38364	0.04428	24.78053	412.5778
267	5596	25	0.10181	2	10	1.00	3	3	494	0.24474	0.00839	24.95810	50.29414
268	5590	25	0.13082	2	10	1.00	3	0	319	0.31432	0.00543	24.97289	41.73158
268	5594	25	0.22087	2	10	1.00	3	3	380	0.53077	0.00647	24.96771	83.9306
270	5614	25	0.10485	2	10	1.00	3	3	853	0.25236	0.01451	24.92765	89.43705
270	8904	25	0.15018	2	10	1.00	3	3	727	0.36131	0.01236	24.93837	109.1809
271	8770	25	0.02758	2	10	1.00	3	3	1148	0.06644	0.01952	24.90278	31.66184
272	8938	25	0.10301	2	10	1.00	3	3	5776	0.25209	0.09824	24.51828	594.9858
273	5555	25	0.12084	2	10	1.00	3	3	12509	0.30236	0.21274	23.97969	1511.588
275	3352	20	0.30548	3	10	3.00	0	3	261	0.91670	0.00148	19.99409	79.73028

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
275	3683	20	0.22959	3	10	3.00	0	0	39	0.68881	0.00022	19.99912	8.95401
281	5778	25	0.03272	2	10	1.00	2	3	3010	0.07933	0.05119	24.74666	98.4872
282	5572	25	0.12863	2	10	1.00	2	3	1510	0.31029	0.02569	24.87222	194.2313
282	5780	25	0.04021	2	10	1.00	2	3	293	0.09659	0.00499	24.97509	11.78153
283	5730	25	0.08384	2	10	1.00	2	3	980	0.20187	0.01667	24.91694	82.1632
284	5784	25	0.16193	2	10	1.00	2	3	156	0.38884	0.00266	24.98673	25.26108
285	5786	25	0.15307	2	10	1.00	2	3	496	0.36799	0.00844	24.95789	75.92272
286	5790	25	0.12132	2	10	1.00	2	3	7	0.29117	0.00012	24.99939	0.84924
287	5576	25	0.09753	2	10	1.00	2	3	68	0.23413	0.00116	24.99422	6.63204
287	5578	25	0.17027	2	10	1.00	2	3	1055	0.41012	0.01795	24.91059	179.6349
287	5728	25	0.20307	2	10	1.00	2	3	2701	0.49185	0.04593	24.77244	548.4921
288	5732	25	0.09670	2	10	1.00	2	3	876	0.23277	0.01489	24.92575	84.7092
289	9562	25	0.08071	2	10	1.00	2	3	1508	0.19469	0.02564	24.87244	121.7107
290	5716	25	0.09375	2	10	1.00	2	3	136	0.22510	0.00232	24.98841	12.75
290	5736	25	0.07633	2	10	1.00	2	3	90	0.18324	0.00154	24.99232	6.8697
291	5734	25	0.13343	2	10	1.00	2	3	357	0.32061	0.00608	24.96965	47.63451
291	5814	25	0.11976	2	10	1.00	2	3	129	0.28755	0.00219	24.98907	15.44904
292	5736	25	0.12502	2	10	1.00	2	3	280	0.30034	0.00477	24.97620	35.0056
292	5816	25	0.03339	2	10	1.00	2	3	112	0.08017	0.00190	24.99052	3.73968
293	5816	25	0.10616	2	10	1.00	2	3	452	0.25517	0.00769	24.96163	47.98432
294	5582	25	0.11441	2	10	1.00	2	3	2439	0.27685	0.04148	24.79432	279.046
294	9563	25	0.13929	2	10	1.00	2	3	517	0.33487	0.00879	24.95611	72.01293
295	297	25	0.24676	2	10	1.00	2	3	46	0.59232	0.00078	24.99611	11.35096
295	9563	25	0.17538	2	10	1.00	2	3	1355	0.42285	0.02305	24.88527	237.6399
295	9564	25	0.32542	2	10	1.00	2	3	487	0.78229	0.00828	24.95868	158.4795
296	5584	25	0.15092	2	10	1.00	2	3	1749	0.36437	0.02975	24.85214	263.9591
296	6011	25	0.10931	2	10	1.00	2	3	12	0.26235	0.00020	24.99898	1.31172
296	9564	25	0.18762	2	10	1.00	2	3	1034	0.45188	0.01759	24.91236	193.9991
297	295	25	0.24676	2	10	1.00	2	3	46	0.59232	0.00078	24.99611	11.35096
297	9563	25	0.41996	2	10	1.00	2	3	1227	1.01212	0.02087	24.89606	515.2909
297	9564	25	0.10188	2	10	1.00	2	3	1956	0.24614	0.03327	24.83474	199.2773
298	5716	25	0.22804	2	10	1.00	2	3	653	0.54850	0.01110	24.94463	148.9101
298	5740	25	0.12022	2	10	1.00	2	3	557	0.28908	0.00947	24.95275	66.96254
299	5722	25	0.32974	2	10	1.00	2	3	167	0.79182	0.00283	24.98585	55.06658
299	5740	25	0.15714	2	10	1.00	2	3	1029	0.37847	0.01751	24.91277	161.6971
300	5722	25	0.05279	2	10	1.00	2	3	516	0.12693	0.00878	24.95618	27.23964
300	5738	25	0.24729	2	10	1.00	2	3	110	0.59371	0.00188	24.99062	27.2019
301	5722	25	0.13224	2	10	1.00	2	3	241	0.31763	0.00409	24.97956	31.86984
301	5810	25	0.13141	2	10	1.00	2	3	57	0.31545	0.00097	24.99516	7.49037
302	5726	25	0.15229	2	10	1.00	2	3	237	0.36580	0.00403	24.97986	36.09273
302	5812	25	0.15566	2	10	1.00	2	3	54	0.37366	0.00092	24.99541	8.40564
303	5726	25	0.08860	2	10	1.00	2	3	82	0.21269	0.00140	24.99302	7.2652
304	5690	25	0.08788	2	10	1.00	2	3	424	0.21121	0.00720	24.96404	37.26112
304	5726	25	0.09073	2	10	1.00	2	3	302	0.21798	0.00514	24.97432	27.40046
305	5684	25	0.06728	2	10	1.00	2	3	2514	0.16285	0.04275	24.78806	169.1419
305	5702	25	0.16686	2	10	1.00	2	0	178	0.40071	0.00304	24.98483	29.70108
306	5701	25	0.14301	2	10	1.00	2	3	523	0.34385	0.00889	24.95564	74.79423
306	5703	25	0.08804	2	10	1.00	2	3	264	0.21149	0.00449	24.97758	23.24256
307	5703	25	0.12663	2	10	1.00	2	3	367	0.30429	0.00623	24.96887	46.47321
307	5706	25	0.09852	2	10	1.00	2	3	145	0.23655	0.00246	24.98772	14.2854
308	5705	25	0.30354	2	10	1.00	2	3	575	0.72992	0.00978	24.95119	174.5355
309	5694	25	0.06432	2	10	1.00	2	3	247	0.15450	0.00420	24.97901	15.88704
310	5710	25	0.14042	2	10	1.00	2	3	413	0.33748	0.00703	24.96490	57.99346
311	5712	25	0.07167	2	10	1.00	2	0	132	0.17209	0.00225	24.98875	9.46044
312	5712	25	0.33594	2	10	1.00	2	0	908	0.80874	0.01545	24.92300	305.0335
313	8671	25	0.07796	2	10	1.00	7	3	901	0.18769	0.01532	24.92366	70.24196
314	8635	25	0.14087	2	10	1.00	7	3	957	0.33919	0.01627	24.91892	134.8126
315	8673	25	0.06120	2	10	1.00	7	3	1058	0.14742	0.01799	24.91036	64.7496
315	8677	25	0.59157	2	10	1.00	7	3	7	1.41979	0.00012	24.99940	4.14099
316	8675	25	0.11957	2	10	1.00	7	3	353	0.28731	0.00601	24.97001	42.20821
317	8633	25	0.18745	2	10	1.00	7	3	596	0.45078	0.01013	24.94944	111.7202
318	8631	25	0.21085	2	10	1.00	7	3	787	0.50738	0.01338	24.93328	165.939
319	8637	25	0.07296	2	10	1.00	7	3	1252	0.17586	0.02129	24.89401	91.34592
320	8740	25	0.12796	2	10	1.00	1	3	175	0.30730	0.00298	24.98509	22.393
320	9040	25	0.13308	2	10	1.00	1	3	166	0.31956	0.00282	24.98590	22.09128
321	6004	25	0.15538	2	10	1.00	1	3	636	0.37372	0.01081	24.94607	98.82168
321	8740	25	0.15277	2	10	1.00	1	3	1360	0.36834	0.02312	24.88492	207.7672
321	9046	25	0.10715	2	10	1.00	1	3	2572	0.25942	0.04375	24.78315	275.5898
322	5510	25	0.26877	2	10	1.00	1	3	757	0.64671	0.01288	24.93578	203.4589
322	9052	25	0.15156	2	10	1.00	1	3	3597	0.36820	0.06117	24.69783	545.1613
323	5509	25	0.13876	2	10	1.00	1	3	3231	0.33669	0.05495	24.72824	448.3336
323	24840	25	0.13749	2	10	1.00	1	3	2425	0.33269	0.04124	24.79549	333.4133
324	27043	25	0.09062	2	10	1.00	1	3	1867	0.21888	0.03175	24.84224	169.1875
325	9561	25	0.12367	2	10	1.00	1	3	3178	0.30001	0.05404	24.73269	393.0233
326	9086	25	0.15524	2	10	1.00	1	3	5288	0.37928	0.08993	24.55829	820.9091
326	9093	25	0.26096	2	10	1.00	1	3	2342	0.63130	0.03984	24.80239	611.1683
327	9088	25	0.17376	2	10	1.00	1	3	2416	0.42045	0.04109	24.79621	419.8042
328	5660	25	0.22084	2	10	1.00	1	3	4123	0.53745	0.07012	24.65423	910.5233
329	6003	25	0.14239	2	10	1.00	6	3	1662	0.34367	0.02827	24.85944	236.6522
329	9078	25	0.15099	2	10	1.00	6	3	1896	0.36471	0.03224	24.83985	286.277
330	8723	25	0.23545	2	10	1.00	1	3	3530	0.57186	0.06004	24.70338	831.1385
331	9075	25	0.35885	2	10	1.00	6	3	2003	0.86711	0.03406	24.83084	718.7766
331	9077	25	0.22137	2	10	1.00	6	3	66	0.53140	0.00113	24.99437	14.61042

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
331	9078	25	0.19434	2	10	1.00	6	3	3710	0.47231	0.06310	24.68844	721.0014
332	8723	25	0.08392	2	10	1.00	1	3	7577	0.20660	0.12886	24.37187	635.8618
333	9615	25	0.14133	2	10	1.00	0	3	668	0.33997	0.01136	24.94333	94.40844
502	8978	20	0.21281	1	10	3.00	100	0	733	0.63897	0.00415	19.98340	155.9897
616	5704	20	0.03096	1	10	3.00	100	0	2121	0.09311	0.01202	19.95203	65.66616
877	5557	20	0.06631	3	10	3.00	0	3	351	0.19900	0.00199	19.99204	23.27481
877	8769	20	0.04544	3	10	3.00	0	3	778	0.13644	0.00441	19.98237	35.35232
879	5563	20	0.10091	3	10	3.00	0	3	748	0.30300	0.00424	19.98306	75.48068
880	5563	25	0.08951	3	10	1.00	0	3	1842	0.21618	0.03133	24.84433	164.8774
880	5619	20	0.07415	3	10	3.00	0	3	560	0.22260	0.00318	19.98731	41.524
881	5621	20	0.23051	3	10	3.00	0	3	1678	0.69285	0.00951	19.96202	386.7958
882	3348	20	0.17992	3	10	3.00	0	3	702	0.54020	0.00398	19.98410	126.3038
882	3350	20	0.14923	3	10	3.00	0	3	9	0.44769	0.00005	19.99981	1.34307
883	5615	20	0.22655	3	10	3.00	0	3	1515	0.68081	0.00859	19.96571	343.2233
884	5610	20	0.08804	3	10	3.00	0	3	603	0.26431	0.00342	19.98634	53.08812
885	5561	20	0.09611	3	10	3.00	0	3	3074	0.28934	0.01743	19.93054	295.4421
885	5619	20	0.16635	3	10	3.00	0	3	184	0.49915	0.00104	19.99582	30.6084
886	5625	20	0.05279	3	10	3.00	0	3	1430	0.15864	0.00811	19.96762	75.4897
887	5602	20	0.14331	3	10	3.00	0	3	574	0.43021	0.00325	19.98700	82.25994
888	3108	20	0.25834	3	10	3.00	0	0	1503	0.77634	0.00852	19.96597	388.285
889	5623	20	0.05952	3	10	3.00	0	3	417	0.17865	0.00236	19.99055	24.81984
890	5605	20	0.14493	3	10	3.00	0	3	64	0.43482	0.00036	19.99854	9.27552
890	5609	20	0.14109	3	10	3.00	0	3	386	0.42346	0.00219	19.99126	54.46074
891	5605	20	0.11545	3	10	3.00	0	3	450	0.34651	0.00255	19.98981	51.9525
891	5613	20	0.25134	3	10	3.00	0	3	601	0.75454	0.00340	19.98639	151.0553
892	5613	20	0.08241	3	10	3.00	0	3	437	0.24735	0.00248	19.99010	36.01317
893	5611	20	0.16524	3	10	3.00	0	3	538	0.49601	0.00305	19.98780	88.89912
894	3352	20	0.13004	3	10	3.00	0	3	346	0.39026	0.00196	19.99215	44.99384
900	3447	20	0.09160	3	10	3.00	0	3	1062	0.27513	0.00602	19.97595	97.2792
900	3449	20	0.23521	3	10	3.00	0	3	2	0.70563	0.00001	19.99995	0.47042
901	3449	20	0.13853	3	10	3.00	0	3	246	0.41570	0.00139	19.99443	34.07838
901	3450	20	0.14754	3	10	3.00	0	3	394	0.44283	0.00223	19.99107	58.13076
901	3451	20	0.16592	3	10	3.00	0	3	105	0.49782	0.00059	19.99762	17.4216
902	3451	20	0.22403	3	10	3.00	0	3	1	0.67210	0.00000	19.99998	0.22403
902	3470	20	0.08858	3	10	3.00	0	3	642	0.26592	0.00364	19.98545	56.86836
903	3445	20	0.07309	3	10	3.00	0	3	812	0.21947	0.00460	19.98161	59.34908
903	3449	20	0.09036	3	10	3.00	0	3	2	0.27107	0.00001	19.99995	0.18072
903	3450	20	0.13035	3	10	3.00	0	3	0	0.39104	0.00000	19.99999	0
904	3450	20	0.16178	3	10	3.00	0	3	9	0.48536	0.00005	19.99979	1.45602
904	3451	20	0.11557	3	10	3.00	0	3	1	0.34672	0.00000	19.99998	0.11557
904	3460	20	0.09608	3	10	3.00	0	3	412	0.28837	0.00234	19.99066	39.58496
905	3444	20	0.10449	3	10	3.00	0	3	2131	0.31423	0.01208	19.95181	222.6682
906	3447	20	0.08040	3	10	3.00	0	3	3137	0.24206	0.01778	19.92912	252.2148
907	3445	20	0.07719	3	10	3.00	0	3	4547	0.23277	0.02577	19.89743	350.9829
908	3727	25	0.13674	2	10	1.00	0	3	2015	0.33042	0.03426	24.82984	275.5311
909	3727	25	0.12580	2	10	1.00	0	3	486	0.30241	0.00827	24.95870	61.1388
910	3734	25	0.07702	2	10	1.00	0	3	11	0.18485	0.00019	24.99906	0.84722
910	3758	25	0.05580	2	10	1.00	0	3	77	0.13396	0.00130	24.99349	4.2966
911	3733	25	0.11304	2	10	1.00	0	3	101	0.27139	0.00172	24.99141	11.41704
911	3737	25	0.15259	2	10	1.00	0	3	720	0.36711	0.01224	24.93894	109.8648
912	3732	25	0.07955	2	10	1.00	0	3	1686	0.19202	0.02867	24.85746	134.1213
912	3737	25	0.11716	2	10	1.00	0	3	1562	0.28268	0.02656	24.86792	183.0039
913	3717	25	0.08917	2	10	1.00	0	3	905	0.21467	0.01539	24.92328	80.69885
913	3730	25	0.09717	2	10	1.00	0	3	236	0.23338	0.00401	24.97998	22.93212
914	3730	25	0.14047	2	10	1.00	0	3	1706	0.33908	0.02902	24.85574	239.6418
915	3751	25	0.09622	2	10	1.00	0	3	687	0.23147	0.01168	24.94172	66.10314
915	3753	25	0.12528	2	10	1.00	0	3	24	0.30069	0.00041	24.99796	3.00672
915	8611	25	0.09425	2	10	1.00	0	3	1267	0.22716	0.02156	24.89269	119.4148
916	3755	25	0.11912	2	10	1.00	0	3	353	0.28624	0.00600	24.97003	42.04936
916	8613	25	0.12405	2	10	1.00	0	3	113	0.29784	0.00192	24.99042	14.01765
917	8613	25	0.08565	2	10	1.00	0	3	782	0.20610	0.01329	24.93371	66.9783
918	3756	25	0.14810	2	10	1.00	0	3	140	0.35561	0.00237	24.98814	20.734
918	8607	25	0.12876	2	10	1.00	0	3	752	0.30982	0.01279	24.93620	96.82752
919	3759	25	0.08274	2	10	1.00	0	3	739	0.19908	0.01256	24.93736	61.14486
920	3761	25	0.10199	2	10	1.00	0	3	1534	0.24604	0.02609	24.87023	156.4527
921	3763	25	0.10373	2	10	1.00	0	3	350	0.24925	0.00595	24.97029	36.3055
921	8608	25	0.23597	2	10	1.00	0	3	274	0.56686	0.00466	24.97670	64.65578
922	8608	25	0.13554	2	10	1.00	0	3	641	0.32601	0.01090	24.94560	86.88114
923	3739	20	0.06950	2	10	1.00	0	3	317	0.20873	0.00539	19.97845	22.0315
924	3736	20	0.14760	2	10	1.00	0	3	454	0.44348	0.00771	19.96919	67.0104
924	3739	20	0.24738	2	10	1.00	0	3	230	0.74273	0.00392	19.98434	56.8974
925	3743	20	0.29123	2	10	1.00	0	3	721	0.87583	0.01227	19.95104	209.9768
926	8669	25	0.07228	2	10	1.00	7	3	3040	0.17527	0.05170	24.74414	219.7312
927	7359	25	0.04222	2	10	1.00	0	3	405	0.10146	0.00688	24.96563	17.0991
928	8679	25	0.11750	2	10	1.00	0	3	1214	0.28317	0.02064	24.89721	142.645
929	8625	25	0.08951	2	10	1.00	0	3	615	0.21528	0.01046	24.94781	55.04865
929	8661	25	0.09928	2	10	1.00	0	3	1	0.23827	0.00001	24.99993	0.09928
930	3765	25	0.16884	2	10	1.00	0	3	1119	0.40676	0.01904	24.90517	188.932
930	3767	25	0.09726	2	10	1.00	0	3	850	0.23411	0.01445	24.92795	82.671
931	3769	20	0.14551	2	10	1.00	0	3	1005	0.43803	0.01709	19.93188	146.2376
932	3771	20	0.12038	2	10	1.00	0	3	488	0.36174	0.00830	19.96684	58.74544
932	8648	20	0.10354	2	10	1.00	0	3	62	0.31070	0.00105	19.99579	6.41948
933	8981	25	0.05363	2	10	1.00	0	3	0	0.12872	0.00000	25.00000	0

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
934	8989	25	0.06036	2	10	1.00	0	3	163	0.14494	0.00278	24.98612	9.83868
935	3769	25	0.09076	2	10	1.00	0	3	1324	0.21880	0.02251	24.88795	120.1662
936	8621	20	0.11419	2	10	1.00	0	0	747	0.34343	0.01270	19.94931	85.29993
937	9104	20	0.13919	2	10	1.00	0	3	1155	0.41921	0.01965	19.92171	160.7645
938	3736	20	0.27206	2	10	1.00	0	3	1060	0.81911	0.01802	19.92816	288.3836
938	9104	20	0.17427	2	10	1.00	0	3	535	0.52375	0.00910	19.96367	93.23445
939	9101	20	0.08703	2	10	1.00	0	3	187	0.26126	0.00318	19.98731	16.27461
939	9103	20	0.12589	2	10	1.00	0	3	114	0.37782	0.00193	19.99228	14.35146
940	3707	20	0.08705	2	10	1.00	0	3	183	0.26131	0.00312	19.98754	15.93015
940	9102	20	0.06686	2	10	1.00	0	3	144	0.20067	0.00244	19.99024	9.62784
1100	15058	20	0.10189	2	10	1.00	0	0	1424	0.30716	0.02422	19.90358	145.0914
1100	23338	20	0.12735	2	10	1.00	0	0	1405	0.38387	0.02389	19.90490	178.9268
1101	25087	20	0.13718	2	10	1.00	7	0	1443	0.41356	0.02454	19.90232	197.9507
1102	3716	20	0.23538	2	10	1.00	7	3	878	0.70825	0.01493	19.94046	206.6636
1102	9584	20	0.29424	2	10	1.00	7	3	1231	0.88641	0.02093	19.91664	362.2094
1103	9364	20	0.14929	2	10	1.00	7	3	281	0.44830	0.00479	19.98088	41.95049
1103	25067	20	0.13418	2	10	1.00	7	3	1385	0.40442	0.02355	19.90625	185.8393
1103	25079	20	0.23913	2	10	1.00	7	3	7	0.71740	0.00013	19.99949	1.67391
1104	25063	20	0.10372	2	10	1.00	7	3	105	0.31126	0.00179	19.99284	10.8906
1104	25074	20	0.08253	2	10	1.00	7	3	202	0.24775	0.00343	19.98628	16.67106
1104	25081	20	0.11049	2	10	1.00	7	3	5	0.33146	0.00008	19.99968	0.55245
1105	25067	20	0.14744	2	10	1.00	7	3	6	0.44234	0.00010	19.99962	0.88464
1105	25069	20	0.16449	2	10	1.00	7	3	48	0.49356	0.00081	19.99676	7.89552
1105	25078	20	0.09665	2	10	1.00	7	3	844	0.29079	0.01435	19.94277	81.5726
1106	3708	20	0.18200	2	10	1.00	0	3	1842	0.54942	0.03132	19.87550	335.244
1106	25049	20	0.12337	2	10	1.00	0	3	1634	0.37218	0.02779	19.88945	201.5866
1107	8663	20	0.24058	2	10	1.00	7	3	2564	0.72803	0.04360	19.82712	616.8471
1107	9585	20	0.26635	2	10	1.00	7	3	2902	0.80694	0.04935	19.80451	772.9477
1109	9595	20	0.41260	2	10	1.00	0	0	54	1.23801	0.00093	19.99630	22.2804
1109	25129	20	0.19365	2	10	1.00	0	0	1496	0.58389	0.02545	19.89873	289.7004
1109	25189	20	0.21562	2	10	1.00	0	0	972	0.64899	0.01653	19.93408	209.5826
1110	9365	25	0.14531	2	10	1.00	7	3	1439	0.35044	0.02446	24.87827	209.1011
1111	9578	25	0.11709	2	10	1.00	7	3	1035	0.28201	0.01760	24.91229	121.1882
1112	9357	25	0.18402	2	10	1.00	7	3	291	0.44209	0.00495	24.97529	53.54982
1112	9389	25	0.22707	2	10	1.00	7	3	954	0.54674	0.01623	24.91912	216.6248
1113	9386	20	0.18560	2	10	1.00	0	0	2604	0.56172	0.04428	19.82444	483.3024
1114	5032	25	0.52035	2	10	1.00	7	3	153	1.24949	0.00260	24.98699	79.61355
1114	9355	20	0.16984	2	10	1.00	0	0	3718	0.51595	0.06322	19.75026	631.4651
1115	9578	25	0.19451	2	10	1.00	7	3	682	0.46792	0.01160	24.94214	132.6558
1115	30003	25	0.18983	2	10	1.00	7	3	220	0.45594	0.00374	24.98133	41.7626
1116	9356	20	0.20014	2	10	1.00	0	0	860	0.60217	0.01462	19.94169	172.1204
1117	9354	20	0.17931	2	10	1.00	0	0	1267	0.54025	0.02155	19.91418	227.1858
1118	9352	20	0.21011	2	10	1.00	0	0	1541	0.63364	0.02621	19.89569	323.7795
1118	23261	20	0.19036	2	10	1.00	0	0	716	0.57246	0.01218	19.95139	136.2978
1119	5032	25	0.33159	2	10	1.00	7	3	195	0.79635	0.00331	24.98344	64.66005
1119	9352	20	0.17364	2	10	1.00	0	0	362	0.52157	0.00616	19.97538	62.85768
1119	9593	20	0.22692	2	10	1.00	0	0	337	0.68154	0.00573	19.97713	76.47204
1120	9370	25	0.19777	2	10	1.00	7	3	1148	0.47651	0.01952	24.90277	227.04
1121	9367	25	0.10061	2	10	1.00	7	3	773	0.24210	0.01314	24.93446	77.77153
1122	9371	25	0.12071	2	10	1.00	7	3	768	0.29047	0.01307	24.93482	92.70528
1122	9596	25	0.09566	2	10	1.00	7	3	542	0.23001	0.00922	24.95399	51.84772
1123	9342	25	0.06134	2	10	1.00	7	3	917	0.14768	0.01559	24.92227	56.24878
1124	9381	25	0.12902	2	10	1.00	7	3	914	0.31060	0.01554	24.92254	117.9243
1124	24911	25	0.11334	2	10	1.00	7	3	177	0.27218	0.00301	24.98494	20.06118
1125	9591	25	0.09899	2	10	1.00	7	3	1583	0.23886	0.02692	24.86613	156.7012
1126	9341	25	0.13878	2	10	1.00	7	3	430	0.33356	0.00731	24.96351	59.6754
1126	9574	25	0.11970	2	10	1.00	7	3	42	0.28731	0.00071	24.99647	5.0274
1126	9588	25	0.12605	2	10	1.00	7	3	136	0.30267	0.00230	24.98848	17.1428
1127	24903	25	0.07909	2	10	1.00	7	3	558	0.19018	0.00949	24.95265	44.13222
1128	9589	25	0.07764	2	10	1.00	7	3	201	0.18646	0.00341	24.98294	15.60564
1128	24900	25	0.08455	2	10	1.00	7	3	432	0.20321	0.00735	24.96333	36.5256
1129	9380	25	0.14667	2	10	1.00	7	3	86	0.35212	0.00147	24.99267	12.61362
1129	9611	25	0.08999	2	10	1.00	7	3	655	0.21646	0.01114	24.94441	58.94345
1130	9573	25	0.14082	2	10	1.00	7	3	3833	0.34237	0.06518	24.67827	539.7631
1130	9587	25	0.12221	2	10	1.00	7	3	1176	0.29447	0.02000	24.90041	143.719
1130	9589	25	0.12471	2	10	1.00	7	3	30	0.29933	0.00051	24.99743	3.7413
1131	3616	20	0.17211	3	10	3.00	0	3	8214	0.52114	0.04656	19.81546	1413.712
1132	5515	20	0.18811	3	10	3.00	0	3	2500	0.56592	0.01417	19.94347	470.275
1188	8796	25	0.04916	2	10	1.00	1	3	678	0.11825	0.01153	24.94251	33.33048
1189	3725	25	0.30147	2	10	1.00	0	3	1593	0.72745	0.02709	24.86530	480.2417
1198	13410	20	0.05520	2	10	1.00	0	0	349	0.16580	0.00594	19.97626	19.2648
1201	24791	20	0.25216	2	10	1.00	0	0	0	0.75648	0.00000	20.00000	0
1202	14153	20	0.16068	2	10	1.00	0	0	136	0.48226	0.00231	19.99076	21.85248
1202	23262	20	0.10976	2	10	1.00	0	0	501	0.32984	0.00852	19.96598	54.98976
1202	23275	20	0.16227	2	10	1.00	0	0	573	0.48776	0.00975	19.96108	92.98071
1203	23264	20	0.15815	2	10	1.00	0	0	520	0.47528	0.00885	19.96467	82.238
1203	23275	20	0.10071	2	10	1.00	0	0	1299	0.30346	0.02210	19.91200	130.8223
1203	23277	20	0.14685	2	10	1.00	0	0	1576	0.44291	0.02679	19.89339	231.4356
1204	14157	20	0.16068	2	10	1.00	0	0	544	0.48293	0.00925	19.96308	87.40992
1204	23262	20	0.15754	2	10	1.00	0	0	661	0.47368	0.01124	19.95514	104.1339
1204	23278	20	0.17031	2	10	1.00	0	0	152	0.51119	0.00259	19.98964	25.88712
1205	23264	20	0.15789	2	10	1.00	0	0	694	0.47477	0.01180	19.95292	109.5757
1205	23278	20	0.08754	2	10	1.00	0	0	888	0.26341	0.01510	19.93977	77.73552

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
1205	23280	20	0.16148	2	10	1.00	0	0	0	0.48444	0.00000	20.00000	0
1206	23282	20	0.16627	2	10	1.00	0	0	405	0.49951	0.00689	19.97250	67.33935
1206	25052	20	0.13488	2	10	1.00	0	0	525	0.40536	0.00892	19.96436	70.812
1207	23282	20	0.13159	2	10	1.00	0	0	370	0.39526	0.00629	19.97487	48.6883
1207	23283	20	0.13306	2	10	1.00	0	0	778	0.40024	0.01323	19.94724	103.5207
1207	23284	20	0.18811	2	10	1.00	0	0	459	0.56521	0.00781	19.96882	86.34249
1208	12276	20	0.09997	2	10	1.00	0	0	151	0.30007	0.00256	19.98976	15.09547
1208	23283	20	0.09788	2	10	1.00	0	0	400	0.29403	0.00680	19.97283	39.152
1208	23319	20	0.12330	2	10	1.00	0	0	1	0.36990	0.00002	19.99992	0.1233
1209	23280	20	0.13119	2	10	1.00	0	0	908	0.39479	0.01544	19.93844	119.1205
1210	23260	20	0.12280	2	10	1.00	0	0	107	0.36854	0.00183	19.99269	13.1396
1210	23284	20	0.11797	2	10	1.00	0	0	92	0.35402	0.00157	19.99374	10.85324
1211	12276	20	0.16066	2	10	1.00	0	0	77	0.48209	0.00131	19.99475	12.37082
1211	25053	20	0.11997	2	10	1.00	0	0	447	0.36046	0.00760	19.96963	53.62659
1224	9800	25	0.07534	2	10	1.00	4	3	1533	0.18176	0.02607	24.87032	115.4962
1225	9801	25	0.05713	2	10	1.00	4	3	62	0.13713	0.00105	24.99475	3.54206
1225	9802	25	0.05991	2	10	1.00	4	3	1205	0.14438	0.02049	24.89795	72.19155
1226	9803	25	0.07131	2	10	1.00	4	3	4634	0.17384	0.07880	24.61210	330.4505
1227	9614	25	0.07340	2	10	1.00	0	3	645	0.17656	0.01097	24.94529	47.343
1228	9614	25	0.12102	2	10	1.00	0	3	465	0.29091	0.00790	24.96056	56.2743
1228	9615	25	0.18572	2	10	1.00	0	3	1327	0.44774	0.02257	24.88764	246.4504
1229	9095	25	0.08470	2	10	1.00	0	3	632	0.20371	0.01076	24.94633	53.5304
1229	9619	25	0.13098	2	10	1.00	0	3	472	0.31486	0.00803	24.95993	61.82256
1230	5650	25	0.17834	2	10	1.00	4	3	4042	0.43390	0.06873	24.66099	720.8503
1231	13976	25	0.08749	2	10	1.00	3	3	3964	0.21280	0.06741	24.66744	346.8104
1231	25041	25	0.13891	2	10	1.00	3	3	1239	0.33479	0.02108	24.89506	172.1095
1232	25041	25	0.11603	2	10	1.00	3	3	1493	0.27989	0.02539	24.87371	173.2328
1233	25043	25	0.12830	2	10	1.00	3	3	1219	0.30920	0.02073	24.89677	156.3977
1233	25044	25	0.12322	2	10	1.00	3	3	669	0.29639	0.01138	24.94323	82.43418
1294	5644	25	0.12133	2	10	1.00	1	3	187	0.29138	0.00319	24.98408	22.68871
1294	5952	25	0.07945	2	10	1.00	1	3	939	0.19128	0.01597	24.92041	74.60355
1295	8912	25	0.08418	2	10	1.00	1	3	309	0.20226	0.00525	24.97378	26.01162
1295	8937	25	0.05489	2	10	1.00	1	3	359	0.13189	0.00611	24.96948	19.70551
1296	8765	25	0.05999	2	10	1.00	4	3	525	0.14424	0.00893	24.95543	31.49475
1297	8754	25	0.09075	2	10	1.00	4	3	585	0.21823	0.00994	24.95039	53.08875
1297	8884	25	0.11460	2	10	1.00	4	3	485	0.27550	0.00825	24.95881	55.581
1298	5679	25	0.07411	2	10	1.00	1	3	356	0.17807	0.00606	24.96972	26.38316
1299	23265	20	0.11263	2	10	1.00	0	0	152	0.33806	0.00259	19.98965	17.11976
1299	24062	20	0.09349	2	10	1.00	0	0	155	0.28063	0.00264	19.98945	14.49095
1312	9610	20	0.13291	2	10	1.00	0	0	282	0.39911	0.00480	19.98082	37.48062
1312	23265	20	0.11413	2	10	1.00	0	0	371	0.34283	0.00631	19.97479	42.34223
1313	12272	20	0.14073	2	10	1.00	0	0	379	0.42273	0.00645	19.97423	53.33667
1313	12274	20	0.09543	2	10	1.00	0	0	471	0.28676	0.00801	19.96801	44.94753
1313	24035	20	0.14076	2	10	1.00	0	0	428	0.42291	0.00727	19.97095	60.24528
1314	12270	20	0.17895	2	10	1.00	0	0	1013	0.53871	0.01723	19.93133	181.2764
1314	12272	20	0.13795	2	10	1.00	0	0	2645	0.41757	0.04499	19.82164	364.8778
1314	14123	20	0.11617	2	10	1.00	0	0	5406	0.35491	0.09194	19.63889	628.015
1315	12292	20	0.13559	2	10	1.00	0	0	173	0.40700	0.00295	19.98822	23.45707
1315	12293	20	0.13065	2	10	1.00	0	0	193	0.39220	0.00328	19.98689	25.21545
1315	24065	20	0.13322	2	10	1.00	0	0	498	0.40035	0.00847	19.96616	66.34356
1316	12294	20	0.13380	2	10	1.00	0	0	618	0.40225	0.01051	19.95806	82.6884
1316	24065	20	0.20010	2	10	1.00	0	0	422	0.60115	0.00718	19.97133	84.4422
1317	9347	20	0.18601	2	10	1.00	0	0	828	0.55959	0.01408	19.94383	154.0163
1317	12293	20	0.16981	2	10	1.00	0	0	367	0.51006	0.00625	19.97504	62.32027
1317	12294	20	0.13025	2	10	1.00	0	0	808	0.39182	0.01373	19.94521	105.242
1317	17260	20	0.13941	2	10	1.00	0	0	1060	0.41973	0.01803	19.92814	147.7746
1318	9347	20	0.16621	2	10	1.00	0	0	374	0.49927	0.00635	19.97462	62.16254
1318	24671	20	0.14142	2	10	1.00	0	0	739	0.42533	0.01256	19.94987	104.5094
1319	16567	20	0.11499	2	10	1.00	0	0	5040	0.35089	0.08571	19.66292	579.5496
1319	16568	20	0.19913	2	10	1.00	0	0	1727	0.60089	0.02937	19.88320	343.8975
1331	12160	20	0.12354	2	10	1.00	0	0	1130	0.37205	0.01922	19.92343	139.6002
1331	23288	20	0.12232	2	10	1.00	0	0	3848	0.37176	0.06544	19.74162	470.6874
1331	23339	20	0.11320	2	10	1.00	0	0	1514	0.34135	0.02575	19.89753	171.3848
1332	12160	20	0.11151	2	10	1.00	0	0	215	0.33477	0.00365	19.98540	23.97465
1332	23288	20	0.10464	2	10	1.00	0	0	524	0.31447	0.00892	19.96439	54.83136
1333	9610	20	0.14302	2	10	1.00	0	0	479	0.42977	0.00815	19.96747	68.50658
1333	12300	20	0.18300	2	10	1.00	0	0	185	0.54935	0.00314	19.98744	33.855
1334	23333	20	0.05381	2	10	1.00	0	0	369	0.16164	0.00627	19.97495	19.85589
1340	23338	20	0.12322	2	10	1.00	0	0	777	0.37063	0.01321	19.94730	95.74194
1341	12266	20	0.14221	2	10	1.00	0	0	2439	0.43018	0.04148	19.83546	346.8502
1341	14153	20	0.13352	2	10	1.00	0	0	46	0.40063	0.00077	19.99690	6.14192
1341	23273	20	0.16734	2	10	1.00	0	0	1452	0.50450	0.02470	19.90168	242.9777
1342	23279	20	0.14911	2	10	1.00	0	0	1036	0.44890	0.01762	19.92977	154.478
1343	14157	20	0.17215	2	10	1.00	0	0	995	0.51820	0.01693	19.93251	171.2893
1344	14157	20	0.18786	2	10	1.00	0	0	4	0.56357	0.00006	19.99975	0.75144
1344	23317	20	0.08394	2	10	1.00	0	0	394	0.25216	0.00670	19.97322	33.07236
1344	23325	20	0.08754	2	10	1.00	0	0	344	0.26292	0.00585	19.97662	30.11376
1345	23317	20	0.12663	2	10	1.00	0	0	0	0.37988	0.00000	20.00000	0
1346	12165	20	0.12453	2	10	1.00	0	0	333	0.37402	0.00566	19.97738	41.46849
1346	23324	20	0.11843	2	10	1.00	0	0	302	0.35567	0.00514	19.97946	35.76586
1347	12165	20	0.13217	2	10	1.00	0	0	534	0.39723	0.00908	19.96373	70.57878
1347	12270	20	0.14959	2	10	1.00	0	0	810	0.45000	0.01377	19.94508	121.1679
1347	12274	20	0.16704	2	10	1.00	0	0	4	0.50113	0.00008	19.99969	0.66816

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
1348	23319	20	0.13712	2	10	1.00	0	0	1	0.41137	0.00002	19.99992	0.13712
1348	25052	20	0.10479	2	10	1.00	0	0	682	0.31510	0.01159	19.95373	71.46678
1349	12295	20	0.13093	2	10	1.00	0	0	1464	0.39474	0.02490	19.90091	191.6815
1349	12296	20	0.16063	2	10	1.00	0	0	1910	0.48503	0.03249	19.87090	306.8033
1350	12298	20	0.07997	2	10	1.00	0	0	403	0.24025	0.00685	19.97263	32.22791
1350	12299	20	0.14589	2	10	1.00	0	0	80	0.43778	0.00135	19.99459	11.6712
1351	12300	20	0.17139	2	10	1.00	0	0	221	0.51455	0.00376	19.98498	37.87719
1351	24671	20	0.09202	2	10	1.00	0	0	357	0.27639	0.00606	19.97577	32.85114
1355	9340	20	0.15889	2	10	1.00	0	0	962	0.47822	0.01636	19.93478	152.8522
1355	24037	20	0.08326	2	10	1.00	0	0	652	0.25034	0.01108	19.95577	54.28552
1356	14125	20	0.15910	2	10	1.00	0	0	476	0.47808	0.00809	19.96770	75.7316
1356	23324	20	0.13327	2	10	1.00	0	0	22	0.39985	0.00038	19.99849	2.93194
1356	24035	20	0.12644	2	10	1.00	0	0	278	0.37969	0.00473	19.98109	35.15032
1357	12291	20	0.14336	2	10	1.00	0	0	18	0.43011	0.00031	19.99874	2.58048
1357	12292	20	0.14028	2	10	1.00	0	0	47	0.42091	0.00080	19.99680	6.59316
1357	14125	20	0.11015	2	10	1.00	0	0	529	0.33105	0.00899	19.96409	58.26935
1357	23332	20	0.14310	2	10	1.00	0	0	234	0.42964	0.00399	19.98407	33.4854
1358	9344	20	0.17979	2	10	1.00	0	0	55	0.53948	0.00094	19.99624	9.88845
1358	9345	20	0.16514	2	10	1.00	0	0	261	0.49585	0.00443	19.98228	43.10154
1358	12291	20	0.16757	2	10	1.00	0	0	109	0.50289	0.00186	19.99256	18.26513
1358	17260	20	0.12327	2	10	1.00	0	0	2169	0.37254	0.03688	19.85355	267.3726
1359	9344	20	0.09928	2	10	1.00	0	0	1310	0.29918	0.02227	19.91131	130.0568
1359	12297	20	0.11927	2	10	1.00	0	0	498	0.35842	0.00847	19.96619	59.39646
1359	24062	20	0.16082	2	10	1.00	0	0	826	0.48381	0.01405	19.94395	132.8373
1415	22798	0	0.19380	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1415	23096	0	0.19726	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1418	23099	0	0.09099	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1419	9519	0	0.12036	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1419	22799	0	0.10499	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1502	9387	20	0.13681	2	10	1.00	0	0	0	0.41042	0.00000	20.00000	0
1503	24791	20	0.17141	2	10	1.00	0	0	426	0.51496	0.00725	19.97103	73.02066
1504	24791	20	0.13613	2	10	1.00	0	0	520	0.40910	0.00884	19.96471	70.7876
1505	24777	20	0.14990	2	10	1.00	0	0	506	0.45049	0.00860	19.96565	75.8494
1505	24779	20	0.14282	2	10	1.00	0	0	68	0.42857	0.00116	19.99536	9.71176
1506	24779	20	0.09131	2	10	1.00	0	0	221	0.27414	0.00376	19.98497	20.17951
1507	30007	20	0.04573	2	10	1.00	0	0	270	0.13731	0.00459	19.98164	12.3471
1508	24777	20	0.09754	2	10	1.00	0	0	156	0.29276	0.00265	19.98939	15.21624
1508	24779	20	0.08535	2	10	1.00	0	0	22	0.25606	0.00038	19.99849	1.8777
1509	24777	20	0.08185	2	10	1.00	0	0	159	0.24569	0.00270	19.98922	13.01415
1510	24777	20	0.07222	2	10	1.00	0	0	214	0.21681	0.00363	19.98548	15.45508
1510	30007	20	0.12566	2	10	1.00	0	0	48	0.37705	0.00081	19.99677	6.03168
1511	24795	20	0.09320	2	10	1.00	0	0	231	0.27983	0.00392	19.98433	21.5292
1512	24767	20	0.12084	2	10	1.00	0	0	308	0.36290	0.00524	19.97907	37.21872
1512	24795	20	0.06001	2	10	1.00	0	0	96	0.18008	0.00163	19.99347	5.76096
1513	9384	20	0.05767	2	10	1.00	0	0	2	0.17300	0.00003	19.99987	0.11534
1514	24789	20	0.11457	2	10	1.00	0	0	164	0.34390	0.00278	19.98887	18.78948
1514	30005	20	0.14954	2	10	1.00	0	0	587	0.44951	0.00998	19.96016	87.77998
1515	25127	20	0.08742	2	10	1.00	0	0	3424	0.26531	0.05822	19.76979	299.3261
1516	25059	20	0.05149	2	10	1.00	0	0	1052	0.15503	0.01790	19.92866	54.16748
1517	3712	20	0.04573	2	10	1.00	0	0	1555	0.13790	0.02644	19.89480	71.11015
1518	24793	20	0.11624	2	10	1.00	0	0	213	0.34898	0.00361	19.98555	24.75912
1519	25130	20	0.05500	2	10	1.00	0	0	442	0.16523	0.00752	19.96995	24.31
1520	24794	20	0.09959	2	10	1.00	0	0	0	0.29877	0.00000	20.00000	0
1521	24794	20	0.08734	2	10	1.00	0	0	329	0.26230	0.00559	19.97766	28.73486
1522	24794	20	0.10915	2	10	1.00	0	0	0	0.32744	0.00000	20.00000	0
1542	5518	25	0.13532	2	10	1.00	4	3	618	0.32545	0.01051	24.94755	83.62776
1542	24840	25	0.18733	2	10	1.00	4	3	326	0.45010	0.00555	24.97227	61.06958
1573	9371	25	0.23413	2	10	1.00	7	3	127	0.56216	0.00217	24.98917	29.73451
1573	24908	25	0.09175	2	10	1.00	7	3	999	0.22094	0.01700	24.91530	91.65825
1574	24904	25	0.20208	2	10	1.00	7	3	860	0.48641	0.01463	24.92706	173.7888
1575	9357	20	0.17667	2	10	1.00	7	3	1443	0.53261	0.02453	19.90235	254.9348
1575	9585	20	0.25819	2	10	1.00	7	3	363	0.77551	0.00617	19.97534	93.72297
1576	9364	20	0.14289	2	10	1.00	7	3	1095	0.43026	0.01863	19.92577	156.4646
1577	9580	20	0.28728	2	10	1.00	0	3	483	0.86327	0.00822	19.96717	138.7562
1578	9334	20	0.10244	2	10	1.00	0	0	1457	0.30885	0.02478	19.90137	149.2551
1581	25084	20	0.12259	2	10	1.00	7	3	385	0.36825	0.00654	19.97387	47.19715
1581	25086	20	0.12491	2	10	1.00	7	3	335	0.37514	0.00570	19.97723	41.84485
1582	9361	20	0.04508	2	10	1.00	7	3	1618	0.13598	0.02752	19.89053	72.93944
1583	25084	20	0.09121	2	10	1.00	7	3	1394	0.27491	0.02371	19.90561	127.1467
1584	25074	20	0.09717	2	10	1.00	7	3	1519	0.29303	0.02583	19.89720	147.6012
1584	25082	20	0.10589	2	10	1.00	7	3	0	0.31768	0.00000	20.00000	0
1585	25071	20	0.10792	2	10	1.00	7	3	392	0.32418	0.00667	19.97335	42.30464
1585	25082	20	0.10418	2	10	1.00	7	3	156	0.31271	0.00266	19.98938	16.25208
1586	25065	20	0.09217	2	10	1.00	7	3	6	0.27653	0.00010	19.99960	0.55302
1586	25069	20	0.11254	2	10	1.00	7	3	2	0.33761	0.00004	19.99986	0.22508
1586	25076	20	0.08200	2	10	1.00	7	3	475	0.24639	0.00808	19.96775	38.95
1586	25081	20	0.09493	2	10	1.00	7	3	51	0.28485	0.00086	19.99655	4.84143
1587	25071	20	0.13096	2	10	1.00	7	3	127	0.39305	0.00216	19.99138	16.63192
1587	25078	20	0.13772	2	10	1.00	7	3	533	0.41391	0.00907	19.96379	73.40476
1588	25063	20	0.08645	2	10	1.00	7	3	726	0.26000	0.01234	19.95076	62.7627
1588	25080	20	0.08978	2	10	1.00	7	3	119	0.26946	0.00203	19.99188	10.68382
1589	25065	20	0.14091	2	10	1.00	7	3	0	0.42274	0.00000	20.00000	0
1589	25079	20	0.08312	2	10	1.00	7	3	549	0.24982	0.00933	19.96276	45.63288

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
1589	25080	20	0.08779	2	10	1.00	7	3	251	0.26358	0.00427	19.98294	22.03529
2489	9334	45	0.21637	9	3	3.00	100	0	16519	0.31283	0.55087	41.49855	3574.216
2489	14123	45	0.24912	9	3	2.00	100	0	19189	0.46781	0.95981	31.95104	4780.364
2489	15058	45	0.23798	9	3	2.00	100	0	17771	0.41082	0.88893	34.75655	4229.143
2500	2501	45	0.15822	10	2	3.00	1	3	30982	0.27032	0.87817	35.11855	4901.972
2500	5885	45	0.23765	10	2	3.00	1	3	31555	0.41251	0.89441	34.56594	7499.046
2501	2500	45	0.15822	10	2	3.00	1	3	31555	0.27464	0.89441	34.56594	4992.632
2501	2502	45	0.16153	10	2	3.00	1	3	30982	0.27597	0.87817	35.11855	5004.522
2502	2501	45	0.16153	10	2	3.00	1	3	31555	0.28038	0.89441	34.56594	5097.079
2502	5882	45	0.19759	10	2	3.00	1	3	30982	0.33758	0.87817	35.11855	6121.733
2507	9346	35	0.23918	10	4	1.00	7	0	3028	0.42459	0.32190	33.79948	724.237
2507	12295	45	0.30740	9	3	2.00	100	0	17413	0.52174	0.87101	35.35143	5352.756
2507	16567	45	0.28623	9	3	2.00	100	0	17626	0.49063	0.88164	35.00358	5045.09
2507	22539	35	0.06359	23	5	1.00	901	0	2704	0.11300	0.32845	33.76601	171.9474
2508	16567	45	0.18789	9	3	2.00	100	0	16594	0.30829	0.83003	36.56707	3117.847
2508	16568	35	0.22640	10	4	1.00	7	0	2059	0.39638	0.21889	34.27064	466.1576
2508	23339	45	0.14302	9	3	2.00	100	0	16944	0.23791	0.84755	36.07056	2423.331
2978	3616	45	0.28035	9	4	1.00	100	0	8320	0.48181	0.88438	34.91164	2332.512
3033	3596	45	0.22381	11	3	3.00	20	0	22700	0.35041	0.75698	38.32386	5080.487
3108	888	20	0.25834	3	10	3.00	0	0	1503	0.77634	0.00852	19.96597	388.285
3108	3305	50	0.29376	9	3	2.00	100	0	9466	0.37515	0.47349	46.98169	2780.732
3138	8942	40	0.40106	11	3	2.00	20	0	12631	0.66874	0.63182	35.98358	5065.789
3303	3304	50	0.90616	11	3	3.00	20	0	9644	1.12596	0.32161	48.28704	8739.007
3304	3303	50	0.90616	11	3	3.00	20	0	8511	1.11986	0.28380	48.55014	7712.328
3304	3342	50	0.45089	9	3	3.00	100	3	11308	0.56526	0.37708	47.86103	5098.664
3304	3653	35	0.08278	11	5	1.00	20	0	2051	0.14547	0.24911	34.14220	169.7818
3305	3108	50	0.29376	9	3	2.00	100	0	10399	0.37923	0.52016	46.47657	3054.81
3305	3342	50	0.46149	9	3	2.00	100	3	9466	0.58937	0.47349	46.98169	4368.464
3342	3304	50	0.45089	9	3	3.00	100	3	10264	0.56205	0.34229	48.13414	4627.935
3342	3305	50	0.46149	9	3	2.00	100	3	10399	0.59577	0.52016	46.47657	4799.035
3342	3352	45	0.07276	10	4	2.00	0	3	4302	0.09919	0.22866	44.00990	313.0135
3348	882	20	0.17992	3	10	3.00	0	3	653	0.54017	0.00370	19.98520	117.4878
3348	5613	45	0.14192	10	4	2.00	0	3	4672	0.19396	0.24828	43.90180	663.0502
3348	5615	45	0.25857	10	4	2.00	0	3	5154	0.35458	0.27390	43.75419	1332.67
3349	3350	40	0.25757	10	5	1.00	0	3	474	0.38805	0.05759	39.82643	122.0882
3349	5615	40	0.11030	10	5	1.00	0	3	508	0.16623	0.06166	39.81197	56.0324
3350	882	20	0.14923	3	10	3.00	0	3	57	0.44771	0.00032	19.99871	8.50611
3350	3349	40	0.25757	10	5	1.00	0	3	508	0.38819	0.06166	39.81197	130.8456
3350	3351	40	0.16147	10	5	1.00	0	0	483	0.24328	0.05864	39.82271	77.99001
3351	3350	40	0.16147	10	5	1.00	0	0	565	0.24350	0.06859	39.78707	91.23055
3352	275	20	0.30548	3	10	3.00	0	3	261	0.91670	0.00148	19.99408	79.73028
3352	894	20	0.13004	3	10	3.00	0	3	346	0.39026	0.00196	19.99215	44.99384
3352	3342	45	0.07276	10	4	2.00	0	3	4192	0.09912	0.22279	44.04145	305.0099
3352	5603	45	0.06696	10	4	2.00	0	3	4429	0.09137	0.23540	43.97325	296.5658
3364	5704	40	0.38466	10	4	2.00	2	0	8269	0.60974	0.43947	37.85187	3180.754
3385	9560	35	0.56802	10	4	1.00	2	0	7565	1.17655	0.80415	28.96706	4297.071
3444	905	20	0.10449	3	10	3.00	0	3	2131	0.31423	0.01208	19.95181	222.6682
3444	3445	40	0.15123	10	3	2.00	4	3	12091	0.24990	0.60480	36.30875	1828.522
3444	3450	30	0.16061	10	5	1.00	0	3	402	0.32236	0.04888	29.89286	64.56522
3444	3459	40	0.16590	10	3	2.00	4	3	14791	0.28956	0.73986	34.37664	2453.827
3445	903	20	0.07309	3	10	3.00	0	3	812	0.21947	0.00460	19.98161	59.34908
3445	907	20	0.07719	3	10	3.00	0	3	4547	0.23277	0.02577	19.89743	350.9829
3445	3444	40	0.15123	10	3	2.00	4	3	13633	0.25700	0.68191	35.30666	2061.719
3445	3446	40	0.21064	10	3	2.00	4	3	10940	0.34228	0.54719	36.92398	2304.402
3446	3445	40	0.21064	10	3	2.00	4	3	12481	0.35032	0.62431	36.07661	2628.998
3446	3447	40	0.14365	10	3	2.00	4	3	11183	0.23421	0.55939	36.80174	1606.438
3446	3449	30	0.23863	10	5	1.00	0	3	244	0.47817	0.02963	29.94256	58.22572
3447	900	20	0.09160	3	10	3.00	0	3	1062	0.27513	0.00602	19.97595	97.2792
3447	906	20	0.08040	3	10	3.00	0	3	3137	0.24206	0.01778	19.92912	252.2148
3447	3446	40	0.14365	10	3	2.00	4	3	12725	0.23993	0.63651	35.92453	1827.946
3447	3448	40	0.10935	10	3	2.00	4	0	12147	0.18087	0.60759	36.27630	1328.274
3448	3447	40	0.10935	10	3	2.00	4	0	13689	0.18605	0.68471	35.26562	1496.892
3449	900	20	0.23521	3	10	3.00	0	3	2	0.70563	0.00001	19.99995	0.47042
3449	901	20	0.13853	3	10	3.00	0	3	246	0.41570	0.00139	19.99442	34.07838
3449	903	20	0.09036	3	10	3.00	0	3	2	0.27107	0.00001	19.99995	0.18072
3449	3446	30	0.23863	10	5	1.00	0	3	244	0.47817	0.02962	29.94259	58.22572
3450	901	20	0.14754	3	10	3.00	0	3	390	0.44283	0.00221	19.99115	57.5406
3450	903	20	0.13035	3	10	3.00	0	3	0	0.39104	0.00000	19.99999	0
3450	904	20	0.16178	3	10	3.00	0	3	12	0.48536	0.00007	19.99972	1.94136
3450	3444	30	0.16061	10	5	1.00	0	3	403	0.32237	0.04896	29.89264	64.72583
3451	901	20	0.16592	3	10	3.00	0	3	108	0.49782	0.00061	19.99755	17.91936
3451	902	20	0.22403	3	10	3.00	0	3	1	0.67210	0.00000	19.99998	0.22403
3451	904	20	0.11557	3	10	3.00	0	3	0	0.34672	0.00000	19.99999	0
3451	3461	30	0.19348	10	5	1.00	0	3	104	0.38715	0.01264	29.98517	20.12192
3455	9560	35	0.44058	9	5	1.00	100	0	1456	0.76762	0.17683	34.43761	641.4845
3456	249	20	0.12739	3	10	3.00	0	3	1517	0.38283	0.00860	19.96566	193.2506
3456	3587	25	0.06686	10	4	2.00	4	3	2712	0.16250	0.14413	24.68488	181.3243
3456	3592	40	0.12828	10	3	2.00	4	3	9226	0.20425	0.46147	37.68203	1183.511
3456	9555	40	0.19389	10	3	2.00	4	3	11075	0.31564	0.55396	36.85665	2147.332
3457	238	20	0.06510	3	10	3.00	0	3	5743	0.19656	0.03256	19.87062	373.8693
3457	3458	40	0.08970	10	3	2.00	4	3	14963	0.15726	0.74847	34.22253	1342.181
3457	3468	30	0.15000	10	5	1.00	0	3	1500	0.30508	0.18227	29.50007	225
3457	9555	40	0.21960	10	3	2.00	4	3	12684	0.36650	0.63445	35.95061	2785.406

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
3458	238	20	0.12401	3	10	3.00	0	3	51	0.37206	0.00029	19.99885	6.32451
3458	3457	40	0.08970	10	3	2.00	4	3	14282	0.15462	0.71439	34.80721	1281.095
3458	3459	40	0.19618	10	3	2.00	4	3	15033	0.34458	0.75193	34.15930	2949.174
3459	3444	40	0.16590	10	3	2.00	4	3	13249	0.27978	0.66271	35.57851	2198.009
3459	3458	40	0.19618	10	3	2.00	4	3	14333	0.33857	0.71693	34.76598	2811.848
3459	3460	45	0.14740	11	4	3.00	0	3	19612	0.22388	0.69488	39.50276	2890.809
3459	5655	45	0.14923	10	3	3.00	4	3	32876	0.36882	1.09630	24.27726	4906.085
3460	239	20	0.05142	3	10	3.00	0	3	2418	0.15468	0.01370	19.94533	124.3336
3460	904	20	0.09608	3	10	3.00	0	3	410	0.28837	0.00232	19.99072	39.3928
3460	3459	45	0.14740	11	4	3.00	0	3	19734	0.22430	0.69919	39.42845	2908.792
3460	3461	45	0.11036	11	4	3.00	0	3	18233	0.16440	0.64602	40.27733	2012.194
3461	3451	30	0.19348	10	5	1.00	0	3	107	0.38716	0.01302	29.98423	20.70236
3461	3460	45	0.11036	11	4	3.00	0	3	18353	0.16465	0.65025	40.21489	2025.437
3461	3462	30	0.13835	10	5	1.00	0	3	4689	0.30162	0.56963	27.52196	648.7232
3461	3470	45	0.17095	11	4	3.00	0	3	14384	0.24459	0.50964	41.93616	2458.945
3462	3461	30	0.13835	10	5	1.00	0	3	4847	0.30333	0.58881	27.36713	670.5825
3462	3463	30	0.14331	10	5	1.00	0	3	4689	0.31242	0.56963	27.52196	671.9806
3463	3462	30	0.14331	10	5	1.00	0	3	4847	0.31419	0.58881	27.36713	694.6236
3463	3464	30	0.18963	10	5	1.00	0	3	4800	0.41504	0.58312	27.41393	910.224
3463	3468	30	0.14207	10	5	1.00	0	3	680	0.28602	0.08261	29.80186	96.6076
3463	3469	30	0.11820	10	5	1.00	0	3	523	0.23756	0.06349	29.85405	61.8186
3464	3463	30	0.18963	10	5	1.00	0	3	4979	0.41783	0.60488	27.23089	944.1678
3464	3465	30	0.14746	10	5	1.00	0	3	309	0.29568	0.03756	29.92228	45.56514
3464	3466	30	0.09905	10	5	1.00	0	3	4868	0.21732	0.59133	27.34619	482.1754
3465	242	20	0.10373	3	10	3.00	0	3	198	0.31126	0.00112	19.99551	20.53854
3465	243	20	0.13141	3	10	3.00	0	3	112	0.39429	0.00063	19.99747	14.71792
3465	3464	30	0.14746	10	5	1.00	0	3	293	0.29563	0.03565	29.92719	43.20578
3466	244	20	0.17525	3	10	3.00	0	3	307	0.52592	0.00174	19.99303	53.80175
3466	3464	30	0.09905	10	5	1.00	0	3	5063	0.21896	0.61499	27.14182	501.4902
3466	3595	45	0.25421	11	3	3.00	0	3	18330	0.37418	0.61125	40.76258	4659.669
3466	3596	45	0.06332	11	3	3.00	0	3	21554	0.09723	0.71874	39.07829	1364.799
3467	241	20	0.05389	3	10	3.00	0	3	809	0.16182	0.00459	19.98166	43.59701
3467	242	20	0.11858	3	10	3.00	0	3	117	0.35577	0.00066	19.99736	13.87386
3467	3468	30	0.18518	10	5	1.00	0	3	943	0.37397	0.11460	29.71066	174.6247
3468	240	20	0.08040	3	10	3.00	0	3	638	0.24137	0.00362	19.98555	51.2952
3468	3457	30	0.15000	10	5	1.00	0	3	1546	0.30527	0.18781	29.48167	231.9
3468	3463	30	0.14207	10	5	1.00	0	3	653	0.28593	0.07933	29.81092	92.77171
3468	3467	30	0.18518	10	5	1.00	0	3	925	0.37389	0.11233	29.71728	171.2915
3469	245	20	0.14929	3	10	3.00	0	3	187	0.44797	0.00106	19.99576	27.91723
3469	246	20	0.04369	3	10	3.00	0	3	336	0.13113	0.00191	19.99237	14.67984
3469	3463	30	0.11820	10	5	1.00	0	3	528	0.23758	0.06419	29.85217	62.4096
3470	247	20	0.05124	3	10	3.00	0	3	521	0.15382	0.00295	19.98819	26.69604
3470	902	20	0.08858	3	10	3.00	0	3	642	0.26592	0.00364	19.98545	56.86836
3470	3461	45	0.17095	11	4	3.00	0	3	14348	0.24452	0.50838	41.94881	2452.791
3470	5661	45	0.10761	11	3	3.00	0	0	13814	0.15229	0.46064	42.39972	1486.525
3587	237	20	0.19558	3	10	3.00	0	3	55	0.58677	0.00031	19.99875	10.7569
3587	3456	25	0.06686	10	4	2.00	4	3	2740	0.16253	0.14562	24.68104	183.1964
3587	3588	30	0.09148	10	4	2.00	4	3	2767	0.18535	0.14705	29.61282	253.1252
3588	248	25	0.14634	2	10	1.00	4	3	6379	0.35884	0.10848	24.46910	933.5029
3588	3587	30	0.09148	10	4	2.00	4	3	2795	0.18538	0.14854	29.60818	255.6866
3588	3593	25	0.21442	10	4	1.00	4	0	3584	0.53797	0.38093	23.91475	768.4813
3592	3456	40	0.12828	10	3	2.00	4	3	9852	0.20566	0.49278	37.42402	1263.815
3592	3594	40	0.16061	10	3	2.00	4	0	9226	0.25573	0.46147	37.68204	1481.788
3593	3588	25	0.21442	10	4	1.00	4	0	3612	0.53824	0.38392	23.90245	774.485
3593	3594	40	0.12823	10	3	3.00	8	2	25795	0.24252	0.86019	31.72552	3307.693
3593	3629	25	0.20062	11	4	2.00	20	2	10272	0.52143	0.54591	23.08542	2060.769
3593	8845	40	0.19129	10	3	3.00	4	2	31955	0.49236	1.06559	23.31075	6112.672
3594	3592	40	0.16061	10	3	2.00	4	0	9852	0.25749	0.49278	37.42402	1582.33
3594	3593	40	0.12823	10	3	3.00	8	2	26255	0.24586	0.87550	31.29439	3366.679
3594	3595	45	0.23893	10	3	3.00	8	0	17773	0.34963	0.59268	41.00236	4246.503
3595	243	20	0.13692	3	10	3.00	0	3	404	0.41096	0.00229	19.99084	55.31568
3595	244	20	0.13776	3	10	3.00	0	3	240	0.41340	0.00136	19.99457	33.0624
3595	3466	45	0.25421	11	3	3.00	0	3	17324	0.37032	0.57768	41.18694	4403.934
3595	3594	45	0.23893	10	3	3.00	8	0	18789	0.35349	0.62655	40.55523	4489.256
3596	244	20	0.21910	3	10	3.00	0	3	0	0.65729	0.00000	20.00000	0
3596	245	20	0.08842	3	10	3.00	0	3	498	0.26540	0.00282	19.98871	44.03316
3596	3033	45	0.22381	11	3	3.00	20	0	21481	0.34325	0.71632	39.12290	4807.663
3596	3466	45	0.06332	11	3	3.00	0	3	22767	0.09926	0.75921	38.27673	1441.606
3616	1131	20	0.17211	3	10	3.00	0	3	8214	0.52114	0.04656	19.81546	1413.712
3616	2978	45	0.28035	9	4	1.00	100	0	9512	0.57204	1.01109	29.40511	2666.689
3616	5515	45	0.39564	10	3	1.00	1	3	10497	0.87369	1.05013	27.17029	4153.033
3629	3593	25	0.20062	11	4	2.00	20	2	10301	0.52164	0.54746	23.07586	2066.587
3653	3304	35	0.08278	11	5	1.00	20	0	1960	0.14527	0.23815	34.18964	162.2488
3664	8972	40	0.28535	9	4	1.00	100	0	6429	0.48522	0.68340	35.28490	1834.515
3678	5892	45	0.10873	10	4	1.00	1	3	10836	0.31490	1.15174	20.71753	1178.198
3683	275	20	0.22959	3	10	3.00	0	0	39	0.68881	0.00022	19.99912	8.95401
3693	8981	30	0.30417	9	4	1.00	100	0	1293	0.61569	0.13746	29.64232	393.2918
3707	940	20	0.08705	2	10	1.00	0	3	185	0.26131	0.00315	19.98742	16.10425
3707	9101	30	0.21349	10	5	1.00	0	3	1897	0.43668	0.23039	29.33370	404.9905
3707	9103	30	0.13989	10	5	1.00	0	3	2106	0.28706	0.25587	29.23922	294.6083
3707	9104	30	0.26902	10	5	1.00	0	3	1657	0.54835	0.20129	29.43609	445.7661
3708	1106	20	0.18200	2	10	1.00	0	3	1850	0.54943	0.03146	19.87494	336.7
3708	9100	45	0.07462	9	4	1.00	100	3	1842	0.10134	0.19575	44.18243	137.45

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
3712	1517	20	0.04573	2	10	1.00	0	0	1555	0.13790	0.02644	19.89480	71.11015
3712	9521	25	0.05808	10	5	1.00	0	0	440	0.13994	0.05349	24.90060	25.5552
3712	25130	25	0.04902	10	5	1.00	0	0	1253	0.11926	0.15217	24.66406	61.42206
3714	9363	30	0.20043	10	4	1.00	7	3	1000	0.40444	0.10627	29.73488	200.43
3714	25080	25	0.10178	10	5	1.00	0	3	262	0.24478	0.03186	24.94740	26.66636
3714	25087	30	0.10671	10	4	1.00	7	0	747	0.21477	0.07937	29.81083	79.71237
3716	1102	20	0.23538	2	10	1.00	7	3	877	0.70825	0.01491	19.94054	206.4283
3716	9364	30	0.19492	10	4	1.00	7	3	1543	0.39566	0.16402	29.55939	300.7616
3716	9583	30	0.18247	10	4	1.00	7	3	2530	0.37509	0.26894	29.18891	461.6491
3717	913	25	0.08917	2	10	1.00	0	3	905	0.21467	0.01540	24.92324	80.69885
3717	3719	40	0.10708	10	3	2.00	0	3	3523	0.16323	0.17624	39.35984	377.2428
3717	9619	40	0.07714	10	3	2.00	0	3	4414	0.11820	0.22079	39.15744	340.496
3719	3717	40	0.10708	10	3	2.00	0	3	3549	0.16326	0.17752	39.35427	380.0269
3719	3721	40	0.16430	10	3	2.00	0	3	3230	0.25005	0.16156	39.42296	530.689
3719	3730	35	0.13970	10	5	1.00	0	3	3394	0.25176	0.41234	33.29336	474.1418
3719	9614	35	0.20585	10	3	1.00	0	3	2949	0.36399	0.29499	33.93207	607.0517
3721	3719	40	0.16430	10	3	2.00	0	3	3198	0.25001	0.15999	39.42964	525.4314
3721	3723	40	0.05892	10	3	2.00	0	3	3230	0.08968	0.16156	39.42296	190.3116
3723	3721	40	0.05892	10	3	2.00	0	3	3198	0.08966	0.15999	39.42964	188.4262
3723	3725	45	0.24512	10	3	2.00	0	3	3230	0.33161	0.16156	44.35083	791.7376
3725	1189	25	0.30147	2	10	1.00	0	3	1593	0.72745	0.02709	24.86530	480.2417
3725	3723	45	0.24512	10	3	2.00	0	3	3198	0.33155	0.15999	44.35835	783.8938
3725	3727	35	0.22417	10	5	1.00	0	3	1951	0.39334	0.23696	34.19474	437.3557
3725	9630	0	0.37417	10	3	0.00	0	3	0	0.00000	0.00000	0.00000	0
3727	908	25	0.13674	2	10	1.00	0	3	2015	0.33042	0.03426	24.82984	275.5311
3727	909	25	0.12580	2	10	1.00	0	3	486	0.30241	0.00827	24.95870	61.1388
3727	3725	35	0.22417	10	5	1.00	0	3	1919	0.39315	0.23313	34.21104	430.1822
3727	3729	35	0.21570	10	5	1.00	0	3	873	0.37305	0.10608	34.69133	188.3061
3729	3727	35	0.21570	10	5	1.00	0	3	842	0.37291	0.10225	34.70419	181.6194
3729	3734	35	0.11533	10	5	1.00	0	3	3683	0.20927	0.44738	33.06786	424.7604
3729	3758	35	0.07296	10	5	1.00	0	3	3518	0.13187	0.42731	33.19929	256.6733
3730	913	25	0.09717	2	10	1.00	0	3	235	0.23338	0.00400	24.98003	22.83495
3730	914	25	0.14047	2	10	1.00	0	3	1706	0.33908	0.02902	24.85574	239.6418
3730	3719	35	0.13970	10	5	1.00	0	3	3384	0.25170	0.41113	33.30088	472.7448
3730	3732	35	0.10975	10	5	1.00	0	3	3170	0.19683	0.38509	33.45663	347.9075
3731	3733	35	0.14370	10	5	1.00	0	3	3590	0.26015	0.43615	33.14218	515.883
3731	3758	35	0.06390	10	5	1.00	0	3	3675	0.11593	0.44649	33.07383	234.8325
3732	912	25	0.07955	2	10	1.00	0	3	1685	0.19202	0.02866	24.85751	134.0418
3732	3730	35	0.10975	10	5	1.00	0	3	3159	0.19678	0.38381	33.46407	346.7003
3732	3735	35	0.07548	10	5	1.00	0	3	1485	0.13156	0.18036	34.42410	112.0878
3733	911	25	0.11304	2	10	1.00	0	3	90	0.27138	0.00153	24.99234	10.1736
3733	3731	35	0.14370	10	5	1.00	0	3	3675	0.26069	0.44649	33.07383	528.0975
3733	3735	35	0.17648	10	5	1.00	0	3	3500	0.31881	0.42520	33.21276	617.68
3734	910	25	0.07702	2	10	1.00	0	3	11	0.18485	0.00018	24.99910	0.84722
3734	3729	35	0.11533	10	5	1.00	0	3	3567	0.20868	0.43327	33.16092	411.3821
3734	3736	30	0.12028	10	5	1.00	0	3	3694	0.25469	0.44873	28.33614	444.3143
3735	3732	35	0.07548	10	5	1.00	0	3	1474	0.13154	0.17900	34.42929	111.2575
3735	3733	35	0.17648	10	5	1.00	0	3	3574	0.31937	0.43422	33.15475	630.7395
3735	3737	35	0.00683	10	5	1.00	0	3	4078	0.01252	0.49537	32.72656	27.85274
3736	924	20	0.14760	2	10	1.00	0	3	457	0.44348	0.00777	19.96895	67.4532
3736	938	20	0.27206	2	10	1.00	0	3	1073	0.81915	0.01824	19.92731	291.9204
3736	3734	30	0.12028	10	5	1.00	0	3	3577	0.25397	0.43456	28.41648	430.2416
3736	9101	30	0.12245	10	5	1.00	0	3	2184	0.25158	0.26527	29.20318	267.4308
3737	911	25	0.15259	2	10	1.00	0	3	731	0.36712	0.01243	24.93802	111.5433
3737	912	25	0.11716	2	10	1.00	0	3	1562	0.28268	0.02657	24.86787	183.0039
3737	3735	35	0.00683	10	5	1.00	0	3	4141	0.01254	0.50304	32.66817	28.28303
3737	8660	35	0.17800	10	5	1.00	0	3	5385	0.34196	0.65419	31.23229	958.53
3739	923	20	0.06950	2	10	1.00	0	3	317	0.20873	0.00539	19.97845	22.0315
3739	924	20	0.24738	2	10	1.00	0	3	227	0.74273	0.00386	19.98458	56.15526
3739	3741	30	0.08864	10	5	1.00	0	3	4845	0.19432	0.58859	27.36900	429.4608
3739	9103	30	0.07538	10	5	1.00	0	3	5129	0.16708	0.62305	27.06903	386.624
3741	3739	30	0.08864	10	5	1.00	0	3	4978	0.19529	0.60466	27.23277	441.2499
3741	3743	30	0.22143	10	5	1.00	0	3	4845	0.48544	0.58859	27.36900	1072.828
3743	925	20	0.29123	2	10	1.00	0	3	721	0.87583	0.01227	19.95104	209.9768
3743	3741	30	0.22143	10	5	1.00	0	3	4978	0.48787	0.60466	27.23277	1102.279
3743	3745	30	0.18216	10	5	1.00	0	3	5367	0.40792	0.65191	26.79333	977.6527
3745	3743	30	0.18216	10	5	1.00	0	3	5499	0.41043	0.66799	26.62907	1001.698
3745	3747	30	0.13827	10	5	1.00	0	3	5367	0.30963	0.65191	26.79333	742.0951
3747	3745	30	0.13827	10	5	1.00	0	3	5499	0.31154	0.66799	26.62907	760.3467
3747	8657	45	0.34205	10	3	3.00	0	3	27081	0.59909	0.90307	34.25694	9263.056
3747	8660	45	0.40090	10	3	3.00	0	3	31874	0.91144	1.06290	26.39131	12778.29
3749	8603	40	0.08018	10	3	2.00	0	3	7472	0.12558	0.37374	38.31055	599.105
3749	8611	40	0.05377	10	3	2.00	0	3	7534	0.08426	0.37687	38.29020	405.1032
3751	915	25	0.09622	2	10	1.00	0	3	693	0.23148	0.01178	24.94123	66.68046
3751	8609	45	0.09186	10	3	3.00	0	3	30216	0.18625	1.00762	29.59176	2775.642
3751	8660	45	0.19512	10	3	3.00	0	3	30885	0.41285	1.02992	28.35661	6026.281
3753	915	25	0.12528	2	10	1.00	0	3	24	0.30069	0.00041	24.99796	3.00672
3753	3755	35	0.05654	10	5	1.00	0	3	1964	0.09922	0.23854	34.18797	111.0446
3753	8603	35	0.08130	10	5	1.00	0	3	1736	0.14220	0.21084	34.30361	141.1368
3755	916	25	0.11912	2	10	1.00	0	3	354	0.28624	0.00603	24.96989	42.16848
3755	3753	35	0.05654	10	5	1.00	0	3	1760	0.09892	0.21375	34.29175	99.5104
3755	3757	35	0.09108	10	5	1.00	0	3	1611	0.15902	0.19572	34.36423	146.7299
3756	918	25	0.14810	2	10	1.00	0	3	141	0.35561	0.00239	24.98804	20.8821

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
3756	3757	35	0.06065	10	5	1.00	0	3	140	0.10407	0.01696	34.97021	8.491
3757	3755	35	0.09108	10	5	1.00	0	3	1409	0.15858	0.17113	34.45928	128.3317
3757	3756	35	0.06065	10	5	1.00	0	3	141	0.10407	0.01709	34.96982	8.55165
3757	8613	35	0.10872	10	5	1.00	0	3	1727	0.19014	0.20979	34.30790	187.7594
3758	910	25	0.05580	2	10	1.00	0	3	77	0.13396	0.00131	24.99344	4.2966
3758	3729	35	0.07296	10	5	1.00	0	3	3602	0.13213	0.43759	33.13273	262.8019
3758	3731	35	0.06390	10	5	1.00	0	3	3590	0.11569	0.43615	33.14218	229.401
3759	919	25	0.08274	2	10	1.00	0	3	739	0.19908	0.01256	24.93736	61.14486
3759	8605	40	0.29380	10	3	2.00	0	3	6641	0.45707	0.33220	38.56766	1951.126
3759	8607	40	0.10810	10	3	2.00	0	3	7258	0.16899	0.36306	38.37884	784.5898
3761	920	25	0.10199	2	10	1.00	0	3	1534	0.24604	0.02609	24.87023	156.4527
3761	8605	35	0.15998	10	5	1.00	0	3	1534	0.27902	0.18635	34.40094	245.4093
3763	921	25	0.10373	2	10	1.00	0	3	341	0.24924	0.00580	24.97103	35.37193
3763	8605	35	0.09148	10	5	1.00	0	3	350	0.15730	0.04249	34.89445	32.018
3765	930	25	0.16884	2	10	1.00	0	3	1115	0.40675	0.01897	24.90551	188.2566
3765	8655	40	0.10916	10	5	1.00	0	0	1119	0.16568	0.13598	39.52909	122.15
3767	930	25	0.09726	2	10	1.00	0	3	854	0.23411	0.01452	24.92761	83.06004
3767	8623	30	0.08380	10	5	1.00	0	3	5256	0.18675	0.63852	26.92422	440.4528
3767	8625	30	0.25172	10	5	1.00	0	3	6644	0.60948	0.80706	24.78033	1672.428
3769	931	20	0.14551	2	10	1.00	0	3	1005	0.43803	0.01709	19.93188	146.2376
3769	935	25	0.09076	2	10	1.00	0	3	1324	0.21880	0.02251	24.88795	120.1662
3769	8625	40	0.18483	10	3	2.00	0	3	7014	0.28839	0.35084	38.45510	1296.398
3769	8989	40	0.14354	10	3	2.00	0	3	6908	0.22377	0.34554	38.48754	991.5743
3771	932	20	0.12038	2	10	1.00	0	3	489	0.36174	0.00832	19.96676	58.86582
3771	3772	45	0.22021	10	3	2.00	0	3	17346	0.37263	0.86767	35.45790	3819.763
3771	8986	45	0.15686	10	3	2.00	8	3	17512	0.26744	0.87593	35.19213	2746.932
3772	3771	45	0.22021	10	3	2.00	0	3	17367	0.37298	0.86871	35.42480	3824.387
3772	8987	45	0.09762	10	3	2.00	0	3	17346	0.16519	0.86767	35.45789	1693.317
5020	5027	25	0.77535	9	5	1.00	100	0	0	1.85983	0.00000	25.01345	0
5020	9545	25	0.17788	9	5	1.00	100	0	0	0.42669	0.00000	25.01345	0
5020	27006	0	0.61697	9	2	0.00	100	0	0	0.00000	0.00000	0.00000	0
5027	5020	25	0.77535	9	5	1.00	100	0	0	1.85983	0.00000	25.01345	0
5027	5050	25	0.54318	9	5	1.00	100	0	0	1.30294	0.00000	25.01345	0
5028	9387	50	0.20216	10	3	3.00	7	0	7622	0.24884	0.25418	48.74273	1540.864
5029	24764	45	0.09674	9	3	3.00	100	0	19188	0.14379	0.63984	40.36728	1856.247
5029	25056	50	0.09277	10	3	3.00	7	0	8289	0.11454	0.27640	48.59933	768.9705
5029	25129	50	0.09675	10	3	3.00	7	0	16068	0.12539	0.53583	46.29295	1554.579
5029	25189	45	0.13340	9	3	3.00	100	0	14806	0.19016	0.49373	42.09286	1975.12
5032	1114	25	0.52035	2	10	1.00	7	3	153	1.24949	0.00261	24.98697	79.61355
5032	1119	25	0.33159	2	10	1.00	7	3	193	0.79634	0.00328	24.98362	63.99687
5032	9596	35	0.20768	9	7	1.00	100	3	472	0.35669	0.03344	34.93380	98.02496
5032	30003	35	0.40063	9	7	1.00	100	3	195	0.68731	0.01379	34.97412	78.12285
5041	5050	30	1.35250	9	7	1.00	100	0	0	2.70487	0.00000	30.00137	0
5049	6983	25	1.02360	9	5	1.00	100	0	0	2.45532	0.00000	25.01345	0
5050	5027	25	0.54318	9	5	1.00	100	0	0	1.30294	0.00000	25.01345	0
5050	5041	30	1.35250	9	7	1.00	100	0	0	2.70487	0.00000	30.00137	0
5050	6983	25	0.40174	9	5	1.00	100	0	0	0.96367	0.00000	25.01345	0
5325	5884	40	0.29909	10	3	2.00	1	0	13292	0.50480	0.66484	35.54911	3975.504
5500	162	25	0.07582	2	10	1.00	5	3	232	0.18212	0.00394	24.98033	17.59024
5500	196	25	0.20681	2	10	1.00	5	3	473	0.49715	0.00804	24.95988	97.82113
5500	197	25	0.20456	2	10	1.00	5	3	129	0.49115	0.00220	24.98900	26.38824
5500	8992	45	0.19017	10	3	2.00	5	3	10466	0.27300	0.52350	41.79427	1990.319
5500	8998	45	0.15013	10	3	2.00	5	3	10466	0.21553	0.52352	41.79401	1571.261
5502	161	25	0.09503	2	10	1.00	5	3	78	0.22814	0.00132	24.99338	7.41234
5502	5504	45	0.19285	10	3	2.00	5	3	12234	0.28393	0.61194	40.75341	2359.327
5502	8992	45	0.12502	10	3	2.00	5	3	12273	0.18419	0.61391	40.72719	1534.37
5504	181	25	0.13954	2	10	1.00	5	3	674	0.33567	0.01146	24.94283	94.04996
5504	182	25	0.33275	2	10	1.00	5	3	118	0.79893	0.00200	24.99000	39.2645
5504	5502	45	0.19285	10	3	2.00	5	3	12320	0.28433	0.61624	40.69599	2375.912
5504	5506	45	0.19635	10	3	2.00	5	3	12779	0.29177	0.63918	40.37682	2509.157
5506	159	25	0.20348	2	10	1.00	5	3	535	0.48924	0.00910	24.95459	108.8618
5506	5504	45	0.19635	10	3	2.00	5	3	12875	0.29228	0.64401	40.30686	2528.006
5506	8632	45	0.06694	10	3	2.00	5	3	13156	0.10017	0.65807	40.09705	880.6626
5509	323	25	0.13876	2	10	1.00	1	3	3344	0.33682	0.05687	24.71885	464.0134
5509	5511	45	0.25754	10	5	2.00	1	3	10501	0.38251	0.63781	40.39653	2704.428
5509	5514	45	0.14168	10	5	2.00	1	3	11439	0.21518	0.69480	39.50403	1620.678
5510	322	25	0.26877	2	10	1.00	1	3	705	0.64659	0.01199	24.94021	189.4829
5510	5511	45	0.35823	10	3	1.00	1	3	4873	0.50990	0.48750	42.15255	1745.655
5510	6004	40	0.32318	10	3	1.00	1	3	4251	0.51087	0.42527	37.95690	1373.838
5511	5509	45	0.25754	10	5	2.00	1	3	10866	0.38565	0.65998	40.06786	2798.43
5511	5510	45	0.35823	10	3	1.00	1	3	4897	0.51017	0.48986	42.13005	1754.252
5511	5512	45	0.44797	10	3	1.00	1	3	8552	0.75012	0.85558	35.83157	3831.039
5511	15064	45	0.10042	10	5	2.00	1	3	16670	0.20543	1.01251	29.32810	1674.001
5512	5511	45	0.44797	10	3	1.00	1	3	8933	0.77697	0.89363	34.59329	4001.716
5512	5513	45	0.04154	10	3	1.00	1	3	8718	0.07058	0.87219	35.31339	362.1457
5512	27043	25	0.19897	10	3	1.00	1	3	664	0.47999	0.06645	24.87175	132.1161
5513	5512	45	0.04154	10	3	1.00	1	3	9033	0.07280	0.90364	34.23599	375.2308
5513	5519	25	0.11739	10	4	1.00	1	3	1422	0.28555	0.15116	24.66669	166.9286
5513	5525	45	0.20076	10	3	1.00	1	3	7349	0.31072	0.73519	38.76569	1475.385
5514	5509	45	0.14168	10	5	2.00	1	3	11187	0.21380	0.67949	39.75953	1584.974
5514	5518	45	0.21235	10	3	3.00	4	3	17090	0.30865	0.56989	41.27984	3629.062
5514	9054	45	0.15115	10	3	2.00	1	3	14365	0.23205	0.71856	39.08168	2171.27
5514	24840	45	0.14589	10	3	2.00	4	3	17686	0.25080	0.88464	34.90266	2580.211

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5515	1132	20	0.18811	3	10	3.00	0	3	2500	0.56592	0.01417	19.94347	470.275
5515	3616	45	0.39564	10	3	1.00	1	3	11689	1.20930	1.16938	19.62984	4624.636
5515	5525	45	0.31545	10	3	1.00	1	3	11767	0.98765	1.17715	19.16349	3711.9
5516	210	25	0.32283	2	10	1.00	4	3	12172	0.80686	0.20701	24.00608	3929.487
5516	5517	45	0.14283	10	3	2.00	4	3	22818	0.40098	1.14138	21.37200	3259.095
5516	24840	45	0.25659	10	3	2.00	1	3	20652	0.54633	1.03301	28.17946	5299.097
5516	27043	25	0.20523	10	3	1.00	1	3	883	0.49610	0.08830	24.82166	181.2181
5517	5516	45	0.14283	10	3	2.00	4	3	22780	0.39867	1.13944	21.49559	3253.667
5517	5521	50	0.12236	10	6	2.00	1	0	6	0.14676	0.00024	50.02592	0.73416
5517	5523	45	0.15314	10	3	4.00	1	3	26621	0.22983	0.66579	39.97794	4076.74
5517	9571	45	0.10367	10	3	3.00	1	3	44763	0.74692	1.49268	8.32784	4640.58
5518	214	25	0.17614	2	10	1.00	4	3	250	0.42311	0.00425	24.97877	44.035
5518	1542	25	0.13532	2	10	1.00	4	3	616	0.32545	0.01047	24.94776	83.35712
5518	5514	45	0.21235	10	3	3.00	4	3	17856	0.31101	0.59545	40.96742	3791.722
5518	5520	45	0.21328	10	3	3.00	4	3	17875	0.31243	0.59608	40.95940	3812.38
5519	5513	25	0.11739	10	4	1.00	1	3	2293	0.28863	0.24378	24.40386	269.1753
5519	9091	45	0.18542	10	2	4.00	1	3	36110	0.29203	0.76764	38.09512	6695.516
5519	9561	25	0.08617	10	4	1.00	1	3	8496	0.27166	0.90301	19.03273	732.1003
5519	27042	45	0.09822	10	3	4.00	1	3	35429	0.16909	0.88608	34.85390	3479.836
5520	213	25	0.15218	2	10	1.00	4	3	245	0.36553	0.00417	24.97916	37.2841
5520	5518	45	0.21328	10	3	3.00	4	3	18330	0.31394	0.61125	40.76257	3909.422
5520	5526	45	0.14547	10	3	3.00	4	3	17630	0.21256	0.58790	41.06200	2564.636
5521	5517	50	0.12236	10	6	1.00	1	0	12316	0.24165	1.04724	30.38130	1506.986
5522	5524	45	0.19169	10	3	3.00	4	3	18475	0.28259	0.61607	40.69827	3541.473
5522	5526	45	0.12397	10	3	3.00	4	3	19221	0.18433	0.64094	40.35136	2382.827
5523	5517	45	0.15314	10	3	4.00	1	3	35403	0.26345	0.88542	34.87626	5421.615
5523	5966	0	0.41388	10	6	0.00	4	0	0	0.00000	0.00000	0.00000	0
5523	27042	45	0.04943	10	3	4.00	1	3	39166	0.09559	0.97953	31.02586	1935.975
5524	212	25	0.06349	2	10	1.00	4	3	297	0.15254	0.00506	24.97475	18.85653
5524	216	25	0.13744	2	10	1.00	4	3	1442	0.33147	0.02452	24.87801	198.1885
5524	5522	45	0.19169	10	3	3.00	4	3	19221	0.28502	0.64094	40.35136	3684.473
5524	8748	45	0.09655	10	3	3.00	4	3	19486	0.14402	0.64980	40.22155	1881.373
5525	5513	45	0.20076	10	3	1.00	1	3	6792	0.30295	0.67947	39.75996	1363.562
5525	5515	45	0.31545	10	3	1.00	1	3	12959	1.41824	1.29641	13.34538	4087.917
5525	9561	25	0.11058	10	4	1.00	1	3	4986	0.28620	0.52995	23.18139	551.3519
5526	213	25	0.09035	2	10	1.00	4	3	531	0.21723	0.00903	24.95495	47.97585
5526	5520	45	0.14547	10	3	3.00	4	3	18090	0.21358	0.60323	40.86768	2631.552
5526	5522	45	0.12397	10	3	3.00	4	3	18475	0.18276	0.61607	40.69827	2290.346
5526	5528	30	0.18405	10	5	1.00	4	3	898	0.37149	0.10906	29.72681	165.2769
5528	214	25	0.24093	2	10	1.00	4	3	424	0.57906	0.00721	24.96402	102.1543
5528	5526	30	0.18405	10	5	1.00	4	3	607	0.37025	0.07372	29.82633	111.7184
5528	5530	30	0.18129	10	5	1.00	4	3	544	0.36443	0.06606	29.84714	98.62176
5530	5528	30	0.18129	10	5	1.00	4	3	550	0.36446	0.06682	29.84510	99.7095
5530	5532	30	0.18844	10	5	1.00	4	3	722	0.37957	0.08773	29.78757	136.0537
5530	5534	30	0.05955	10	5	1.00	4	3	834	0.12011	0.10134	29.74906	49.6647
5532	215	25	0.15861	2	10	1.00	4	3	1357	0.38243	0.02308	24.88511	215.2338
5532	5530	30	0.18844	10	5	1.00	4	3	347	0.37801	0.04212	29.91048	65.38868
5532	8744	30	0.20849	10	5	1.00	4	3	1198	0.42236	0.14554	29.61750	249.771
5534	217	25	0.05053	2	10	1.00	4	3	1043	0.12171	0.01774	24.91160	52.70279
5534	5530	30	0.05955	10	5	1.00	4	3	1216	0.12067	0.14771	29.61078	72.4128
5534	9050	30	0.17078	10	5	1.00	4	3	1020	0.34521	0.12393	29.68307	174.1956
5536	5542	50	0.18583	10	1	2.00	1	0	53456	0.44604	1.13639	24.99801	9933.728
5536	5544	63	0.18581	10	1	3.00	1	0	55011	0.21194	0.77963	52.60163	10221.59
5536	7153	65	0.02973	2	9	1.00	0	0	0	0.02743	0.00000	65.03497	0
5538	5540	63	0.39224	10	1	3.00	1	0	63888	0.49417	0.90544	47.62391	25059.43
5538	5542	50	0.23239	10	1	1.00	1	0	15467	0.31484	0.65761	44.28835	3594.376
5540	8954	63	0.40455	10	1	5.00	1	0	96560	0.47414	0.82109	51.19415	39063.35
5540	10290	65	0.03020	2	9	1.00	0	0	15321	0.03541	0.86852	51.17792	462.6942
5542	25162	63	0.01109	10	1	2.00	4	0	68923	0.04955	1.46520	13.42825	764.3561
5546	5540	50	0.25012	10	1	2.00	1	0	47993	0.46410	1.02026	32.33609	12004.01
5546	5544	50	0.26194	10	1	1.00	1	0	21915	0.42794	0.93175	36.72552	5740.415
5548	5549	30	0.13942	10	6	1.00	4	2	13300	0.56928	1.13091	14.69428	1854.286
5548	5550	63	0.31677	10	1	3.00	4	0	55623	0.36325	0.78831	52.32298	17619.7
5549	8840	25	0.07379	10	6	1.00	4	2	2893	0.18147	0.24601	24.39693	213.4745
5549	8845	30	0.11513	10	6	1.00	4	2	10406	0.29696	0.88490	23.26268	1198.043
5550	25165	63	0.02081	10	1	3.00	4	0	66045	0.02712	0.93601	46.04350	1374.396
5552	5654	35	0.17405	10	6	1.00	4	3	12759	0.53691	1.08492	19.44990	2220.704
5552	5657	63	0.11194	10	1	3.00	4	0	53286	0.12591	0.75519	53.34493	5964.835
5553	5555	40	0.06006	10	3	2.00	0	3	12509	0.09994	0.62572	36.05933	751.2905
5553	5556	40	0.04209	10	3	2.00	0	3	12509	0.07003	0.62572	36.05933	526.5038
5554	25168	63	0.01653	10	1	3.00	4	0	69323	0.02290	0.98248	43.29822	1145.909
5555	273	25	0.12084	2	10	1.00	3	3	12509	0.30236	0.21274	23.97969	1511.588
5555	5553	40	0.06006	10	3	2.00	0	3	12509	0.09994	0.62572	36.05933	751.2905
5556	5553	40	0.04209	10	3	2.00	0	3	12509	0.07003	0.62572	36.05933	526.5038
5556	5557	45	0.09004	10	3	3.00	0	3	12254	0.12612	0.40862	42.83518	1103.35
5556	5563	45	0.10911	10	3	3.00	0	3	34033	0.30048	1.13488	21.78697	3713.341
5556	8769	45	0.06686	10	3	3.00	0	3	39012	0.30443	1.30090	13.17662	2608.342
5557	877	20	0.06631	3	10	3.00	0	3	459	0.19903	0.00260	19.98960	30.43629
5557	5556	45	0.09004	10	3	3.00	0	3	8924	0.12388	0.29760	43.61083	803.517
5557	5614	45	0.18963	10	3	3.00	0	3	12520	0.26605	0.41751	42.76450	2374.168
5558	82	25	0.04314	2	10	1.00	1	3	413	0.10368	0.00703	24.96490	17.81682
5558	135	25	0.05928	2	10	1.00	1	3	1813	0.14315	0.03083	24.84678	107.4746
5558	5560	35	0.09193	10	3	3.00	1	3	25004	0.19450	0.83379	28.36016	2298.618

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5558	5848	35	0.05552	10	3	3.00	1	3	25837	0.12016	0.86159	27.72629	1434.47
5560	5558	35	0.09193	10	3	3.00	1	3	24716	0.19311	0.82420	28.56402	2272.142
5560	5562	35	0.08977	10	3	3.00	1	3	23997	0.18546	0.80022	29.04272	2154.211
5560	5646	25	0.06705	10	5	1.00	1	3	993	0.16257	0.12068	24.74394	66.58065
5560	5844	25	0.14348	10	5	1.00	1	3	2424	0.35517	0.29451	24.23884	347.7955
5561	885	20	0.09611	3	10	3.00	0	3	3065	0.28934	0.01738	19.93074	294.5772
5561	5610	45	0.12542	10	3	3.00	3	3	24565	0.20415	0.81915	36.85930	3080.942
5561	5612	45	0.13195	10	3	3.00	3	3	24275	0.21335	0.80951	37.10865	3203.086
5562	136	25	0.06705	2	10	1.00	1	3	2008	0.16201	0.03416	24.83038	134.6364
5562	5560	35	0.08977	10	3	3.00	1	3	25385	0.19183	0.84651	28.07847	2278.811
5562	5564	35	0.07654	10	3	3.00	1	3	23460	0.15634	0.78230	29.37385	1795.628
5563	879	20	0.10091	3	10	3.00	0	3	748	0.30300	0.00424	19.98306	75.48068
5563	880	25	0.08951	3	10	1.00	0	3	1841	0.21618	0.03131	24.84445	164.7879
5563	5556	45	0.10911	10	3	3.00	0	3	32598	0.26320	1.08703	24.87247	3556.768
5563	5612	45	0.10312	10	3	3.00	0	3	31791	0.23292	1.06013	26.56210	3278.288
5564	5562	35	0.07654	10	3	3.00	1	3	24741	0.16087	0.82502	28.54675	1893.676
5564	5566	35	0.14358	10	3	3.00	1	3	23578	0.29398	0.78623	29.30301	3385.329
5564	5642	25	0.17600	10	5	1.00	1	3	1069	0.42717	0.12986	24.72111	188.144
5564	5852	25	0.17850	10	5	1.00	1	3	1691	0.43682	0.20538	24.51835	301.8435
5566	84	25	0.05271	2	10	1.00	1	3	2782	0.12770	0.04732	24.76564	146.6392
5566	250	25	0.07944	2	10	1.00	3	3	1799	0.19182	0.03060	24.84792	142.9126
5566	5564	35	0.14358	10	3	3.00	1	3	24226	0.29813	0.80785	28.89490	3478.369
5566	5568	35	0.08228	10	3	3.00	1	3	21765	0.16298	0.72580	30.29150	1790.824
5568	5566	35	0.08228	10	3	3.00	3	3	22102	0.16390	0.73702	30.12318	1818.553
5568	5570	35	0.10909	10	3	3.00	2	3	21109	0.21389	0.70391	30.60238	2302.781
5568	5776	25	0.11147	10	5	1.00	1	3	1240	0.27113	0.15062	24.66810	138.2228
5570	5568	35	0.10909	10	3	3.00	3	3	22102	0.21729	0.73702	30.12318	2411.107
5570	5572	45	0.15682	10	3	3.00	2	3	21199	0.23946	0.70691	39.29288	3324.427
5570	5630	35	0.06885	10	4	3.00	3	3	17456	0.13062	0.61849	31.62879	1201.846
5570	5774	35	0.15259	10	4	3.00	2	3	17027	0.28804	0.60329	31.78539	2598.15
5572	256	25	0.10010	2	10	1.00	3	3	6389	0.24546	0.10865	24.46830	639.5389
5572	282	25	0.12863	2	10	1.00	2	3	653	0.30939	0.01110	24.94463	83.99539
5572	5570	45	0.15682	10	3	3.00	3	3	21842	0.24189	0.72834	38.89789	3425.262
5572	5574	45	0.17784	10	3	3.00	2	3	19011	0.26378	0.63396	40.45140	3380.916
5574	5572	45	0.17784	10	3	3.00	3	3	23288	0.28156	0.77656	37.89713	4141.538
5574	5576	45	0.17595	10	3	3.00	2	3	21784	0.27114	0.72641	38.93470	3832.895
5574	5626	40	0.09972	10	3	3.00	3	3	20220	0.16894	0.67427	35.41676	2016.338
5574	5728	40	0.10341	10	3	3.00	2	3	17953	0.17055	0.59866	36.37914	1856.52
5576	260	25	0.09825	2	10	1.00	3	3	2568	0.23786	0.04367	24.78354	252.306
5576	287	25	0.09753	2	10	1.00	2	3	2730	0.23625	0.04643	24.76998	266.2569
5576	5574	45	0.17595	10	3	3.00	3	3	22190	0.27298	0.73995	38.67186	3904.331
5576	5578	45	0.17028	10	3	3.00	2	3	19802	0.25502	0.66034	40.06236	3371.885
5578	287	25	0.17027	2	10	1.00	2	3	1063	0.41013	0.01808	24.90991	180.997
5578	5576	45	0.17028	10	3	3.00	2	3	22329	0.26482	0.74459	38.57913	3802.182
5578	5580	45	0.24312	10	3	3.00	2	3	18088	0.35692	0.60316	40.86856	4397.555
5578	5600	35	0.11368	10	5	1.00	3	3	3230	0.20413	0.39242	33.41371	367.1864
5580	5578	45	0.24312	10	3	3.00	3	3	20689	0.36848	0.68990	39.58727	5029.91
5580	5582	45	0.15314	10	3	3.00	3	3	27557	0.27295	0.91893	33.66269	4220.079
5580	5714	40	0.21421	10	3	3.00	2	3	12644	0.33838	0.42164	37.98319	2708.471
5580	5950	40	0.03830	10	3	3.00	3	3	22521	0.06725	0.75099	34.17657	862.5543
5582	262	25	0.07184	2	10	1.00	3	3	843	0.17292	0.01433	24.92856	60.56112
5582	294	25	0.11441	2	10	1.00	2	3	2446	0.27686	0.04160	24.79369	279.8469
5582	5580	45	0.15314	10	3	3.00	3	3	28201	0.28016	0.94042	32.79653	4318.701
5582	5584	45	0.24500	10	3	3.00	3	3	27634	0.43800	0.92151	33.56249	6770.33
5584	140	25	0.07799	2	10	1.00	1	3	3126	0.18916	0.05316	24.73701	243.7967
5584	296	25	0.15092	2	10	1.00	2	3	1291	0.36380	0.02195	24.89073	194.8377
5584	5582	45	0.24500	10	3	3.00	3	3	28356	0.45125	0.94559	32.57695	6947.22
5584	5586	45	0.11863	10	3	3.00	2	0	26621	0.20454	0.88773	34.79762	3158.049
5586	5584	45	0.11863	10	3	3.00	2	0	26885	0.20636	0.89652	34.49155	3189.368
5586	6011	45	0.15398	10	3	3.00	2	3	17092	0.22381	0.56995	41.27921	2631.826
5588	141	25	0.07456	2	10	1.00	1	0	530	0.17926	0.00902	24.95497	39.5168
5590	268	25	0.13082	2	10	1.00	3	0	319	0.31432	0.00542	24.97291	41.73158
5592	5594	40	0.33098	10	4	2.00	3	0	4418	0.50803	0.23479	39.09026	1462.27
5594	142	25	0.12059	2	10	1.00	3	3	1110	0.29051	0.01887	24.90600	133.8549
5594	268	25	0.22087	2	10	1.00	3	3	381	0.53077	0.00647	24.96769	84.15147
5594	5592	40	0.33098	10	4	2.00	3	0	3758	0.50589	0.19973	39.25523	1243.823
5594	5596	40	0.20375	10	4	2.00	3	3	5273	0.31460	0.28024	38.85914	1074.374
5596	267	25	0.10181	2	10	1.00	3	3	494	0.24474	0.00839	24.95810	50.29414
5596	5594	40	0.20375	10	4	2.00	3	3	4613	0.31315	0.24519	39.03919	939.8988
5596	5598	40	0.12584	10	4	2.00	3	3	5623	0.19480	0.29887	38.75821	707.5983
5598	5596	40	0.12584	10	4	2.00	3	3	4964	0.19387	0.26382	38.94506	624.6698
5598	5600	35	0.20699	10	5	1.00	3	3	2418	0.36595	0.29378	33.93790	500.5018
5598	5602	40	0.14226	10	3	3.00	3	3	25420	0.26624	0.84768	32.05923	3616.249
5598	5950	40	0.11518	10	3	3.00	3	3	23214	0.20485	0.77410	33.73555	2673.789
5600	261	25	0.11276	2	10	1.00	3	3	1815	0.27230	0.03087	24.84658	204.6594
5600	5578	35	0.11368	10	5	1.00	3	3	3164	0.20384	0.38435	33.46094	359.6835
5600	5598	35	0.20699	10	5	1.00	3	3	2485	0.36637	0.30185	33.89898	514.3702
5601	5607	35	0.17168	10	5	1.00	0	3	1823	0.30066	0.22145	34.26004	312.9726
5601	5608	45	0.22983	10	3	3.00	3	3	24309	0.37188	0.81062	37.08036	5586.937
5601	5610	45	0.17120	10	3	3.00	3	3	22713	0.26809	0.75739	38.31507	3888.466
5602	264	25	0.15844	2	10	1.00	3	3	2604	0.38364	0.04428	24.78053	412.5778
5602	887	20	0.14331	3	10	3.00	0	3	574	0.43021	0.00325	19.98700	82.25994
5602	5598	40	0.14226	10	3	3.00	3	3	25916	0.26998	0.86421	31.61486	3686.81

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5602	5604	40	0.27274	10	3	3.00	3	3	25709	0.51454	0.85731	31.80365	7011.873
5603	3352	45	0.06696	10	4	2.00	0	3	4319	0.09130	0.22953	44.00520	289.2002
5603	5609	45	0.10301	10	4	2.00	0	3	4429	0.14056	0.23540	43.97324	456.2313
5604	5602	40	0.27274	10	3	3.00	3	3	26205	0.52211	0.87384	31.34250	7147.152
5604	5606	40	0.04619	10	3	3.00	3	3	24487	0.08444	0.81654	32.82449	1131.055
5604	5628	40	0.13374	10	4	2.00	3	3	3762	0.20442	0.19993	39.25431	503.1299
5605	890	20	0.14493	3	10	3.00	0	3	67	0.43482	0.00038	19.99849	9.71031
5605	891	20	0.11545	3	10	3.00	0	3	456	0.34652	0.00258	19.98967	52.6452
5605	5611	35	0.23971	10	5	1.00	0	3	796	0.41422	0.09665	34.72285	190.8092
5605	5623	35	0.18396	10	5	1.00	0	3	786	0.31784	0.09554	34.72653	144.5926
5606	263	25	0.15418	2	10	1.00	3	3	241	0.37034	0.00411	24.97949	37.15738
5606	5604	40	0.04619	10	3	3.00	3	3	25332	0.08625	0.84475	32.13514	1170.085
5606	5608	40	0.16718	10	3	3.00	3	3	24248	0.30391	0.80858	33.00641	4053.781
5607	5601	35	0.17168	10	5	1.00	0	3	1832	0.30070	0.22253	34.25555	314.5178
5607	5625	35	0.29920	10	5	1.00	0	3	1823	0.52399	0.22145	34.26004	545.4416
5608	5601	45	0.22983	10	3	3.00	3	3	22682	0.35969	0.75635	38.33694	5213.004
5608	5606	40	0.16718	10	3	3.00	3	3	25095	0.31021	0.83684	32.33589	4195.382
5608	25044	35	0.15319	10	4	2.00	3	3	2171	0.26519	0.11539	34.65973	332.5755
5609	890	20	0.14109	3	10	3.00	0	3	383	0.42346	0.00217	19.99131	54.03747
5609	5603	45	0.10301	10	4	2.00	0	3	4319	0.14045	0.22953	44.00520	444.9002
5609	5611	45	0.12927	10	4	2.00	0	3	4534	0.17650	0.24096	43.94260	586.1102
5610	884	20	0.08804	3	10	3.00	0	3	603	0.26431	0.00342	19.98634	53.08812
5610	5561	45	0.12542	10	3	3.00	3	3	22946	0.19725	0.76518	38.14863	2877.887
5610	5601	45	0.17120	10	3	3.00	3	3	24331	0.27716	0.81136	37.06141	4165.467
5611	893	20	0.16524	3	10	3.00	0	3	538	0.49601	0.00305	19.98780	88.89912
5611	5605	35	0.23971	10	5	1.00	0	3	813	0.41430	0.09878	34.71576	194.8842
5611	5609	45	0.12927	10	4	2.00	0	3	4421	0.17637	0.23496	43.97561	571.5027
5611	5613	45	0.09620	10	4	2.00	0	3	4057	0.13094	0.21559	44.07969	390.2834
5612	5561	45	0.13195	10	3	3.00	3	3	25885	0.22239	0.86317	35.59900	3415.526
5612	5563	45	0.10312	10	3	3.00	0	3	30355	0.21085	1.01223	29.34328	3130.208
5612	5619	45	0.09999	10	4	2.00	0	3	7428	0.13971	0.39478	42.94247	742.7257
5613	891	20	0.25134	3	10	3.00	0	3	594	0.75454	0.00337	19.98653	149.296
5613	892	20	0.08241	3	10	3.00	0	3	437	0.24735	0.00248	19.99010	36.01317
5613	3348	45	0.14192	10	4	2.00	0	3	4773	0.19409	0.25367	43.87135	677.3842
5613	5611	45	0.09620	10	4	2.00	0	3	3961	0.13086	0.21053	44.10627	381.0482
5614	270	25	0.10485	2	10	1.00	3	3	1558	0.25296	0.02650	24.86821	163.3563
5614	5557	45	0.18963	10	3	3.00	0	3	9298	0.26136	0.31007	43.53257	1763.18
5614	8906	45	0.21410	10	3	3.00	3	3	8614	0.29413	0.28725	43.67432	1844.257
5614	25041	35	0.13498	10	5	1.00	0	3	5406	0.25954	0.65667	31.20319	729.7019
5615	883	20	0.22655	3	10	3.00	0	3	1515	0.68081	0.00859	19.96571	343.2233
5615	3348	45	0.25857	10	4	2.00	0	3	5004	0.35420	0.26594	43.80088	1293.884
5615	3349	40	0.11030	10	5	1.00	0	3	474	0.16617	0.05759	39.82643	52.2822
5615	5621	45	0.08354	10	4	2.00	0	3	6529	0.11580	0.34697	43.28867	545.4327
5616	253	25	0.07651	2	10	1.00	3	3	1622	0.18465	0.02759	24.86283	124.0992
5616	5618	40	0.18035	10	3	3.00	3	3	27130	0.35597	0.90470	30.39767	4892.896
5616	8906	40	0.15428	10	3	4.00	3	3	36772	0.30962	0.91966	29.89726	5673.184
5616	13976	35	0.11304	10	5	1.00	0	3	4709	0.21137	0.57198	32.08735	532.3054
5618	5616	40	0.18035	10	3	3.00	3	3	31324	0.44262	1.04456	24.44691	5649.283
5618	5622	40	0.18271	10	3	3.00	3	3	17684	0.30052	0.58971	36.47958	3231.044
5618	5634	35	0.13129	10	4	2.00	3	3	10911	0.24606	0.57987	32.01374	1432.505
5618	15250	35	0.10915	10	4	2.00	3	3	1695	0.18849	0.09009	34.74446	185.0093
5619	880	20	0.07415	3	10	3.00	0	3	562	0.22260	0.00318	19.98727	41.6723
5619	885	20	0.16635	3	10	3.00	0	3	193	0.49915	0.00110	19.99562	32.10555
5619	5612	45	0.09999	10	4	2.00	0	3	7601	0.13994	0.40397	42.87161	760.024
5619	5621	45	0.47275	10	4	2.00	0	3	7367	0.66016	0.39153	42.96721	3482.749
5620	15250	35	0.12124	10	4	2.00	3	3	1021	0.20868	0.05424	34.85851	123.786
5620	25043	35	0.11286	10	5	1.00	0	3	2133	0.19860	0.25911	34.09803	240.7304
5620	25044	35	0.11611	10	4	2.00	3	3	1841	0.20066	0.09786	34.71884	213.7585
5621	881	20	0.23051	3	10	3.00	0	3	1678	0.69285	0.00951	19.96202	386.7958
5621	5615	45	0.08354	10	4	2.00	0	3	6345	0.11562	0.33723	43.35494	530.0613
5621	5619	45	0.47275	10	4	2.00	0	3	7550	0.66131	0.40128	42.89256	3569.263
5622	257	25	0.11802	2	10	1.00	3	3	29	0.28329	0.00050	24.99752	3.42258
5622	259	25	0.05814	2	10	1.00	3	3	3690	0.14128	0.06275	24.69012	214.5366
5622	5618	40	0.18271	10	3	3.00	3	3	21176	0.31377	0.70615	34.93897	3869.067
5622	5624	40	0.13531	10	3	3.00	3	3	17605	0.22238	0.58707	36.50866	2382.133
5623	889	20	0.05952	3	10	3.00	0	3	417	0.17865	0.00236	19.99055	24.81984
5623	5605	35	0.18396	10	5	1.00	0	3	778	0.31780	0.09446	34.73011	143.1209
5623	5625	35	0.20702	10	5	1.00	0	3	912	0.35822	0.11073	34.67561	188.8022
5624	5622	40	0.13531	10	3	3.00	3	3	21097	0.23210	0.70353	34.98015	2854.635
5624	5626	40	0.18376	10	3	3.00	3	3	19040	0.30674	0.63493	35.94450	3498.79
5624	5628	40	0.18370	10	4	2.00	3	3	3826	0.28089	0.20334	39.23874	702.8362
5624	5640	40	0.15133	10	4	2.00	3	3	6059	0.23506	0.32201	38.62729	916.9085
5625	886	20	0.05279	3	10	3.00	0	3	1430	0.15864	0.00811	19.96762	75.4897
5625	5607	35	0.29920	10	5	1.00	0	3	1832	0.52406	0.22253	34.25555	548.1344
5625	5623	35	0.20702	10	5	1.00	0	3	903	0.35818	0.10965	34.67928	186.9391
5626	256	25	0.18182	2	10	1.00	3	3	201	0.43666	0.00342	24.98294	36.54582
5626	260	25	0.14006	2	10	1.00	3	3	3652	0.34032	0.06211	24.69327	511.4991
5626	5574	40	0.09972	10	3	3.00	3	3	21418	0.17188	0.71420	34.81028	2135.803
5626	5624	40	0.18376	10	3	3.00	3	3	21779	0.31856	0.72625	34.61130	4002.109
5628	263	25	0.15865	2	10	1.00	3	3	414	0.38130	0.00705	24.96480	65.6811
5628	5604	40	0.13374	10	4	2.00	3	3	3412	0.20399	0.18131	39.33764	456.3209
5628	5624	40	0.18370	10	4	2.00	3	3	4180	0.28153	0.22217	39.15092	767.866
5630	250	25	0.16269	2	10	1.00	3	3	2279	0.39348	0.03875	24.80772	370.7705

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5630	256	25	0.14477	2	10	1.00	3	3	6018	0.35455	0.10235	24.49853	871.2259
5630	5570	35	0.06885	10	4	3.00	3	3	16586	0.12935	0.58767	31.93936	1141.946
5630	5632	35	0.20317	10	4	3.00	3	3	11583	0.36601	0.41040	33.30535	2353.318
5632	5630	35	0.20317	10	4	3.00	3	3	11484	0.36578	0.40690	33.32677	2333.204
5632	5634	35	0.14195	10	4	2.00	3	3	10134	0.26302	0.53861	32.38176	1438.521
5632	5638	40	0.14149	10	4	2.00	3	3	11755	0.23535	0.62473	36.07143	1663.215
5632	5640	40	0.14545	10	4	2.00	3	3	12214	0.24404	0.64915	35.76105	1776.526
5634	257	25	0.11674	2	10	1.00	3	3	1570	0.28168	0.02670	24.86720	183.2818
5634	5618	35	0.13129	10	4	2.00	3	3	11550	0.24867	0.61384	31.67747	1516.4
5634	5632	35	0.14195	10	4	2.00	3	3	9363	0.26038	0.49759	32.70976	1329.078
5636	139	25	0.08716	2	10	1.00	1	3	1353	0.21014	0.02300	24.88551	117.9275
5636	5638	40	0.15272	10	4	2.00	3	3	12048	0.25541	0.64031	35.87607	1839.971
5636	8914	40	0.29518	10	4	2.00	1	3	11951	0.49276	0.63514	35.94192	3527.696
5638	251	25	0.08464	2	10	1.00	3	3	2501	0.20487	0.04254	24.78912	211.6846
5638	5632	40	0.14149	10	4	2.00	3	3	12221	0.23742	0.64951	35.75623	1729.149
5638	5636	40	0.15272	10	4	2.00	3	3	11582	0.25325	0.61552	36.18276	1768.803
5640	256	25	0.17233	2	10	1.00	3	3	7438	0.42404	0.12649	24.38316	1281.791
5640	257	25	0.08739	2	10	1.00	3	3	1574	0.21085	0.02677	24.86688	137.5519
5640	5624	40	0.15133	10	4	2.00	3	3	6458	0.23582	0.34324	38.50152	977.2891
5640	5632	40	0.14545	10	4	2.00	3	3	12421	0.24505	0.66013	35.61382	1806.634
5642	139	25	0.07317	2	10	1.00	1	3	717	0.17605	0.01219	24.93919	52.46289
5642	5564	25	0.17600	10	5	1.00	1	3	1196	0.42784	0.14523	24.68204	210.496
5642	5644	30	0.13375	10	5	1.00	1	3	1577	0.27232	0.19162	29.46889	210.9238
5644	1294	25	0.12133	2	10	1.00	1	3	198	0.29139	0.00337	24.98315	24.02334
5644	5642	30	0.13375	10	5	1.00	1	3	1764	0.27304	0.21434	29.39085	235.935
5644	5646	30	0.15378	10	5	1.00	1	3	1287	0.31188	0.15629	29.58393	197.9149
5644	8916	30	0.17770	10	5	1.00	1	3	1644	0.36215	0.19969	29.44155	292.1388
5646	135	25	0.09258	2	10	1.00	1	3	23	0.22221	0.00039	24.99806	2.12934
5646	136	25	0.08977	2	10	1.00	1	3	554	0.21586	0.00943	24.95296	49.73258
5646	5560	25	0.06705	10	5	1.00	1	3	761	0.16213	0.09239	24.81207	51.02505
5646	5644	30	0.15378	10	5	1.00	1	3	1414	0.31241	0.17181	29.53431	217.4449
5648	212	25	0.07625	2	10	1.00	4	3	164	0.18310	0.00279	24.98607	12.505
5648	221	25	0.07684	2	10	1.00	4	3	1760	0.18553	0.02993	24.85126	135.2384
5648	5650	45	0.27108	10	3	3.00	4	3	31264	0.58882	1.04254	27.62300	8475.045
5648	8748	45	0.07437	10	3	3.00	4	3	28993	0.14108	0.96683	31.62950	2156.209
5650	211	25	0.10824	2	10	1.00	4	3	7708	0.26659	0.13109	24.36132	834.3139
5650	1230	25	0.17834	2	10	1.00	4	3	4042	0.43390	0.06873	24.66099	720.8503
5650	5648	45	0.27108	10	3	3.00	4	3	29218	0.52003	0.97431	31.27720	7920.415
5650	5651	45	0.18906	10	3	3.00	4	3	31921	0.43138	1.06445	26.29560	6034.984
5651	5650	45	0.18906	10	3	3.00	4	3	29875	0.37573	0.99622	30.19007	5648.168
5651	5652	45	0.02496	10	3	3.00	4	3	31921	0.05694	1.06445	26.29560	796.7482
5652	5554	35	0.21258	10	6	2.00	4	3	8597	0.37997	0.36553	33.56780	1827.55
5652	5651	45	0.02496	10	3	3.00	4	3	29875	0.04960	0.99622	30.19007	745.68
5652	5653	45	0.03519	10	3	3.00	4	3	27493	0.06257	0.91680	33.74442	967.4787
5653	5652	45	0.03519	10	3	3.00	4	3	24105	0.05668	0.80383	37.25122	848.255
5653	5655	45	0.11154	10	3	3.00	4	3	27493	0.19832	0.91680	33.74442	3066.569
5653	5659	25	0.03000	10	6	1.00	4	0	12012	0.11234	1.02142	16.02075	360.36
5654	5655	35	0.04326	10	6	1.00	4	3	12759	0.13346	1.08492	19.44990	551.9543
5654	5657	35	0.07908	10	6	1.00	4	3	4031	0.14083	0.34280	33.69116	318.7715
5655	3459	45	0.14923	10	3	3.00	4	3	30512	0.30816	1.01748	29.05605	4553.306
5655	5653	45	0.11154	10	3	3.00	4	3	36117	0.38015	1.20439	17.60453	4028.49
5655	5654	35	0.04326	10	6	1.00	4	3	4031	0.07705	0.34280	33.69116	174.3811
5655	5656	35	0.13791	10	6	1.00	4	0	2467	0.24118	0.20977	34.30795	340.224
5656	25169	63	0.02821	10	1	3.00	4	0	59785	0.03372	0.84729	50.19609	1686.535
5657	5656	63	0.21178	10	1	3.00	4	0	57318	0.24669	0.81233	51.50831	12138.81
5658	5652	35	0.13228	10	6	1.00	4	3	9939	0.28235	0.84516	28.10894	1314.731
5658	5659	63	0.10065	10	1	3.00	4	0	48714	0.10968	0.69040	55.05728	4903.064
5659	5554	63	0.23154	10	1	3.00	4	0	60726	0.27980	0.86063	49.65169	14060.5
5660	328	25	0.22084	2	10	1.00	1	3	4123	0.53745	0.07012	24.65423	910.5233
5660	5663	40	0.17742	10	3	2.00	1	3	21013	0.44169	1.05105	24.10166	3728.126
5660	6003	40	0.06367	10	3	2.00	6	3	6264	0.09878	0.31333	38.67716	398.8289
5660	9079	45	0.24798	10	3	2.00	6	3	19203	0.46614	0.96051	31.91926	4761.96
5661	3470	45	0.10761	11	3	3.00	0	0	13778	0.15225	0.45945	42.41026	1482.651
5662	8752	45	0.12310	10	3	3.00	4	3	27371	0.21788	0.91273	33.89917	3369.37
5662	8754	45	0.19593	10	3	3.00	4	3	26596	0.33755	0.88689	34.82626	5210.954
5662	8884	30	0.05046	10	5	1.00	4	3	3270	0.10580	0.39728	28.61561	165.0042
5663	5660	40	0.17742	10	3	2.00	1	3	21073	0.44469	1.05408	23.93914	3738.772
5663	9089	40	0.08447	10	3	2.00	1	3	21013	0.21029	1.05105	24.10166	1774.968
5664	95	25	0.11480	2	10	1.00	1	3	2628	0.27799	0.04469	24.77851	301.6944
5664	96	25	0.03983	2	10	1.00	1	3	1917	0.09621	0.03261	24.83801	76.35411
5664	5666	40	0.13585	10	3	3.00	1	3	23970	0.24543	0.79933	33.21100	3256.325
5664	8934	40	0.22011	10	3	2.00	1	3	21858	0.60720	1.09333	21.74978	4811.164
5666	5664	40	0.13585	10	3	3.00	1	3	23669	0.24385	0.78928	33.42561	3215.434
5666	5668	40	0.11856	10	3	3.00	1	3	32246	0.31241	1.07531	22.77012	3823.086
5666	5764	40	0.07841	10	3	2.00	1	3	17272	0.14877	0.86394	31.62233	1354.298
5666	5864	40	0.14736	10	3	2.00	1	3	20539	0.34900	1.02739	25.33445	3026.627
5668	108	25	0.03900	2	10	1.00	1	3	1310	0.09402	0.02228	24.88908	51.09
5668	5666	40	0.11856	10	3	3.00	1	3	32304	0.31389	1.07723	22.66254	3829.962
5668	5670	40	0.07275	10	3	3.00	1	3	32239	0.19159	1.07508	22.78327	2345.387
5670	105	25	0.23242	2	10	1.00	1	3	422	0.55860	0.00717	24.96420	98.08124
5670	109	25	0.30678	2	10	1.00	1	3	239	0.73687	0.00406	24.97971	73.32042
5670	5668	40	0.07275	10	3	3.00	1	3	32226	0.19138	1.07463	22.80864	2344.442
5670	5672	40	0.29643	10	3	3.00	1	3	31997	0.76554	1.06700	23.23271	9484.871

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5671	110	25	0.10410	2	10	1.00	1	3	941	0.25064	0.01601	24.92023	97.9581
5671	5672	25	0.16083	10	5	1.00	1	3	1288	0.39142	0.15640	24.65298	207.149
5671	5673	25	0.08666	10	5	1.00	1	3	1297	0.21093	0.15754	24.64999	112.398
5672	5670	40	0.29643	10	3	3.00	1	3	31983	0.76465	1.06651	23.25985	9480.721
5672	5671	25	0.16083	10	5	1.00	1	3	1422	0.39211	0.17273	24.60942	228.7003
5672	5951	30	0.11606	10	5	1.00	1	3	3137	0.24266	0.38103	28.69721	364.0802
5672	10903	40	0.25324	10	3	3.00	1	0	34480	0.82021	1.14978	18.52527	8731.715
5673	5671	25	0.08666	10	5	1.00	1	3	1162	0.21057	0.14121	24.69237	100.6989
5673	5677	25	0.15881	10	5	1.00	1	3	670	0.38364	0.08133	24.83783	106.4027
5673	5839	25	0.24280	10	5	1.00	1	3	627	0.58625	0.07620	24.84961	152.2356
5674	5675	63	0.25736	10	1	3.00	1	0	87644	0.65984	1.24213	23.40216	22556.06
5674	5931	30	0.23199	10	6	2.00	1	3	16154	0.52672	0.68681	26.42598	3747.566
5674	7140	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
5675	5676	63	0.25991	10	1	3.00	1	0	90662	0.75128	1.28489	20.75708	23563.96
5676	13887	63	0.08812	23	1	4.00	901	0	104590	0.15757	1.11171	33.55524	9216.471
5677	111	25	0.07187	2	10	1.00	1	3	807	0.17297	0.01372	24.93159	57.99909
5677	5673	25	0.15881	10	5	1.00	1	3	627	0.38346	0.07612	24.84980	99.57387
5677	5678	25	0.15292	10	5	1.00	1	3	971	0.37070	0.11795	24.75067	148.4853
5678	5677	25	0.15292	10	5	1.00	1	3	928	0.37051	0.11274	24.76341	141.9098
5678	5679	25	0.11185	10	5	1.00	1	3	1371	0.27252	0.16657	24.62602	153.3464
5678	5681	25	0.13108	10	5	1.00	1	3	1131	0.31839	0.13735	24.70220	148.2515
5679	1298	25	0.07411	2	10	1.00	1	3	356	0.17807	0.00606	24.96972	26.38316
5679	5678	25	0.11185	10	5	1.00	1	3	1314	0.27232	0.15967	24.64438	146.9709
5679	5760	25	0.19845	10	5	1.00	1	3	1588	0.48494	0.19288	24.55389	315.1386
5680	5682	45	0.19018	10	3	3.00	2	0	19636	0.28422	0.65478	40.14692	3734.374
5680	6011	45	0.15407	10	3	3.00	2	3	15884	0.22153	0.52967	41.72938	2447.248
5680	9564	35	0.01705	10	5	1.00	3	3	3378	0.03071	0.41041	33.30529	57.5949
5680	9570	35	0.01155	10	5	1.00	3	0	1305	0.02009	0.15848	34.50652	15.07275
5681	5678	25	0.13108	10	5	1.00	1	3	1145	0.31845	0.13904	24.69791	150.0866
5681	5683	25	0.29881	10	5	1.00	1	3	1131	0.72579	0.13735	24.70220	337.9541
5682	5680	45	0.19018	10	3	3.00	2	0	18930	0.28181	0.63124	40.48978	3600.107
5682	5684	45	0.18731	10	3	3.00	2	0	19117	0.27818	0.63749	40.40106	3580.805
5682	5702	40	0.09186	10	3	2.00	2	0	10341	0.14812	0.51727	37.20768	949.9243
5682	5740	40	0.20772	10	3	2.00	2	0	11485	0.34011	0.57446	36.64494	2385.664
5683	113	25	0.17314	2	10	1.00	1	3	1388	0.41749	0.02361	24.88251	240.3183
5683	5681	25	0.29881	10	5	1.00	1	3	1145	0.72592	0.13904	24.69791	342.1375
5683	5685	25	0.13283	10	5	1.00	1	3	356	0.31977	0.04325	24.92296	47.28748
5684	305	25	0.06728	2	10	1.00	2	3	2506	0.16285	0.04262	24.78869	168.6037
5684	5682	45	0.18731	10	3	3.00	2	0	18879	0.27740	0.62954	40.51361	3536.225
5684	5686	45	0.13024	10	3	3.00	2	3	18955	0.19305	0.63209	40.47779	2468.699
5685	5683	25	0.13283	10	5	1.00	1	3	358	0.31977	0.04350	24.92242	47.55314
5685	5687	25	0.35117	10	5	1.00	1	3	356	0.84540	0.04325	24.92296	125.0165
5685	5759	25	0.17623	10	5	1.00	1	3	0	0.42272	0.00000	25.01345	0
5686	5684	45	0.13024	10	3	3.00	2	3	18709	0.19251	0.62389	40.59199	2436.66
5686	5688	45	0.07275	10	3	3.00	2	3	18955	0.10784	0.63209	40.47778	1378.976
5687	5685	25	0.35117	10	5	1.00	1	3	358	0.84542	0.04350	24.92241	125.7189
5687	5689	25	0.21646	10	5	1.00	1	3	644	0.52275	0.07821	24.84501	139.4002
5687	5823	25	0.17284	10	5	1.00	1	3	292	0.41582	0.03549	24.93966	50.46928
5688	5686	45	0.07275	10	3	3.00	2	3	18709	0.10754	0.62389	40.59200	1361.08
5688	5690	45	0.08033	10	3	3.00	2	3	27870	0.14494	0.92937	33.25083	2238.797
5688	5705	40	0.16832	10	4	1.00	2	3	7131	0.29661	0.75795	34.04742	1200.29
5688	5726	40	0.12822	10	3	2.00	2	3	16883	0.23935	0.84447	32.14227	2164.738
5689	115	25	0.11036	2	10	1.00	1	3	186	0.26504	0.00316	24.98421	20.52696
5689	5687	25	0.21646	10	5	1.00	1	3	615	0.52258	0.07470	24.85304	133.1229
5689	5824	20	0.13375	10	5	1.00	1	3	840	0.40465	0.10206	19.83134	112.35
5690	304	25	0.08788	2	10	1.00	2	3	422	0.21121	0.00718	24.96417	37.08536
5690	5688	45	0.08033	10	3	3.00	2	3	27486	0.14278	0.91655	33.75401	2207.95
5690	5692	45	0.22805	9	3	3.00	100	3	27915	0.41226	0.93088	33.18969	6366.016
5692	125	25	0.30468	1	10	1.00	100	0	325	0.73205	0.00554	24.97235	99.021
5692	5690	45	0.22805	9	3	3.00	100	3	27529	0.40605	0.91801	33.69796	6277.988
5692	5694	45	0.16080	9	3	3.00	100	3	27732	0.28855	0.92476	33.43478	4459.306
5694	309	25	0.06432	2	10	1.00	2	3	247	0.15450	0.00420	24.97901	15.88704
5694	5692	45	0.16080	9	3	3.00	100	3	27346	0.28433	0.91189	33.93090	4397.237
5694	5696	45	0.13543	9	3	3.00	100	3	27678	0.24253	0.92296	33.50565	3748.432
5696	5694	45	0.13543	9	3	3.00	100	3	27292	0.23901	0.91009	33.99830	3696.156
5696	5698	45	0.27524	9	3	3.00	100	0	26732	0.47631	0.89141	34.67094	7357.716
5696	5712	40	0.18445	10	5	1.00	2	0	3439	0.29116	0.41781	38.01073	634.3236
5696	5742	40	0.38152	9	4	1.00	100	0	6943	0.66525	0.73798	34.40968	2648.893
5698	5696	45	0.27524	9	3	3.00	100	0	26441	0.47182	0.88172	35.00098	7277.621
5701	306	25	0.14301	2	10	1.00	2	3	521	0.34384	0.00886	24.95576	74.50821
5701	5703	35	0.17604	10	5	1.00	2	3	368	0.30275	0.04468	34.88781	64.78272
5701	5704	35	0.16579	10	5	1.00	2	3	894	0.28681	0.10859	34.68285	148.2163
5702	305	25	0.16686	2	10	1.00	2	0	186	0.40072	0.00316	24.98420	31.03596
5702	5682	40	0.09186	10	3	2.00	2	0	10422	0.14827	0.52133	37.17049	957.3649
5702	5704	40	0.06310	10	3	2.00	2	0	10503	0.10195	0.52537	37.13306	662.7393
5703	306	25	0.08804	2	10	1.00	2	3	265	0.21149	0.00451	24.97747	23.3306
5703	307	25	0.12663	2	10	1.00	2	3	365	0.30429	0.00621	24.96899	46.21995
5703	5701	35	0.17604	10	5	1.00	2	3	371	0.30276	0.04511	34.88648	65.31084
5703	5705	35	0.09082	10	5	1.00	2	3	411	0.15627	0.04989	34.87189	37.32702
5704	616	20	0.03096	1	10	3.00	100	0	2121	0.09311	0.01202	19.95203	65.66616
5704	3364	40	0.38466	10	4	2.00	2	0	8185	0.60921	0.43503	37.88515	3148.442
5704	5701	35	0.16579	10	5	1.00	2	3	889	0.28679	0.10799	34.68489	147.3873
5704	5702	40	0.06310	10	3	2.00	2	0	10592	0.10207	0.52981	37.09154	668.3552

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5705	308	25	0.30354	2	10	1.00	2	3	575	0.72992	0.00978	24.95119	174.5355
5705	5688	40	0.16832	10	4	1.00	2	3	7142	0.29682	0.75918	34.02433	1202.141
5705	5703	35	0.09082	10	5	1.00	2	3	414	0.15627	0.05033	34.87056	37.59948
5705	5706	40	0.13715	10	4	1.00	2	3	6498	0.23392	0.69066	35.17730	891.2007
5706	307	25	0.09852	2	10	1.00	2	3	146	0.23655	0.00248	24.98760	14.38392
5706	5705	40	0.13715	10	4	1.00	2	3	6513	0.23408	0.69226	35.15311	893.258
5706	5708	40	0.07990	10	4	1.00	2	3	6630	0.13711	0.70469	34.96197	529.737
5708	5706	40	0.07990	10	4	1.00	2	3	6646	0.13722	0.70644	34.93435	531.0154
5708	5710	40	0.33606	10	5	1.00	2	3	2772	0.52318	0.33668	38.54103	931.5583
5708	9560	40	0.13206	10	4	1.00	2	3	8631	0.26435	0.91741	29.97414	1139.81
5710	310	25	0.14042	2	10	1.00	2	3	413	0.33748	0.00703	24.96490	57.99346
5710	5708	40	0.33606	10	5	1.00	2	3	2671	0.52220	0.32451	38.61279	897.6163
5710	5712	40	0.25884	10	5	1.00	2	0	2668	0.40218	0.32414	38.61496	690.5851
5712	311	25	0.07167	2	10	1.00	2	0	132	0.17209	0.00225	24.98875	9.46044
5712	312	25	0.33594	2	10	1.00	2	0	908	0.80874	0.01545	24.92300	305.0335
5712	5696	40	0.18445	10	5	1.00	2	0	3540	0.29183	0.42998	37.92251	652.953
5712	5710	40	0.25884	10	5	1.00	2	0	2568	0.40146	0.31197	38.68485	664.7011
5714	5580	40	0.21421	10	3	3.00	2	3	13309	0.33985	0.44381	37.81910	2850.921
5714	5716	40	0.20176	10	3	2.00	2	3	10294	0.32517	0.51490	37.22920	2076.917
5714	9562	35	0.02292	10	5	1.00	3	3	1508	0.03996	0.18316	34.41331	34.56336
5714	9563	35	0.02111	10	5	1.00	3	3	2987	0.03771	0.36286	33.58261	63.05557
5716	290	25	0.09375	2	10	1.00	2	3	127	0.22510	0.00216	24.98919	11.90625
5716	298	25	0.22804	2	10	1.00	2	3	645	0.54849	0.01097	24.94525	147.0858
5716	5714	40	0.20176	10	3	2.00	2	3	10926	0.32780	0.54650	36.93083	2204.43
5716	5718	40	0.09191	10	3	2.00	2	3	9985	0.14758	0.49947	37.36631	917.7214
5718	5716	40	0.09191	10	3	2.00	2	3	10600	0.14869	0.53024	37.08750	974.246
5718	5720	40	0.13413	10	3	2.00	2	3	18608	0.27275	0.93079	29.50540	2495.891
5718	5736	40	0.13367	10	3	2.00	2	3	17003	0.25075	0.85050	31.98539	2272.791
5718	5738	40	0.12259	10	3	2.00	2	3	10276	0.19752	0.51400	37.23736	1259.735
5720	5718	40	0.13413	10	3	2.00	2	3	19188	0.28334	0.95977	28.40253	2573.686
5720	5722	40	0.17726	10	3	2.00	2	3	16330	0.32408	0.81681	32.81823	2894.656
5720	5816	30	0.14740	10	5	1.00	2	3	3220	0.30872	0.39118	28.64657	474.628
5722	299	25	0.32974	2	10	1.00	2	3	248	0.79203	0.00421	24.97896	81.77552
5722	300	25	0.05279	2	10	1.00	2	3	514	0.12693	0.00875	24.95633	27.13406
5722	301	25	0.13224	2	10	1.00	2	3	237	0.31762	0.00403	24.97985	31.34088
5722	5720	40	0.17726	10	3	2.00	2	3	16348	0.32429	0.81774	32.79675	2897.846
5722	5724	40	0.14076	10	3	2.00	2	3	15887	0.25353	0.79467	33.31153	2236.254
5724	5722	40	0.14076	10	3	2.00	2	3	15981	0.25431	0.79939	33.20965	2249.486
5724	5726	40	0.17282	10	3	2.00	2	3	17315	0.32853	0.86609	31.56243	2992.378
5724	5812	25	0.16652	10	5	1.00	2	3	2188	0.41057	0.26574	24.33446	364.3458
5726	302	25	0.15229	2	10	1.00	2	3	234	0.36579	0.00398	24.98012	35.63586
5726	303	25	0.08860	2	10	1.00	2	3	82	0.21269	0.00140	24.99302	7.2652
5726	304	25	0.09073	2	10	1.00	2	3	304	0.21798	0.00517	24.97418	27.58192
5726	5688	40	0.12822	10	3	2.00	2	3	17010	0.24058	0.85082	31.97709	2181.022
5726	5724	40	0.17282	10	3	2.00	2	3	17189	0.32674	0.85982	31.73564	2970.603
5728	287	25	0.20307	2	10	1.00	2	3	30	0.48742	0.00052	24.99741	6.0921
5728	5574	40	0.10341	10	3	3.00	2	3	20625	0.17616	0.68779	35.22010	2132.831
5728	5730	40	0.14635	10	3	2.00	2	3	17994	0.28745	0.90006	30.54709	2633.422
5728	5780	30	0.09678	10	5	1.00	2	3	1605	0.19713	0.19494	29.45770	155.3319
5730	283	25	0.08384	2	10	1.00	2	3	980	0.20187	0.01667	24.91694	82.1632
5730	5728	40	0.14635	10	3	2.00	2	3	18573	0.29696	0.92901	29.56924	2718.159
5730	5732	40	0.15968	10	3	2.00	2	3	17277	0.30304	0.86419	31.61527	2758.791
5732	288	25	0.09670	2	10	1.00	2	3	876	0.23277	0.01489	24.92575	84.7092
5732	5730	40	0.15968	10	3	2.00	2	3	17856	0.31142	0.89314	30.76513	2851.246
5732	5734	40	0.19760	10	3	2.00	2	3	16794	0.36757	0.84005	32.25526	3318.494
5734	291	25	0.13343	2	10	1.00	2	3	355	0.32061	0.00604	24.96985	47.36765
5734	5732	40	0.19760	10	3	2.00	2	3	17373	0.37661	0.86899	31.48077	3432.905
5734	5736	40	0.12719	10	3	2.00	2	3	16619	0.23501	0.83129	32.47321	2113.771
5736	290	25	0.07633	2	10	1.00	2	3	100	0.18324	0.00169	24.99153	7.633
5736	292	25	0.12502	2	10	1.00	2	3	280	0.30034	0.00476	24.97625	35.0056
5736	5718	40	0.13367	10	3	2.00	2	3	16418	0.24516	0.82124	32.71463	2194.594
5736	5734	40	0.12719	10	3	2.00	2	3	17195	0.24053	0.86012	31.72746	2187.032
5738	300	25	0.24729	2	10	1.00	2	3	112	0.59372	0.00191	24.99047	27.69648
5738	5718	40	0.12259	10	3	2.00	2	3	10897	0.19908	0.54504	36.94513	1335.863
5738	5740	40	0.18839	10	3	2.00	2	3	10380	0.30394	0.51921	37.18999	1955.488
5740	298	25	0.12022	2	10	1.00	2	3	564	0.28909	0.00959	24.95213	67.80408
5740	299	25	0.15714	2	10	1.00	2	3	948	0.37836	0.01613	24.91962	148.9687
5740	5682	40	0.20772	10	3	2.00	2	0	10936	0.33753	0.54702	36.92572	2271.626
5740	5738	40	0.18839	10	3	2.00	2	3	11002	0.30639	0.55034	36.89286	2072.667
5742	5696	40	0.38152	9	4	1.00	100	0	6748	0.65852	0.71721	34.76133	2574.497
5742	5744	40	0.40841	10	4	1.00	2	0	6907	0.71078	0.73416	34.47627	2820.888
5744	120	25	0.15757	1	10	1.00	100	3	599	0.37895	0.01019	24.94913	94.38443
5744	121	25	0.13327	2	10	1.00	1	3	0	0.31985	0.00000	25.00000	0
5744	5742	40	0.40841	10	4	1.00	2	0	6714	0.70377	0.71365	34.81919	2742.065
5744	5746	40	0.25253	10	4	1.00	1	3	7617	0.45939	0.80966	32.98193	1923.521
5744	6009	40	0.19118	10	4	1.00	2	3	551	0.28805	0.05857	39.82296	105.3402
5746	5744	40	0.25253	10	4	1.00	1	3	7404	0.45264	0.78696	33.47403	1869.732
5746	5748	40	0.12412	10	3	1.00	1	3	10392	0.30141	1.03958	24.70868	1289.855
5746	5824	35	0.12777	10	3	1.00	1	3	13475	0.85012	1.34807	9.01752	1721.701
5748	117	25	0.04633	2	10	1.00	1	3	403	0.11133	0.00685	24.96580	18.67099
5748	5746	40	0.12412	10	3	1.00	1	3	10449	0.30513	1.04531	24.40768	1296.93
5748	5750	40	0.25258	10	3	1.00	1	3	10519	0.63057	1.05232	24.03363	2656.889
5750	5748	40	0.25258	10	3	1.00	1	3	10576	0.63881	1.05805	23.72378	2671.286

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5750	5752	40	0.26736	10	3	2.00	1	3	12247	0.44292	0.61259	36.21762	3274.358
5750	5820	30	0.03946	10	5	1.00	1	3	3602	0.08336	0.43755	28.39975	142.1349
5750	5822	25	0.14621	10	5	1.00	1	3	796	0.35371	0.09675	24.80180	116.3832
5752	114	25	0.22128	2	10	1.00	1	3	1408	0.53362	0.02394	24.88086	311.5622
5752	5750	40	0.26736	10	3	2.00	1	3	12521	0.44496	0.62633	36.05185	3347.615
5752	5754	40	0.15461	10	3	2.00	1	3	13655	0.26287	0.68301	35.29053	2111.2
5754	5752	40	0.15461	10	3	2.00	1	3	13929	0.26441	0.69674	35.08506	2153.563
5754	5756	40	0.11484	10	3	2.00	1	3	14876	0.20088	0.74411	34.30109	1708.36
5754	5766	35	0.26980	10	4	2.00	1	3	18199	0.65839	0.96721	24.58686	4910.09
5756	5754	40	0.11484	10	3	2.00	1	3	15749	0.20595	0.78779	33.45681	1808.615
5756	5757	25	0.11877	10	5	1.00	1	3	1237	0.28888	0.15030	24.66892	146.9185
5756	22227	40	0.09733	10	3	2.00	1	3	13779	0.16591	0.68924	35.19855	1341.11
5757	5756	25	0.11877	10	5	1.00	1	3	1225	0.28883	0.14887	24.67265	145.4933
5757	5759	25	0.41705	10	5	1.00	1	3	1237	1.01434	0.15030	24.66892	515.8909
5758	5760	40	0.17785	10	3	2.00	1	3	13843	0.30358	0.69242	35.15072	2461.978
5758	22227	40	0.09403	10	3	2.00	1	3	14103	0.16142	0.70543	34.95037	1326.105
5758	22228	25	0.01526	10	5	1.00	1	3	1019	0.03702	0.12378	24.73628	15.54994
5759	113	25	0.13622	2	10	1.00	1	3	1237	0.32829	0.02104	24.89523	168.5041
5759	5685	25	0.17623	10	5	1.00	1	3	0	0.42272	0.00000	25.01345	0
5759	5757	25	0.41705	10	5	1.00	1	3	1225	1.01419	0.14887	24.67266	510.8863
5760	5679	25	0.19845	10	5	1.00	1	3	1531	0.48456	0.18597	24.57315	303.827
5760	5758	40	0.17785	10	3	2.00	1	3	14723	0.30987	0.73643	34.43678	2618.486
5760	5762	40	0.15895	10	3	2.00	1	3	14917	0.27833	0.74612	34.26493	2371.057
5762	5760	40	0.15895	10	3	2.00	1	3	15740	0.28497	0.78729	33.46717	2501.873
5762	5764	40	0.17415	10	3	2.00	1	3	16348	0.31860	0.81774	32.79671	2847.004
5762	5834	30	0.13791	10	5	1.00	1	3	4744	0.30123	0.57633	27.46884	654.245
5762	5836	30	0.04413	10	5	1.00	1	3	978	0.08915	0.11884	29.69819	43.15914
5764	97	25	0.10917	2	10	1.00	1	3	713	0.26264	0.01212	24.93954	77.83821
5764	108	25	0.11802	2	10	1.00	1	3	346	0.28359	0.00589	24.97059	40.83492
5764	5666	40	0.07841	10	3	2.00	1	3	16246	0.14293	0.81264	32.91427	1273.849
5764	5762	40	0.17415	10	3	2.00	1	3	17303	0.33088	0.86548	31.57942	3013.317
5766	5754	35	0.26980	10	4	2.00	1	3	17600	0.63059	0.93539	25.67100	4748.48
5766	5768	35	0.08409	10	4	2.00	1	3	16794	0.18731	0.89253	26.93601	1412.207
5766	5798	34	0.22955	10	5	1.00	1	3	3057	0.42279	0.37133	32.57720	701.7344
5768	90	25	0.12064	2	10	1.00	1	3	289	0.28983	0.00491	24.97545	34.86496
5768	131	25	0.15494	2	10	1.00	1	3	127	0.37201	0.00216	24.98920	19.67738
5768	5766	35	0.08409	10	4	2.00	1	3	16865	0.18804	0.89633	26.83219	1418.178
5768	5770	35	0.16652	10	4	2.00	1	3	16793	0.37091	0.89250	26.93685	2796.37
5770	5768	35	0.16652	10	4	2.00	1	3	16842	0.37188	0.89507	26.86668	2804.53
5770	5772	35	0.06521	10	4	2.00	1	3	16989	0.14682	0.90290	26.64906	1107.853
5770	5782	30	0.17788	10	5	1.00	1	3	627	0.35791	0.07618	29.81960	111.5308
5772	5770	35	0.06521	10	4	2.00	1	3	17002	0.14693	0.90360	26.62925	1108.7
5772	5800	35	0.05186	10	4	2.00	1	3	16814	0.11564	0.89358	26.90734	871.974
5772	5854	23	0.17425	10	5	1.00	1	3	633	0.45736	0.07693	22.86011	110.3003
5774	5570	35	0.15259	10	4	3.00	2	3	18247	0.29231	0.64652	31.32116	2784.31
5774	5776	30	0.07754	10	5	1.00	1	3	739	0.15622	0.08973	29.78199	57.30206
5774	5778	30	0.11029	10	5	1.00	2	3	2684	0.22856	0.32603	28.95294	296.0184
5774	5802	35	0.12070	10	4	2.00	1	3	16456	0.26426	0.87457	27.40610	1986.239
5776	85	25	0.21194	2	10	1.00	1	3	739	0.50993	0.01257	24.93731	156.6237
5776	5568	25	0.11147	10	5	1.00	1	3	583	0.26902	0.07088	24.86173	64.98701
5776	5774	30	0.07754	10	5	1.00	1	3	1451	0.15760	0.17622	29.51996	112.5105
5778	281	25	0.03272	2	10	1.00	2	3	3010	0.07933	0.05119	24.74666	98.4872
5778	5774	30	0.11029	10	5	1.00	2	3	2402	0.22742	0.29179	29.09774	264.9166
5778	5780	30	0.15710	10	5	1.00	2	3	1024	0.31758	0.12445	29.68154	160.8704
5780	282	25	0.04021	2	10	1.00	2	3	1151	0.09687	0.01958	24.90249	46.28171
5780	5728	30	0.09678	10	5	1.00	2	3	1029	0.19566	0.12496	29.68002	99.58662
5780	5778	30	0.15710	10	5	1.00	2	3	743	0.31652	0.09021	29.78063	116.7253
5782	132	25	0.08811	2	10	1.00	1	3	139	0.21156	0.00236	24.98822	12.24729
5782	5770	30	0.17788	10	5	1.00	1	3	662	0.35806	0.08047	29.80779	117.7566
5782	5784	30	0.11645	10	5	1.00	2	3	568	0.23414	0.06896	29.83930	66.1436
5784	284	25	0.16193	2	10	1.00	2	3	156	0.38884	0.00266	24.98673	25.26108
5784	5782	30	0.11645	10	5	1.00	2	3	603	0.23424	0.07326	29.82760	70.21935
5784	5786	30	0.23615	10	5	1.00	2	3	467	0.47432	0.05672	29.87214	110.2821
5786	285	25	0.15307	2	10	1.00	2	3	496	0.36799	0.00844	24.95789	75.92272
5786	5784	30	0.23615	10	5	1.00	2	3	502	0.47450	0.06102	29.86068	118.5473
5786	5788	34	0.39286	10	5	1.00	2	3	337	0.69529	0.04096	33.90197	132.3938
5788	5786	34	0.39286	10	5	1.00	2	3	373	0.69555	0.04526	33.88930	146.5368
5788	5790	34	0.13769	10	5	1.00	2	3	2803	0.25233	0.34055	32.74014	385.9451
5788	5814	30	0.06186	10	5	1.00	2	3	3594	0.13067	0.43657	28.40524	222.3248
5790	130	25	0.22222	2	10	1.00	1	3	263	0.53380	0.00448	24.97764	58.44386
5790	286	25	0.12132	2	10	1.00	2	3	7	0.29117	0.00012	24.99939	0.84924
5790	5788	34	0.13769	10	5	1.00	2	3	3403	0.25548	0.41335	32.33607	468.5591
5790	5792	34	0.07462	10	5	1.00	2	3	2700	0.13649	0.32802	32.80346	201.474
5792	5790	34	0.07462	10	5	1.00	2	3	3295	0.13813	0.40029	32.41346	245.8729
5792	5794	34	0.14924	10	5	1.00	2	3	2700	0.27298	0.32802	32.80346	402.948
5794	129	25	0.04806	2	10	1.00	1	3	328	0.11548	0.00557	24.97218	15.76368
5794	5792	34	0.14924	10	5	1.00	2	3	3295	0.27626	0.40029	32.41346	491.7458
5794	5796	34	0.13627	10	5	1.00	1	3	2795	0.24969	0.33953	32.74532	380.8747
5796	5794	34	0.13627	10	5	1.00	1	3	3389	0.25277	0.41165	32.34632	461.819
5796	5798	34	0.22459	10	5	1.00	1	3	2175	0.40710	0.26426	33.10136	488.4833
5796	5804	30	0.08998	10	5	1.00	1	3	1510	0.18304	0.18347	29.49609	135.8698
5798	128	25	0.22538	2	10	1.00	1	3	389	0.54163	0.00661	24.96698	87.67282
5798	5766	34	0.22955	10	5	1.00	1	3	2387	0.41754	0.28991	32.98614	547.9359

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5798	5796	34	0.22459	10	5	1.00	1	3	2846	0.41192	0.34568	32.71372	639.1831
5800	132	25	0.13613	2	10	1.00	1	3	305	0.32706	0.00518	24.97412	41.51965
5800	5772	35	0.05186	10	4	2.00	1	3	16024	0.11128	0.85161	27.96165	831.0046
5800	5802	35	0.12374	10	4	2.00	1	3	17091	0.28023	0.90831	26.49459	2114.84
5802	133	25	0.10428	2	10	1.00	1	3	267	0.25050	0.00455	24.97728	27.84276
5802	5774	35	0.12070	10	4	2.00	1	3	17246	0.27586	0.91655	26.25307	2081.592
5802	5800	35	0.12374	10	4	2.00	1	3	16301	0.26890	0.86633	27.61116	2017.086
5804	5796	30	0.08998	10	5	1.00	1	3	1434	0.18285	0.17416	29.52666	129.0313
5804	5806	25	0.14337	10	5	1.00	1	3	2185	0.35349	0.26544	24.33542	313.2635
5804	5818	33	0.09594	10	5	1.00	1	3	2813	0.18119	0.34175	31.77122	269.8792
5806	129	25	0.05373	2	10	1.00	1	3	206	0.12905	0.00351	24.98248	11.06838
5806	5804	25	0.14337	10	5	1.00	1	3	1933	0.35210	0.23478	24.43145	277.1342
5806	5808	25	0.19601	10	5	1.00	2	3	2072	0.48241	0.25176	24.37898	406.1327
5808	119	25	0.17042	1	10	1.00	100	3	814	0.41015	0.01384	24.93099	138.7219
5808	5806	25	0.19601	10	5	1.00	2	3	1821	0.48058	0.22126	24.47202	356.9342
5808	6006	25	0.13690	10	5	1.00	2	3	1869	0.33589	0.22701	24.45491	255.8661
5810	130	25	0.13755	2	10	1.00	1	3	159	0.33029	0.00271	24.98647	21.87045
5810	301	25	0.13141	2	10	1.00	2	3	60	0.31546	0.00103	24.99487	7.8846
5810	5812	25	0.09982	10	5	1.00	2	3	2464	0.24726	0.29936	24.22216	245.9565
5810	6006	25	0.10350	10	5	1.00	2	3	2207	0.25527	0.26813	24.32673	228.4245
5812	302	25	0.15566	2	10	1.00	2	3	57	0.37366	0.00097	24.99515	8.87262
5812	5724	25	0.16652	10	5	1.00	2	3	2407	0.41207	0.29244	24.24591	400.8136
5812	5810	25	0.09982	10	5	1.00	2	3	2242	0.24633	0.27229	24.31317	223.7964
5814	291	25	0.11976	2	10	1.00	2	3	131	0.28755	0.00223	24.98886	15.68856
5814	5788	30	0.06186	10	5	1.00	2	3	3030	0.12906	0.36806	28.76029	187.4358
5814	5816	34	0.09959	10	5	1.00	2	3	3542	0.18539	0.43031	32.23201	352.7478
5816	292	25	0.03339	2	10	1.00	2	3	112	0.08017	0.00191	24.99047	3.73968
5816	293	25	0.10616	2	10	1.00	2	3	452	0.25517	0.00769	24.96163	47.98432
5816	5720	30	0.14740	10	5	1.00	2	3	3781	0.31279	0.45932	28.27425	557.3194
5816	5814	34	0.09959	10	5	1.00	2	3	2981	0.18315	0.36210	32.62718	296.8778
5818	118	25	0.03845	2	10	1.00	1	3	235	0.09236	0.00399	24.98005	9.03575
5818	5804	33	0.09594	10	5	1.00	1	3	2989	0.18181	0.36310	31.66234	286.7647
5818	5820	33	0.18827	10	5	1.00	1	3	2777	0.35531	0.33738	31.79289	522.8258
5820	116	25	0.07337	2	10	1.00	1	3	919	0.17664	0.01562	24.92213	67.42703
5820	5750	30	0.03946	10	5	1.00	1	3	3426	0.08302	0.41619	28.51672	135.19
5820	5818	33	0.18827	10	5	1.00	1	3	2953	0.35652	0.35873	31.68503	555.9613
5822	114	25	0.14642	2	10	1.00	1	3	459	0.35196	0.00780	24.96104	67.20678
5822	5750	25	0.14621	10	5	1.00	1	3	755	0.35354	0.09170	24.81369	110.3886
5822	5823	25	0.18732	10	5	1.00	1	3	766	0.45300	0.09307	24.81049	143.4871
5823	115	25	0.09224	2	10	1.00	1	3	475	0.22175	0.00808	24.95967	43.814
5823	5687	25	0.17284	10	5	1.00	1	3	323	0.41596	0.03925	24.93159	55.82732
5823	5822	25	0.18732	10	5	1.00	1	3	725	0.45279	0.08804	24.82227	135.807
5824	5689	20	0.13375	10	5	1.00	1	3	801	0.40447	0.09728	19.84043	107.1338
5824	5746	35	0.12777	10	3	1.00	1	3	13204	0.79086	1.32097	9.69314	1687.075
5824	11066	30	0.22880	23	3	1.00	901	0	14197	2.11811	1.42027	6.48137	3248.274
5826	80	25	0.07332	2	10	1.00	1	3	1105	0.17662	0.01880	24.90636	81.0186
5826	5828	30	0.10553	10	5	1.00	1	3	2699	0.21875	0.32787	28.94488	284.8255
5826	8926	25	0.06262	10	5	1.00	1	3	3726	0.15925	0.45259	23.59479	233.3221
5828	86	25	0.17035	2	10	1.00	1	3	265	0.40921	0.00450	24.97751	45.14275
5828	5826	30	0.10553	10	5	1.00	1	3	3338	0.22160	0.40553	28.57298	352.2591
5828	5830	30	0.28296	10	5	1.00	1	3	4315	0.60942	0.52417	27.85817	1220.972
5828	5840	23	0.11499	10	5	1.00	1	3	1885	0.30674	0.22904	22.49290	216.7562
5830	5828	30	0.28296	10	5	1.00	1	3	4560	0.61418	0.55397	27.64241	1290.298
5830	5832	30	0.18569	10	5	1.00	1	3	4514	0.40245	0.54837	27.68430	838.2047
5830	5838	30	0.18798	10	5	1.00	1	3	333	0.37703	0.04041	29.91493	62.59734
5832	91	25	0.09067	2	10	1.00	1	3	1124	0.21845	0.01912	24.90477	101.9131
5832	5830	30	0.18569	10	5	1.00	1	3	4732	0.40543	0.57482	27.48087	878.6851
5832	5834	30	0.18550	10	5	1.00	1	3	4502	0.40187	0.54691	27.69511	835.121
5834	98	25	0.20522	2	10	1.00	1	3	479	0.49334	0.00815	24.95933	98.30038
5834	5762	30	0.13791	10	5	1.00	1	3	4521	0.29895	0.54924	27.67783	623.4911
5834	5832	30	0.18550	10	5	1.00	1	3	4720	0.40483	0.57336	27.49249	875.56
5836	5762	30	0.04413	10	5	1.00	1	3	1070	0.08925	0.12996	29.66503	47.2191
5836	5837	25	0.06777	10	5	1.00	1	3	978	0.16431	0.11884	24.74849	66.27906
5837	109	25	0.18827	2	10	1.00	1	3	443	0.45253	0.00753	24.96239	83.40361
5837	5836	25	0.06777	10	5	1.00	1	3	1070	0.16449	0.12996	24.72085	72.5139
5837	5839	25	0.13475	10	5	1.00	1	3	536	0.32502	0.06509	24.87480	72.226
5838	5830	30	0.18798	10	5	1.00	1	3	360	0.37714	0.04376	29.90623	67.6728
5838	8932	30	0.05739	10	5	1.00	1	3	333	0.11510	0.04041	29.91493	19.11087
5839	5673	25	0.24280	10	5	1.00	1	3	536	0.58566	0.06509	24.87481	130.1408
5839	5837	25	0.13475	10	5	1.00	1	3	627	0.32535	0.07620	24.84961	84.48825
5840	87	25	0.02323	2	10	1.00	1	3	1000	0.05594	0.01701	24.91523	23.23
5840	5828	23	0.11499	10	5	1.00	1	3	2211	0.30830	0.26861	22.37915	254.2429
5840	5842	23	0.10943	10	5	1.00	1	3	2111	0.29293	0.25647	22.41499	231.0067
5842	5840	23	0.10943	10	5	1.00	1	3	2437	0.29451	0.29604	22.29491	266.6809
5842	5844	23	0.13402	10	5	1.00	1	3	262	0.35036	0.03189	22.95156	35.11324
5842	5848	25	0.13339	10	5	1.00	1	3	1706	0.32649	0.20723	24.51302	227.5633
5842	5850	23	0.35180	10	5	1.00	1	3	1583	0.93436	0.19228	22.59112	556.8994
5844	83	25	0.03178	2	10	1.00	1	3	1122	0.07657	0.01908	24.90496	35.65716
5844	5560	25	0.14348	10	5	1.00	1	3	981	0.34787	0.11920	24.74760	140.7539
5844	5842	23	0.13402	10	5	1.00	1	3	1706	0.35657	0.20720	22.55206	228.6381
5848	5558	35	0.05552	10	3	3.00	1	3	26040	0.12087	0.86834	27.56186	1445.741
5848	5842	25	0.13339	10	5	1.00	1	3	1976	0.32779	0.24009	24.41522	263.5786
5848	8922	35	0.06515	10	3	3.00	1	3	25837	0.14099	0.86159	27.72629	1683.281

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5850	88	25	0.08666	2	10	1.00	1	3	930	0.20864	0.01581	24.92118	80.5938
5850	5842	23	0.35180	10	5	1.00	1	3	195	0.91905	0.02368	22.96752	68.601
5850	5852	30	0.20186	10	5	1.00	1	3	1205	0.40896	0.14639	29.61487	243.2413
5850	5854	23	0.16588	10	5	1.00	1	3	1455	0.43979	0.17677	22.63058	241.3554
5852	85	25	0.06247	2	10	1.00	1	3	1173	0.15053	0.01994	24.90068	73.27731
5852	5564	25	0.17850	10	5	1.00	1	3	2197	0.44019	0.26689	24.33073	392.1645
5852	5850	30	0.20186	10	5	1.00	1	3	643	0.40623	0.07813	29.81424	129.796
5854	89	25	0.06897	2	10	1.00	1	3	776	0.16595	0.01320	24.93415	53.52072
5854	90	25	0.29282	2	10	1.00	1	3	78	0.70295	0.00132	24.99341	22.83996
5854	5772	23	0.17425	10	5	1.00	1	3	1436	0.46188	0.17447	22.63634	250.223
5854	5850	23	0.16588	10	5	1.00	1	3	629	0.43535	0.07643	22.86117	104.3385
5856	5858	63	0.35683	10	1	3.00	1	0	85691	0.84515	1.21444	25.33250	30577.12
5856	5860	30	0.09988	10	6	2.00	1	3	8727	0.20848	0.37105	28.74591	871.6528
5856	5862	30	0.12045	10	6	1.00	1	3	12955	0.45290	1.10160	15.95696	1560.43
5858	7141	65	0.02705	2	9	1.00	0	0	3191	0.02539	0.18089	63.92669	86.31655
5858	8944	63	1.42343	10	1	4.00	1	0	98656	2.21016	1.04863	38.64226	140429.9
5860	5861	35	0.03468	10	3	2.00	1	3	28097	0.26586	1.40540	7.82614	974.404
5860	5934	30	0.09813	10	5	1.00	1	3	9116	0.37478	1.10734	15.70955	894.5531
5860	5948	35	0.03013	10	3	2.00	1	3	26568	0.19054	1.32893	9.48622	800.4938
5861	5858	30	0.26508	10	6	2.00	1	3	16156	0.60188	0.68689	26.42504	4282.632
5861	5860	35	0.03468	10	3	2.00	1	3	24164	0.15401	1.20869	13.51009	838.0075
5861	5862	35	0.03683	10	3	2.00	1	3	11941	0.06940	0.59729	31.84534	439.787
5862	5861	35	0.03683	10	3	2.00	1	3	24164	0.16359	1.20869	13.51009	889.9601
5862	5863	35	0.10530	10	3	2.00	1	3	24896	0.52356	1.24529	12.06781	2621.549
5863	5675	30	0.06675	10	6	1.00	1	3	3017	0.13698	0.25655	29.23662	201.3848
5863	5862	35	0.10530	10	3	2.00	1	3	24164	0.46766	1.20869	13.51009	2544.469
5863	5932	35	0.07462	10	3	2.00	1	3	21879	0.23591	1.09437	18.97873	1632.611
5864	104	25	0.09175	2	10	1.00	1	3	965	0.22093	0.01641	24.91821	88.53875
5864	5666	40	0.14736	10	3	2.00	1	3	21206	0.37500	1.06073	23.57763	3124.916
5864	6002	40	0.14817	10	3	2.00	1	3	20481	0.34888	1.02446	25.48163	3034.67
5866	5953	25	0.32462	10	5	1.00	1	3	5654	0.88444	0.68678	22.02196	1835.401
5866	6001	40	0.09043	10	3	2.00	1	3	21957	0.25275	1.09829	21.46593	1985.572
5866	6002	40	0.08536	10	3	2.00	1	3	20382	0.19906	1.01949	25.72836	1739.808
5868	94	25	0.27293	2	10	1.00	1	3	733	0.65666	0.01247	24.93780	200.0577
5868	5870	40	0.30883	10	3	2.00	1	3	20930	0.76187	1.04693	24.32173	6463.812
5868	5936	30	0.23141	10	5	1.00	1	3	4881	0.50799	0.59292	27.33286	1129.512
5868	6001	40	0.09120	10	3	2.00	1	3	23020	0.29692	1.15148	18.43017	2099.424
5870	66	25	0.09433	2	10	1.00	1	3	1673	0.22767	0.02844	24.85858	157.8141
5870	68	25	0.11633	2	10	1.00	1	3	2945	0.28199	0.05008	24.75210	342.5919
5870	5868	40	0.30883	10	3	2.00	1	3	19144	0.65039	0.95757	28.49042	5912.242
5870	5872	40	0.12747	10	3	2.00	1	3	21973	0.35706	1.09908	21.42064	2800.898
5871	5676	30	0.36613	10	6	1.00	1	3	13928	1.75845	1.18436	12.49271	5099.459
5871	5931	35	0.05170	10	3	2.00	1	3	11468	0.09673	0.57362	32.07215	592.8956
5871	30004	35	0.02538	10	3	2.00	1	3	25336	0.13480	1.26732	11.29511	643.0277
5872	5870	40	0.12747	10	3	2.00	1	3	19034	0.26643	0.95208	28.70710	2426.264
5872	5876	40	0.08620	10	3	2.00	1	3	27578	0.54329	1.37944	9.51927	2377.224
5872	5918	35	0.21440	10	3	2.00	1	3	15516	0.43631	0.77610	29.48364	3326.63
5872	30004	35	0.10461	10	3	3.00	1	3	25396	0.22359	0.84687	28.07031	2656.676
5874	69	25	0.06897	2	10	1.00	1	3	1271	0.16623	0.02162	24.89235	87.66087
5874	71	25	0.14941	2	10	1.00	1	3	641	0.35936	0.01089	24.94564	95.77181
5874	5876	40	0.16062	10	3	2.00	1	3	21749	0.43686	1.08789	22.05968	3493.324
5874	5878	40	0.11856	10	3	2.00	1	3	22018	0.33411	1.10133	21.29148	2610.454
5876	5872	40	0.08620	10	3	2.00	1	3	26327	0.46164	1.31687	11.20299	2269.387
5876	5874	40	0.16062	10	3	2.00	1	3	22377	0.47569	1.11928	20.25899	3594.194
5876	5930	25	0.19995	10	5	1.00	1	3	5455	0.53949	0.66263	22.23732	1090.727
5878	74	25	0.15241	2	10	1.00	1	3	215	0.36605	0.00365	24.98174	32.76815
5878	5874	40	0.11856	10	3	2.00	1	3	21385	0.30814	1.06966	23.08547	2535.406
5878	5880	40	0.13960	10	3	2.00	1	3	21809	0.38265	1.09089	21.88906	3044.536
5880	5878	40	0.13960	10	3	2.00	1	3	21190	0.35458	1.05992	23.62181	2958.124
5880	5882	40	0.21650	10	3	2.00	1	3	26276	1.15150	1.31435	11.28110	5688.754
5880	5908	30	0.17800	10	5	1.00	1	3	4062	0.38056	0.49342	28.06393	723.036
5880	5910	40	0.13207	10	4	2.00	1	3	9977	0.21366	0.53025	37.08735	1317.662
5882	2502	45	0.19759	10	2	3.00	1	3	31555	0.34298	0.89441	34.56594	6234.952
5882	5880	40	0.21650	10	3	2.00	1	3	25980	1.10479	1.29953	11.75805	5624.67
5882	5884	40	0.32255	10	3	2.00	1	3	13966	0.55205	0.69857	35.05699	4504.733
5884	76	25	0.07889	2	10	1.00	1	3	2723	0.19109	0.04631	24.77057	214.8175
5884	5325	40	0.29909	10	3	2.00	1	0	13015	0.50215	0.65100	35.73657	3892.656
5884	5882	40	0.32255	10	3	2.00	1	3	14243	0.55550	0.71242	34.83911	4594.08
5885	2500	45	0.23765	10	2	3.00	1	3	30982	0.40602	0.87817	35.11855	7362.872
5885	5888	45	0.19339	10	3	3.00	1	3	27638	0.34577	0.92163	33.55759	5344.913
5885	5899	20	0.12668	10	6	1.00	1	3	3373	0.39155	0.28685	19.41188	427.2916
5885	25088	20	0.06557	10	6	1.00	1	3	7934	0.22219	0.67468	17.70550	520.2324
5888	5885	45	0.19339	10	3	3.00	1	3	28142	0.35291	0.93844	32.87923	5442.381
5888	9010	45	0.23781	10	3	3.00	1	3	27638	0.42519	0.92163	33.55759	6572.593
5892	49	25	0.10350	2	10	1.00	1	3	5574	0.25310	0.09480	24.53484	576.909
5892	3678	45	0.10873	10	4	1.00	1	3	10825	0.31378	1.15057	20.79111	1177.002
5892	5894	45	0.29662	10	4	1.00	1	3	10527	0.78004	1.11891	22.81577	3122.519
5894	5892	45	0.29662	10	4	1.00	1	3	10516	0.77745	1.11773	22.89165	3119.256
5894	5896	45	0.13818	10	4	1.00	1	3	10527	0.36339	1.11891	22.81577	1454.621
5896	5894	45	0.13818	10	4	1.00	1	3	10516	0.36218	1.11773	22.89165	1453.101
5896	5898	45	0.44145	10	4	1.00	1	3	10824	1.27390	1.15056	20.79199	4778.255
5897	5898	40	0.04892	10	4	1.00	1	3	11485	0.19737	1.22074	14.87229	561.8462
5897	5899	40	0.15698	10	4	1.00	1	3	4506	0.25090	0.47898	37.54020	707.3519

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5897	25088	20	0.06182	10	6	1.00	1	3	7021	0.20383	0.59699	18.19906	434.0382
5898	48	25	0.11382	2	10	1.00	1	3	630	0.27375	0.01072	24.94653	71.7066
5898	50	25	0.70760	2	10	1.00	1	3	391	1.70050	0.00665	24.96677	276.6716
5898	5896	45	0.44145	10	4	1.00	1	3	10813	1.26940	1.14938	20.86571	4773.399
5898	5897	40	0.04892	10	4	1.00	1	3	11496	0.19809	1.22192	14.81832	562.3843
5899	5885	20	0.12668	10	6	1.00	1	3	3174	0.39065	0.26992	19.45673	402.0823
5899	5897	40	0.15698	10	4	1.00	1	3	3617	0.24631	0.38449	38.24014	567.7967
5899	5900	35	0.07852	10	5	1.00	1	3	7880	0.18889	0.95719	24.94247	618.7376
5900	43	25	0.17402	2	10	1.00	1	3	2756	0.42156	0.04687	24.76784	479.5991
5900	5899	35	0.07852	10	5	1.00	1	3	6792	0.16504	0.82501	28.54697	533.3078
5900	5902	35	0.22715	10	5	1.00	1	3	5124	0.43147	0.62242	31.58720	1163.917
5902	5900	35	0.22715	10	5	1.00	1	3	4093	0.41663	0.49726	32.71226	929.725
5902	9014	33	0.17604	10	5	1.00	1	3	5124	0.35466	0.62242	29.78222	902.029
5905	73	25	0.20040	2	10	1.00	1	0	309	0.48146	0.00526	24.97374	61.9236
5906	75	25	0.30788	2	10	1.00	1	3	2134	0.74428	0.03630	24.81981	657.0159
5906	5908	25	0.31764	10	5	1.00	1	3	4543	0.82688	0.55191	23.04824	1443.039
5906	5924	30	0.16648	10	5	1.00	1	3	3378	0.34990	0.41039	28.54750	562.3694
5908	74	25	0.08815	2	10	1.00	1	3	239	0.21174	0.00406	24.97969	21.06785
5908	5880	30	0.17800	10	5	1.00	1	3	4675	0.38787	0.56792	27.53535	832.15
5908	5906	25	0.31764	10	5	1.00	1	3	3944	0.81230	0.47912	23.46193	1252.772
5910	77	25	0.05294	2	10	1.00	1	3	1113	0.12753	0.01892	24.90574	58.92222
5910	5880	40	0.13207	10	4	2.00	1	3	9041	0.21115	0.48050	37.52761	1194.045
5910	5912	40	0.09943	10	4	2.00	1	3	9666	0.16020	0.51369	37.24019	961.0904
5912	35	25	0.08977	2	10	1.00	1	3	1562	0.21660	0.02656	24.86791	140.2207
5912	5910	40	0.09943	10	4	2.00	1	3	8729	0.15840	0.46394	37.66242	867.9245
5912	5914	40	0.28338	10	4	1.00	1	3	8948	0.59148	0.95108	28.74620	2535.684
5914	5912	40	0.28338	10	4	1.00	1	3	8012	0.53205	0.85157	31.95708	2270.441
5914	5916	35	0.37204	10	4	1.00	1	3	8176	0.81041	0.86904	27.54443	3041.799
5914	5920	23	0.23223	10	5	1.00	1	3	1604	0.61696	0.19486	22.58444	372.4969
5916	33	25	0.11588	2	10	1.00	1	3	941	0.27900	0.01600	24.92025	109.0431
5916	5914	35	0.37204	10	4	1.00	1	3	7538	0.76913	0.80126	29.02277	2804.438
5916	8804	35	0.32195	10	4	1.00	1	3	8704	0.74314	0.92513	25.99346	2802.253
5918	67	25	0.18380	2	10	1.00	1	3	3966	0.44707	0.06745	24.66722	728.9508
5918	5872	35	0.21440	10	3	2.00	1	3	15040	0.43048	0.75230	29.88336	3224.576
5918	8808	35	0.25626	10	3	2.00	1	3	13358	0.49494	0.66815	31.06531	3423.121
5920	34	25	0.05170	2	10	1.00	1	3	1675	0.12480	0.02848	24.85841	86.5975
5920	5914	23	0.23223	10	5	1.00	1	3	1306	0.61449	0.15861	22.67539	303.2924
5920	5922	23	0.03068	10	5	1.00	1	3	1661	0.08158	0.20179	22.56634	50.95948
5922	33	25	0.20392	2	10	1.00	1	3	445	0.49014	0.00757	24.96219	90.7444
5922	5920	23	0.03068	10	5	1.00	1	3	1363	0.08125	0.16554	22.65846	41.81684
5922	8808	23	0.23257	10	5	1.00	1	3	2089	0.62232	0.25372	22.42299	485.8387
5924	71	25	0.37453	2	10	1.00	1	3	83	0.89912	0.00142	24.99291	31.08599
5924	73	25	0.14287	2	10	1.00	1	3	325	0.34326	0.00553	24.97238	46.43275
5924	5906	30	0.16648	10	5	1.00	1	3	3966	0.35499	0.48175	28.13792	660.2597
5924	5926	30	0.20155	10	5	1.00	1	3	3588	0.42568	0.43589	28.40905	723.1614
5926	72	25	0.06375	2	10	1.00	1	3	1505	0.15378	0.02559	24.87269	95.94375
5926	5924	30	0.20155	10	5	1.00	1	3	4212	0.43276	0.51161	27.94420	848.9286
5926	5928	30	0.12434	10	5	1.00	1	3	4109	0.26619	0.49917	28.02667	510.9131
5928	5926	30	0.12434	10	5	1.00	1	3	4732	0.27148	0.57489	27.48033	588.3769
5928	5930	30	0.13316	10	5	1.00	1	3	4109	0.28507	0.49917	28.02667	547.1544
5930	70	25	0.04643	2	10	1.00	1	3	1412	0.11197	0.02401	24.88050	65.55916
5930	5876	25	0.19995	10	5	1.00	1	3	4831	0.52573	0.58691	22.81907	965.9585
5930	5928	30	0.13316	10	5	1.00	1	3	4732	0.29073	0.57489	27.48033	630.1131
5931	5871	35	0.05170	10	3	2.00	1	3	25336	0.27466	1.26732	11.29511	1309.871
5931	5932	35	0.04720	10	3	2.00	1	3	24164	0.20962	1.20869	13.51009	1140.541
5932	5863	35	0.07462	10	3	2.00	1	3	24164	0.33140	1.20869	13.51009	1803.118
5932	5931	35	0.04720	10	3	2.00	1	3	21879	0.14922	1.09437	18.97873	1032.689
5934	101	25	0.03441	2	10	1.00	1	3	793	0.08280	0.01348	24.93277	27.28713
5934	107	25	0.21166	1	10	1.00	100	0	792	0.50935	0.01346	24.93287	167.6347
5934	5860	30	0.09813	10	5	1.00	1	3	6259	0.23087	0.76029	25.50246	614.1957
5934	5936	35	0.35422	10	5	1.00	1	3	7820	0.84369	0.94996	25.19069	2770
5936	102	25	0.08732	2	10	1.00	1	3	3181	0.21184	0.05411	24.73236	277.7649
5936	5868	30	0.23141	10	5	1.00	1	3	7797	0.64064	0.94714	21.67349	1804.304
5936	5934	35	0.35422	10	5	1.00	1	3	4904	0.66706	0.59574	31.86063	1737.095
5938	31	25	0.36472	2	10	1.00	1	3	959	0.87819	0.01631	24.91873	349.7665
5938	5940	25	0.24292	10	5	1.00	1	3	2290	0.59996	0.27824	24.29359	556.2868
5938	8808	25	0.03452	10	5	1.00	1	3	2575	0.08568	0.31276	24.17524	88.889
5940	65	25	0.07850	2	10	1.00	1	3	1592	0.18942	0.02707	24.86539	124.972
5940	5938	25	0.24292	10	5	1.00	1	3	1697	0.59451	0.20610	24.51629	412.2352
5940	5942	25	0.34145	10	5	1.00	1	3	2188	0.84189	0.26576	24.33440	747.0926
5942	64	25	0.14427	2	10	1.00	1	3	1410	0.34790	0.02398	24.88066	203.4207
5942	5940	25	0.34145	10	5	1.00	1	3	1594	0.83443	0.19361	24.55181	544.2713
5942	5944	28	0.32898	10	5	1.00	1	3	2624	0.72964	0.31870	27.05248	863.2435
5944	62	25	0.18024	2	10	1.00	1	3	74	0.43268	0.00126	24.99372	13.33776
5944	63	25	0.15474	2	10	1.00	1	3	36	0.37141	0.00062	24.99691	5.57064
5944	5942	28	0.32898	10	5	1.00	1	3	2030	0.72243	0.24656	27.32266	667.8294
5944	5946	28	0.17405	10	5	1.00	1	3	2572	0.38567	0.31238	27.07778	447.6566
5946	5944	28	0.17405	10	5	1.00	1	3	2006	0.38208	0.24371	27.33257	349.1443
5946	8794	35	0.05655	10	3	2.00	1	3	13927	0.11051	0.69663	30.70102	787.5719
5946	8796	35	0.05170	10	3	2.00	1	3	8764	0.09365	0.43836	33.12773	453.0988
5948	100	25	0.06040	2	10	1.00	1	3	79	0.14499	0.00134	24.99331	4.7716
5948	5860	35	0.03013	10	3	2.00	1	3	24630	0.14382	1.23201	12.56823	742.1019
5948	5955	30	0.26594	9	5	1.00	100	0	4568	0.57739	0.55494	27.63509	1214.814

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5948	11328	35	0.25740	23	3	2.00	901	0	22530	0.89053	1.12693	17.34248	5799.222
5949	5951	30	0.32150	10	5	1.00	1	3	4077	0.68765	0.49531	28.05172	1310.756
5949	5953	25	0.15118	10	5	1.00	1	3	4860	0.39793	0.59033	22.79543	734.7348
5949	5957	25	0.06889	10	5	1.00	1	0	4450	0.17878	0.54053	23.11820	306.5605
5950	262	25	0.12601	2	10	1.00	3	3	1595	0.30406	0.02712	24.86514	200.986
5950	5580	40	0.03830	10	3	3.00	3	3	23812	0.06897	0.79406	33.32442	911.9996
5950	5598	40	0.11518	10	3	3.00	3	3	21992	0.20037	0.73336	34.48997	2533.039
5951	103	25	0.33413	2	10	1.00	1	3	151	0.80233	0.00257	24.98717	50.45363
5951	105	25	0.09036	2	10	1.00	1	3	380	0.21714	0.00646	24.96774	34.3368
5951	5672	30	0.11606	10	5	1.00	1	3	4245	0.24944	0.51569	27.91652	492.6747
5951	5949	30	0.32150	10	5	1.00	1	3	2980	0.67004	0.36203	28.78903	958.07
5952	138	25	0.06293	2	10	1.00	1	3	900	0.15150	0.01530	24.92374	56.637
5952	1294	25	0.07945	2	10	1.00	1	3	928	0.19128	0.01578	24.92134	73.7296
5952	8914	45	0.10096	10	3	2.00	1	3	14187	0.15436	0.70964	39.24413	1432.32
5952	8916	45	0.09834	10	3	2.00	1	3	12934	0.14655	0.64697	40.26340	1271.93
5953	103	25	0.11922	2	10	1.00	1	3	788	0.28690	0.01340	24.93320	93.94536
5953	105	25	0.30919	2	10	1.00	1	3	140	0.74240	0.00238	24.98812	43.2866
5953	5866	25	0.32462	10	5	1.00	1	3	5191	0.86566	0.63055	22.49971	1685.102
5953	5949	25	0.15118	10	5	1.00	1	3	5310	0.40524	0.64503	22.38436	802.7658
5954	228	25	0.09156	2	10	1.00	4	3	2146	0.22135	0.03649	24.81885	196.4878
5954	229	25	0.18856	2	10	1.00	4	3	557	0.45340	0.00947	24.95272	105.0279
5954	8760	30	0.14085	10	5	1.00	4	3	6925	0.34967	0.84126	24.16839	975.3863
5954	8870	30	0.10813	10	5	1.00	4	3	4907	0.23759	0.59607	27.30638	530.5939
5955	5948	30	0.26594	9	5	1.00	100	0	3292	0.55786	0.39987	28.60231	875.4745
5957	5949	25	0.06889	10	5	1.00	1	0	5097	0.18299	0.61911	22.58735	351.1323
5958	221	25	0.07898	2	10	1.00	4	3	874	0.19011	0.01486	24.92591	69.02852
5958	8748	45	0.06795	10	3	3.00	4	3	35004	0.20634	1.16726	19.75849	2378.522
5958	8750	45	0.11561	10	3	3.00	4	3	35020	0.35168	1.16782	19.72489	4048.662
5960	151	25	0.22588	2	10	1.00	5	3	317	0.54271	0.00540	24.97305	71.60396
5960	175	25	0.17793	2	10	1.00	5	3	307	0.42748	0.00523	24.97389	54.62451
5960	8676	45	0.13017	10	3	2.00	5	3	13651	0.19670	0.68280	39.70541	1776.951
5960	9070	45	0.08050	10	3	2.00	5	3	13016	0.12015	0.65107	40.20255	1047.788
5961	5966	63	0.25844	10	1	2.00	4	0	40636	0.31315	0.86385	49.51646	10501.97
5962	175	25	0.09046	2	10	1.00	5	3	1525	0.21823	0.02593	24.87099	137.9515
5962	179	25	0.09383	2	10	1.00	5	3	1287	0.22617	0.02188	24.89108	120.7592
5962	9070	45	0.16341	10	3	3.00	5	3	25956	0.27599	0.86554	35.52506	4241.47
5962	9072	45	0.14740	10	3	3.00	5	3	24078	0.23726	0.80291	37.27406	3549.097
5963	5970	63	0.08369	10	1	2.00	4	0	41341	0.10276	0.87885	48.86582	3459.828
5963	5971	50	0.07375	10	6	1.00	4	3	18444	0.55135	1.56833	8.02616	1360.245
5966	25172	63	0.02274	10	1	2.75	4	0	58653	0.05909	1.24688	23.08744	1333.769
5967	9571	45	0.19501	10	3	2.00	1	0	23632	0.62000	1.18209	18.87189	4608.476
5968	5970	50	0.06717	10	6	1.00	4	3	8137	0.09170	0.69195	43.94726	546.5623
5970	25173	63	0.10016	10	1	2.00	4	0	49478	0.15652	1.05184	38.39602	4955.716
5971	9556	40	0.04374	10	6	1.00	4	0	5899	0.07028	0.50163	37.34744	258.0223
5971	9572	50	0.15281	10	6	1.00	4	0	12544	0.31549	1.06671	29.06148	1916.849
6001	5866	40	0.09043	10	3	2.00	1	3	23020	0.29439	1.15148	18.43017	2081.699
6001	5868	40	0.09120	10	3	2.00	1	3	21957	0.25493	1.09829	21.46593	2002.478
6002	94	25	0.17455	2	10	1.00	1	3	762	0.42002	0.01296	24.93539	133.0071
6002	5864	40	0.14817	10	3	2.00	1	3	21148	0.37452	1.05780	23.73725	3133.499
6002	5866	40	0.08536	10	3	2.00	1	3	19781	0.18869	0.98945	27.14226	1688.506
6003	204	25	0.22121	2	10	1.00	6	3	0	0.53089	0.00000	25.00000	0
6003	206	25	0.34060	2	10	1.00	6	3	4673	0.83042	0.07947	24.60888	1591.624
6003	329	25	0.14239	2	10	1.00	6	3	1688	0.34370	0.02870	24.85731	240.3543
6003	5660	40	0.06367	10	3	2.00	6	3	6239	0.09876	0.31206	38.68435	397.2371
6004	321	25	0.15538	2	10	1.00	1	3	638	0.37372	0.01086	24.94584	99.13244
6004	5510	40	0.32318	10	3	1.00	1	3	4175	0.51014	0.41768	38.01163	1349.277
6004	9048	40	0.12875	10	3	1.00	1	3	3614	0.20123	0.36156	38.38831	465.3025
6005	197	25	0.05168	2	10	1.00	5	3	202	0.12411	0.00343	24.98287	10.43936
6005	198	25	0.27027	2	10	1.00	5	3	175	0.64903	0.00297	24.98515	47.29725
6005	8642	30	0.03042	10	5	1.00	5	3	376	0.06105	0.04568	29.90123	11.43792
6006	5808	25	0.13690	10	5	1.00	2	3	1624	0.33471	0.19733	24.54133	222.3256
6006	5810	25	0.10350	10	5	1.00	2	3	2438	0.25625	0.29613	24.23328	252.333
6006	6007	25	0.19501	10	5	1.00	2	3	731	0.47140	0.08883	24.82043	142.5523
6007	119	25	0.11651	1	10	1.00	100	3	239	0.27986	0.00407	24.97967	27.84589
6007	125	25	0.32064	1	10	1.00	100	0	117	0.76984	0.00199	24.99006	37.51488
6007	6006	25	0.19501	10	5	1.00	2	3	717	0.47133	0.08716	24.82433	139.8222
6007	6008	25	0.18627	10	5	1.00	2	3	954	0.45146	0.11593	24.75563	177.7016
6008	120	25	0.11952	1	10	1.00	100	3	396	0.28723	0.00673	24.96638	47.32992
6008	6007	25	0.18627	10	5	1.00	2	3	934	0.45135	0.11342	24.76176	173.9762
6008	6009	25	0.12281	10	5	1.00	2	3	558	0.29629	0.06784	24.86861	68.52798
6009	5744	40	0.19118	10	4	1.00	2	3	558	0.28807	0.05936	39.82016	106.6784
6009	6008	25	0.12281	10	5	1.00	2	3	551	0.29627	0.06694	24.87064	67.66831
6010	254	25	0.09637	2	10	1.00	3	3	529	0.23171	0.00900	24.95506	50.97973
6010	255	25	0.13359	2	10	1.00	3	3	2099	0.32291	0.03570	24.82276	280.4054
6010	8910	30	0.01474	10	5	1.00	1	3	3685	0.03119	0.44763	28.34243	54.3169
6011	296	25	0.10931	2	10	1.00	2	3	480	0.26277	0.00817	24.95922	52.4688
6011	5586	45	0.15398	10	3	3.00	2	3	15872	0.22137	0.52928	41.73359	2443.971
6011	5680	45	0.15407	10	3	3.00	2	3	16635	0.22300	0.55473	41.45509	2562.954
6983	5049	25	1.02360	9	5	1.00	100	0	0	2.45532	0.00000	25.01345	0
6983	5050	25	0.40174	9	5	1.00	100	0	0	0.96367	0.00000	25.01345	0
7140	5674	65	0.02705	2	9	1.00	0	0	3173	0.02539	0.17990	63.93375	85.82965
7140	17110	65	0.61936	2	8	1.00	0	0	15730	0.64830	0.66878	57.32085	9742.533
7141	5858	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
7141	18205	65	1.42394	2	8	1.00	0	0	18528	1.58207	0.78775	54.00275	26382.76
7142	7140	65	1.23639	2	8	1.00	0	0	18903	1.38782	0.80370	53.45319	23371.48
7142	8962	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
7144	7142	65	0.35795	2	8	1.00	0	0	13931	0.36458	0.59232	58.90827	4986.601
7144	8960	65	0.02705	2	9	1.00	0	0	2410	0.02527	0.13664	64.23045	65.1905
7145	7147	65	0.62818	2	8	1.00	0	0	16702	0.66942	0.71013	56.30405	10491.86
7145	8946	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
7146	7144	65	0.62718	2	8	1.00	0	0	16342	0.66373	0.69479	56.69608	10249.38
7146	8958	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
7147	7149	65	0.44751	2	8	1.00	0	0	13618	0.45392	0.57900	59.15218	6094.191
7147	8948	65	0.02526	2	9	1.00	0	0	3084	0.02369	0.17485	63.96956	77.90184
7148	7146	65	0.37920	2	8	1.00	0	0	14397	0.38873	0.61212	58.52894	5459.342
7148	8956	65	0.02705	2	9	1.00	0	0	3064	0.02537	0.17371	63.97765	82.8812
7149	8950	65	0.02705	2	9	1.00	0	0	7	0.02496	0.00042	65.03276	0.18935
7149	13540	65	0.23849	2	8	1.00	0	0	18372	0.26390	0.78113	54.22245	4381.538
7150	7151	45	0.14541	10	2	3.00	4	3	37754	0.33632	1.07014	25.94132	5489.809
7150	8765	45	0.29414	10	3	3.00	4	3	35802	0.97016	1.19388	18.19152	10530.8
7151	7150	45	0.14541	10	2	3.00	4	3	35802	0.29876	1.01479	29.20337	5205.969
7151	8768	45	0.06371	10	3	4.00	4	3	37754	0.11713	0.94424	32.63475	2405.307
7153	5536	65	0.02973	2	9	1.00	0	0	8755	0.02936	0.49630	60.76492	260.2862
7153	25200	65	1.21417	2	8	1.00	0	0	8551	1.17196	0.36358	62.16094	10382.37
7359	927	25	0.04222	2	10	1.00	0	3	405	0.10146	0.00688	24.96563	17.0991
7359	8623	30	0.18179	10	5	1.00	0	3	5803	0.41600	0.70489	26.21909	1054.927
7359	8656	30	0.09945	10	5	1.00	0	3	5256	0.22162	0.63852	26.92422	522.7092
8600	200	25	0.10159	2	10	1.00	5	3	76	0.24388	0.00130	24.99350	7.72084
8600	201	25	0.22994	2	10	1.00	5	3	2864	0.55724	0.04870	24.75885	658.5482
8600	8601	45	0.28104	10	3	2.00	5	3	19487	0.53949	0.97476	31.25574	5476.626
8600	9098	45	0.35794	10	3	2.00	5	3	19979	0.71520	0.99934	30.02874	7151.283
8601	8600	45	0.28104	10	3	2.00	5	3	19611	0.54470	0.98095	30.95657	5511.475
8601	8631	25	0.33343	10	5	1.00	7	3	929	0.80788	0.11280	24.76327	309.7565
8601	8641	45	0.25195	10	3	2.00	7	3	19065	0.46908	0.95364	32.22689	4803.427
8602	201	25	0.34444	2	10	1.00	5	3	699	0.82862	0.01188	24.94072	240.7636
8602	8604	40	0.26936	10	3	2.00	5	3	7494	0.42194	0.37487	38.30318	2018.584
8602	9098	40	0.32528	10	3	2.00	5	3	6517	0.50556	0.32596	38.60432	2119.85
8603	208	25	0.16392	2	10	1.00	6	3	869	0.39457	0.01478	24.92633	142.4465
8603	3749	40	0.08018	10	3	2.00	0	3	7534	0.12564	0.37687	38.29020	604.0761
8603	3753	35	0.08130	10	5	1.00	0	3	1940	0.14263	0.23563	34.20041	157.722
8603	8607	40	0.20545	10	3	2.00	0	3	7141	0.32088	0.35720	38.41568	1467.118
8604	190	25	0.25043	2	10	1.00	5	3	1796	0.60471	0.03055	24.84818	449.7723
8604	8602	40	0.26936	10	3	2.00	5	3	7092	0.42053	0.35476	38.43089	1910.301
8604	8606	40	0.18263	10	3	2.00	5	3	7011	0.28494	0.35067	38.45614	1280.419
8605	3759	40	0.29380	10	3	2.00	0	3	7043	0.45851	0.35231	38.44603	2069.233
8605	3761	35	0.15998	10	5	1.00	0	3	1534	0.27902	0.18635	34.40094	245.4093
8605	3763	35	0.09148	10	5	1.00	0	3	341	0.15728	0.04144	34.89762	31.19468
8605	8608	40	0.13723	10	3	2.00	0	3	6133	0.21268	0.30678	38.71413	841.6316
8606	202	25	0.22921	2	10	1.00	5	3	2229	0.55428	0.03791	24.81187	510.9091
8606	8604	40	0.18263	10	3	2.00	5	3	6609	0.28404	0.33056	38.57735	1207.002
8606	8608	40	0.23336	10	3	2.00	5	3	6787	0.36346	0.33950	38.52409	1583.814
8607	918	25	0.12876	2	10	1.00	0	3	751	0.30981	0.01278	24.93629	96.69876
8607	3759	40	0.10810	10	3	2.00	0	3	6856	0.16845	0.34295	38.50331	741.1336
8607	8603	40	0.20545	10	3	2.00	0	3	7408	0.32159	0.37057	38.33098	1521.974
8607	9071	45	0.12742	10	3	1.00	6	3	3294	0.17613	0.32948	43.40665	419.7215
8608	921	25	0.23597	2	10	1.00	0	3	283	0.56688	0.00481	24.97597	66.77951
8608	922	25	0.13554	2	10	1.00	0	3	641	0.32601	0.01090	24.94560	86.88114
8608	8605	40	0.13723	10	3	2.00	0	3	6527	0.21330	0.32647	38.60138	895.7002
8608	8606	40	0.23336	10	3	2.00	5	3	6385	0.36234	0.31939	38.64246	1490.004
8609	3751	45	0.09186	10	3	3.00	0	3	30230	0.18640	1.00807	29.56771	2776.928
8609	8611	40	0.08985	10	3	2.00	6	3	8150	0.14157	0.40767	38.08240	732.2775
8609	9085	45	0.08414	10	3	4.00	6	3	37348	0.15270	0.93408	33.05935	3142.461
8609	9619	40	0.08205	10	3	2.00	0	3	4597	0.12587	0.22996	39.11366	377.1839
8610	194	25	0.14212	2	10	1.00	5	3	269	0.34140	0.00457	24.97719	38.23028
8610	200	25	0.29169	2	10	1.00	5	3	28	0.70011	0.00047	24.99765	8.16732
8610	8612	40	0.14620	10	3	2.00	5	3	12287	0.24236	0.61461	36.19368	1796.359
8610	9098	40	0.17993	10	3	2.00	5	3	12788	0.30085	0.63964	35.88459	2300.945
8611	203	25	0.08638	2	10	1.00	6	3	0	0.20732	0.00000	25.00000	0
8611	915	25	0.09425	2	10	1.00	0	3	1262	0.22716	0.02146	24.89318	118.9435
8611	3749	40	0.05377	10	3	2.00	0	3	7472	0.08422	0.37374	38.31055	401.7694
8611	8609	40	0.08985	10	3	2.00	6	3	8219	0.14165	0.41110	38.05836	738.4772
8612	8610	40	0.14620	10	3	2.00	5	3	12652	0.24386	0.63287	35.97049	1849.722
8612	8614	30	0.15099	10	5	1.00	5	3	1290	0.30624	0.15665	29.58278	194.7771
8612	8640	40	0.05850	10	3	2.00	5	3	11151	0.09534	0.55779	36.81804	652.3335
8613	916	25	0.12405	2	10	1.00	0	3	111	0.29784	0.00189	24.99056	13.76955
8613	917	25	0.08565	2	10	1.00	0	3	782	0.20610	0.01329	24.93371	66.9783
8613	3757	35	0.10872	10	5	1.00	0	3	1526	0.18961	0.18532	34.40493	165.9067
8613	8660	35	0.20667	10	5	1.00	0	3	1702	0.36132	0.20678	34.32006	351.7523
8614	194	25	0.15634	2	10	1.00	5	3	101	0.37535	0.00172	24.99142	15.79034
8614	198	25	0.09756	2	10	1.00	5	3	979	0.23491	0.01665	24.91705	95.51124
8614	8612	30	0.15099	10	5	1.00	5	3	1097	0.30550	0.13329	29.65498	165.636
8614	8616	30	0.18211	10	5	1.00	5	3	2009	0.37313	0.24400	29.28381	365.859
8616	193	25	0.15870	2	10	1.00	5	3	0	0.38088	0.00000	25.00000	0
8616	8614	30	0.18211	10	5	1.00	5	3	1815	0.37205	0.22051	29.36909	330.5297
8616	8618	30	0.09754	10	5	1.00	5	3	2009	0.19985	0.24400	29.28381	195.9579
8618	8616	30	0.09754	10	5	1.00	5	3	1815	0.19927	0.22051	29.36909	177.0351

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8618	8620	30	0.06715	10	5	1.00	5	3	3624	0.14195	0.44027	28.38442	243.3516
8618	8628	30	0.15686	10	5	1.00	5	3	3506	0.33065	0.42585	28.46455	549.9512
8618	8988	30	0.12711	10	5	1.00	5	3	736	0.25608	0.08940	29.78290	93.55296
8620	182	25	0.18270	2	10	1.00	5	3	134	0.43869	0.00227	24.98865	24.4818
8620	8618	30	0.06715	10	5	1.00	5	3	3778	0.14249	0.45892	28.27661	253.6927
8620	8622	30	0.13132	10	5	1.00	5	3	3494	0.27674	0.42442	28.47231	458.8321
8621	936	20	0.11419	2	10	1.00	0	0	747	0.34343	0.01270	19.94931	85.29993
8621	8655	45	0.16929	10	3	3.00	8	0	18560	0.24981	0.61893	40.65966	3142.022
8621	8985	45	0.22955	10	3	3.00	8	0	18552	0.33871	0.61866	40.66331	4258.612
8621	23288	25	0.09748	10	5	1.00	0	0	1834	0.23905	0.22282	24.46739	178.7783
8622	183	25	0.15449	2	10	1.00	5	3	268	0.37112	0.00456	24.97724	41.40332
8622	8620	30	0.13132	10	5	1.00	5	3	3641	0.27771	0.44225	28.37321	478.1361
8622	8624	30	0.07987	10	5	1.00	5	3	3765	0.16943	0.45742	28.28548	300.7106
8623	3767	30	0.08380	10	5	1.00	0	3	5803	0.19177	0.70489	26.21909	486.2914
8623	7359	30	0.18179	10	5	1.00	0	3	5256	0.40511	0.63852	26.92422	955.4882
8624	8622	30	0.07987	10	5	1.00	5	3	3904	0.17004	0.47429	28.18412	311.8125
8624	8626	30	0.25466	10	5	1.00	5	3	4288	0.54802	0.52084	27.88128	1091.982
8624	8630	30	0.11858	10	5	1.00	5	3	745	0.23891	0.09055	29.77968	88.3421
8625	929	25	0.08951	2	10	1.00	0	3	615	0.21528	0.01046	24.94781	55.04865
8625	3767	30	0.25172	10	5	1.00	0	3	6101	0.58618	0.74117	25.76505	1535.744
8625	3769	40	0.18483	10	3	2.00	0	3	6977	0.28830	0.34901	38.46637	1289.559
8625	8627	40	0.19790	10	3	2.00	0	3	12549	0.32952	0.62768	36.03516	2483.447
8626	179	25	0.09488	2	10	1.00	5	3	1422	0.22881	0.02419	24.87964	134.9194
8626	184	25	0.16543	2	10	1.00	5	3	26	0.39707	0.00044	24.99778	4.30118
8626	8624	30	0.25466	10	5	1.00	5	3	4384	0.54963	0.53251	27.79952	1116.429
8626	9072	30	0.05691	10	5	1.00	5	3	4786	0.12449	0.58140	27.42795	272.3713
8627	8625	40	0.19790	10	3	2.00	0	3	11969	0.32641	0.59871	36.37852	2368.665
8627	8647	40	0.13511	10	3	2.00	0	3	12632	0.22529	0.63186	35.98310	1706.71
8627	8661	30	0.18361	10	5	1.00	0	3	60	0.36724	0.00728	29.99839	11.0166
8627	8679	30	0.12339	10	5	1.00	0	3	1214	0.25002	0.14744	29.61161	149.7955
8628	183	25	0.18514	2	10	1.00	5	3	486	0.44506	0.00826	24.95875	89.97804
8628	193	25	0.09012	2	10	1.00	5	3	0	0.21629	0.00000	25.00000	0
8628	8618	30	0.15686	10	5	1.00	5	3	3325	0.32930	0.40391	28.58139	521.5595
8628	9094	30	0.15855	10	5	1.00	5	3	3828	0.33686	0.46496	28.24067	606.9294
8629	207	25	0.15246	2	10	1.00	7	3	498	0.36653	0.00846	24.95776	75.92508
8629	8643	35	0.25936	10	4	1.00	7	3	890	0.44808	0.09464	34.72950	230.8304
8629	8645	35	0.21740	10	4	1.00	7	3	569	0.37441	0.06049	34.83912	123.7006
8630	180	25	0.12309	2	10	1.00	5	3	312	0.29572	0.00531	24.97347	38.40408
8630	182	25	0.14384	2	10	1.00	5	3	775	0.34612	0.01318	24.93425	111.476
8630	8624	30	0.11858	10	5	1.00	5	3	788	0.23902	0.09574	29.76501	93.44104
8630	8632	30	0.20393	10	5	1.00	5	3	452	0.40953	0.05485	29.87711	92.17636
8631	318	25	0.21085	2	10	1.00	7	3	787	0.50738	0.01338	24.93328	165.939
8631	8601	25	0.33343	10	5	1.00	7	3	931	0.80790	0.11312	24.76249	310.4233
8631	8633	25	0.53944	10	5	1.00	7	3	334	1.29836	0.04057	24.92876	180.173
8632	5506	45	0.06694	10	3	2.00	5	3	13255	0.10036	0.66301	40.02118	887.2897
8632	8630	30	0.20393	10	5	1.00	5	3	476	0.40964	0.05782	29.86923	97.07068
8632	8634	45	0.11569	10	3	2.00	5	3	13587	0.17460	0.67963	39.75730	1571.88
8633	317	25	0.18745	2	10	1.00	7	3	596	0.45078	0.01013	24.94944	111.7202
8633	8631	25	0.53944	10	5	1.00	7	3	337	1.29839	0.04089	24.92807	181.7913
8633	8635	25	0.63835	10	5	1.00	7	3	363	1.53690	0.04415	24.92101	231.7211
8633	8645	30	0.35531	10	5	1.00	7	3	222	0.71183	0.02695	29.94936	78.87882
8634	180	25	0.18746	2	10	1.00	5	3	476	0.45064	0.00810	24.95956	89.23096
8634	8632	45	0.11569	10	3	2.00	5	3	13710	0.17504	0.68579	39.65587	1586.11
8634	8636	45	0.10140	10	3	2.00	5	3	13864	0.15392	0.69346	39.52692	1405.81
8635	314	25	0.14087	2	10	1.00	7	3	957	0.33919	0.01627	24.91892	134.8126
8635	8633	25	0.63835	10	5	1.00	7	3	362	1.53687	0.04396	24.92141	231.0827
8635	8649	25	0.20792	10	5	1.00	7	3	1162	0.50523	0.14118	24.69244	241.603
8636	8634	45	0.10140	10	3	2.00	5	3	14009	0.15441	0.70075	39.40139	1420.513
8636	8638	45	0.08996	10	3	2.00	5	3	14918	0.14003	0.74618	38.54698	1342.023
8636	8694	30	0.07283	10	5	1.00	5	3	1435	0.14799	0.17433	29.52612	104.5111
8637	319	25	0.07296	2	10	1.00	7	3	1252	0.17586	0.02129	24.89401	91.34592
8637	8639	35	0.21051	10	4	1.00	7	3	1768	0.36723	0.18797	34.39466	372.1817
8637	8643	35	0.28705	10	4	1.00	7	3	1969	0.50199	0.20931	34.30984	565.2015
8638	179	25	0.19395	2	10	1.00	5	3	642	0.46649	0.01093	24.94549	124.5159
8638	8636	45	0.08996	10	3	2.00	5	3	15078	0.14063	0.75422	38.38160	1356.417
8638	9070	45	0.09068	10	3	2.00	5	3	14275	0.13892	0.71404	39.16449	1294.457
8639	8637	35	0.21051	10	4	1.00	7	3	1715	0.36699	0.18227	34.41676	361.0247
8639	8641	35	0.44347	10	4	1.00	7	3	1768	0.77362	0.18797	34.39466	784.055
8640	8612	40	0.05850	10	3	2.00	5	3	11709	0.09610	0.58567	36.52409	684.9765
8640	8642	40	0.21376	10	3	2.00	5	3	11151	0.34836	0.55779	36.81804	2383.638
8641	8601	45	0.25195	10	3	2.00	7	3	19186	0.47306	0.95970	31.95612	4833.913
8641	8639	35	0.44347	10	4	1.00	7	3	1715	0.77312	0.18227	34.41676	760.5511
8641	8669	45	0.55896	10	3	2.00	7	3	17402	0.94822	0.87046	35.36910	9727.022
8642	195	25	0.12584	2	10	1.00	5	3	1058	0.30310	0.01800	24.91032	133.1387
8642	6005	30	0.03042	10	5	1.00	5	3	374	0.06104	0.04547	29.90177	11.37708
8642	8640	40	0.21376	10	3	2.00	5	3	11709	0.35116	0.58567	36.52409	2502.916
8642	8644	40	0.18334	10	3	2.00	5	3	11311	0.29944	0.56580	36.73587	2073.759
8643	8629	35	0.25936	10	4	1.00	7	3	891	0.44808	0.09467	34.72940	231.0898
8643	8637	35	0.28705	10	4	1.00	7	3	2023	0.50233	0.21500	34.28662	580.7022
8643	8653	35	0.20573	10	4	1.00	7	3	2978	0.36491	0.31658	33.82626	612.6639
8643	8675	25	0.28673	10	5	1.00	7	3	1175	0.69683	0.14276	24.68839	336.9078
8644	8642	40	0.18334	10	3	2.00	5	3	11867	0.30190	0.59360	36.43628	2175.696
8644	8646	40	0.18060	10	3	2.00	5	3	11853	0.29733	0.59289	36.44418	2140.652

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8644	8968	40	0.10304	10	3	2.00	5	3	6912	0.16064	0.34573	38.48644	712.2125
8644	8998	45	0.09359	10	3	2.00	5	3	9886	0.13343	0.49452	42.08527	925.2307
8645	8629	35	0.21740	10	4	1.00	7	3	569	0.37441	0.06046	34.83921	123.7006
8645	8633	30	0.35531	10	5	1.00	7	3	226	0.71186	0.02746	29.94807	80.30006
8645	8677	35	0.36012	10	4	1.00	7	3	357	0.61897	0.03796	34.90812	128.5628
8646	167	25	0.14670	2	10	1.00	5	3	126	0.35222	0.00214	24.98932	18.4842
8646	8644	40	0.18060	10	3	2.00	5	3	12436	0.30013	0.62205	36.10421	2245.942
8646	8647	40	0.37341	10	3	2.00	5	3	11982	0.61599	0.59936	36.37113	4474.199
8647	168	25	0.36069	2	10	1.00	5	3	188	0.86621	0.00319	24.98405	67.80972
8647	169	25	0.16274	2	10	1.00	5	3	542	0.39130	0.00921	24.95402	88.20508
8647	8627	40	0.13511	10	3	2.00	0	3	12052	0.22313	0.60284	36.33136	1628.346
8647	8646	40	0.37341	10	3	2.00	5	3	12562	0.62188	0.62833	36.02707	4690.776
8648	932	20	0.10354	2	10	1.00	0	3	61	0.31070	0.00103	19.99587	6.31594
8648	8661	30	0.15133	10	5	1.00	0	3	62	0.30267	0.00752	29.99778	9.38246
8649	8635	25	0.20792	10	5	1.00	7	3	1161	0.50522	0.14099	24.69292	241.3951
8649	8657	35	0.20668	10	4	1.00	7	3	2243	0.36271	0.23839	34.18861	463.5832
8649	8671	25	0.47344	10	5	1.00	7	3	1095	1.14944	0.13303	24.71314	518.4168
8649	8677	35	0.45929	10	4	1.00	7	3	354	0.78940	0.03763	34.90912	162.5887
8650	150	25	0.06351	2	10	1.00	5	3	384	0.15263	0.00652	24.96743	24.38784
8650	8652	25	0.16071	10	5	1.00	1	3	4689	0.42044	0.56959	22.93520	753.5692
8650	9062	25	0.18182	10	5	2.00	5	3	5222	0.45155	0.31720	24.15940	949.464
8651	8656	45	0.30630	10	3	3.00	8	3	30516	0.63265	1.01760	29.04934	9347.051
8651	8667	45	0.12194	10	3	2.00	7	3	14746	0.18896	0.73759	38.71852	1798.127
8651	8669	45	0.12310	10	3	2.00	7	3	19093	0.22962	0.95502	32.16546	2350.348
8651	9340	45	0.19986	10	3	2.00	7	3	16863	0.33136	0.84347	36.18898	3370.239
8652	8650	25	0.16071	10	5	1.00	5	3	5137	0.42763	0.62409	22.54957	825.5673
8652	8654	25	0.12828	10	5	1.00	1	3	5653	0.34948	0.68668	22.02287	725.1668
8652	8684	30	0.36931	10	5	1.00	1	3	1661	0.75281	0.20176	29.43446	613.4239
8652	9566	25	0.02562	10	5	1.00	1	3	696	0.06192	0.08456	24.83037	17.83152
8653	8643	35	0.20573	10	4	1.00	7	3	3039	0.36526	0.32298	33.79396	625.2135
8653	8665	45	0.29615	10	3	2.00	7	3	16158	0.47841	0.80821	37.14151	4785.192
8653	8667	45	0.61277	10	3	2.00	7	3	13735	0.92761	0.68702	39.63552	8416.396
8653	24904	35	0.19190	10	4	1.00	7	3	4517	0.35062	0.48012	32.83941	866.8123
8654	9	25	0.12051	2	10	1.00	1	3	433	0.28966	0.00737	24.96321	52.18083
8654	8652	25	0.12828	10	5	1.00	1	3	6009	0.35645	0.73000	21.59228	770.8345
8654	8662	25	0.05175	10	5	1.00	1	3	5640	0.14089	0.68510	22.03742	291.87
8655	3765	40	0.10916	10	5	1.00	0	0	1115	0.16568	0.13549	39.53107	121.7134
8655	8621	45	0.16929	10	3	3.00	8	0	17593	0.24727	0.58667	41.07728	2978.319
8655	8656	45	0.27261	10	3	3.00	8	0	18464	0.40186	0.61573	40.70289	5033.471
8656	7359	30	0.09945	10	5	1.00	0	3	5803	0.22758	0.70489	26.21909	577.1084
8656	8651	45	0.30630	10	3	3.00	8	3	30490	0.63164	1.01675	29.09584	9339.087
8656	8655	45	0.27261	10	3	3.00	8	0	17493	0.39780	0.58333	41.11835	4768.767
8656	9610	35	0.14713	10	4	2.00	7	0	8503	0.26721	0.45191	33.03730	1251.046
8657	3747	45	0.34205	10	3	3.00	0	3	27077	0.59901	0.90294	34.26145	9261.688
8657	8649	35	0.20668	10	4	1.00	7	3	2239	0.36269	0.23797	34.19043	462.7565
8657	8659	45	0.10804	10	3	3.00	0	3	26059	0.18304	0.86899	35.41599	2815.414
8658	8663	45	0.36705	10	3	3.00	7	3	23488	0.58347	0.78325	37.74467	8621.27
8658	9357	45	0.35278	10	3	3.00	7	3	17914	0.51699	0.59738	40.94286	6319.701
8658	9389	45	0.17048	10	3	2.00	7	3	16364	0.27739	0.81853	36.87547	2789.735
8658	9585	45	0.20715	9	3	2.00	100	3	14210	0.31688	0.71079	39.22343	2943.602
8659	8657	45	0.10804	10	3	3.00	0	3	26052	0.18299	0.86873	35.42416	2814.658
8659	8663	45	0.16943	10	3	3.00	7	3	26059	0.28704	0.86899	35.41599	4415.176
8660	3737	35	0.17800	10	5	1.00	0	3	5460	0.34314	0.66325	31.12472	971.88
8660	3747	45	0.40090	10	3	3.00	0	3	32010	0.92126	1.06744	26.11000	12832.81
8660	3751	45	0.19512	10	3	3.00	0	3	30878	0.41264	1.02967	28.37110	6024.915
8660	8613	35	0.20667	10	5	1.00	0	3	1499	0.36030	0.18212	34.41732	309.7983
8661	929	25	0.09928	2	10	1.00	0	3	1	0.23827	0.00001	24.99993	0.09928
8661	8627	30	0.18361	10	5	1.00	0	3	61	0.36725	0.00743	29.99802	11.20021
8661	8648	30	0.15133	10	5	1.00	0	3	61	0.30267	0.00738	29.99814	9.23113
8662	8654	25	0.05175	10	5	1.00	1	3	5904	0.14290	0.71714	21.72654	305.532
8662	8664	25	0.08229	10	5	1.00	1	3	5844	0.22651	0.70997	21.79900	480.9028
8662	8672	30	0.15876	10	5	1.00	1	3	3019	0.33113	0.36674	28.76663	479.2964
8663	1107	20	0.24058	2	10	1.00	7	3	2604	0.72813	0.04429	19.82440	626.4703
8663	8658	45	0.36705	10	3	3.00	7	3	23455	0.58308	0.78214	37.77005	8609.158
8663	8659	45	0.16943	10	3	3.00	7	3	26052	0.28698	0.86873	35.42416	4413.99
8664	8662	25	0.08229	10	5	1.00	1	3	6665	0.23952	0.80961	20.61449	548.4629
8664	8666	25	0.10916	10	5	1.00	1	3	5501	0.29517	0.66827	22.18845	600.4892
8664	8692	30	0.20077	10	5	1.00	1	3	362	0.40280	0.04392	29.90581	72.67874
8665	8653	45	0.29615	10	3	2.00	7	3	16143	0.47818	0.80749	37.15961	4780.749
8665	9368	45	0.18912	10	3	2.00	7	3	16158	0.30551	0.80821	37.14150	3055.801
8666	8	25	0.12820	2	10	1.00	1	3	668	0.30838	0.01135	24.94336	85.6376
8666	8664	25	0.10916	10	5	1.00	1	3	6275	0.30853	0.76232	21.22797	684.979
8666	8668	25	0.06318	10	5	1.00	1	3	5699	0.17254	0.69225	21.97080	360.0628
8667	205	25	0.10817	2	10	1.00	7	3	1379	0.26082	0.02345	24.88329	149.1664
8667	8651	45	0.12194	10	3	2.00	7	3	13735	0.18459	0.68702	39.63552	1674.846
8667	8653	45	0.61277	10	3	2.00	7	3	13936	0.93163	0.69709	39.46469	8539.563
8668	37	25	0.21623	2	10	1.00	1	3	741	0.52027	0.01261	24.93713	160.2264
8668	8666	25	0.06318	10	5	1.00	1	3	6445	0.18075	0.78298	20.97270	407.1951
8668	8670	25	0.21799	10	5	1.00	1	3	5890	0.60156	0.71554	21.74289	1283.961
8669	205	25	0.11747	2	10	1.00	7	3	419	0.28233	0.00712	24.96444	49.21993
8669	926	25	0.07228	2	10	1.00	7	3	3040	0.17527	0.05170	24.74414	219.7312
8669	8641	45	0.55896	10	3	2.00	7	3	17470	0.95114	0.87383	35.26036	9765.031
8669	8651	45	0.12310	10	3	2.00	7	3	19835	0.24297	0.99215	30.39867	2441.689

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8670	7	25	0.15682	2	10	1.00	1	3	650	0.37721	0.01106	24.94484	101.933
8670	36	25	0.11679	2	10	1.00	1	3	1243	0.28148	0.02114	24.89476	145.17
8670	8668	25	0.21799	10	5	1.00	1	3	7159	0.66516	0.86966	19.66364	1560.59
8670	9024	25	0.17615	10	5	1.00	1	3	6902	0.52359	0.83842	20.18519	1215.787
8671	313	25	0.07796	2	10	1.00	7	3	901	0.18769	0.01532	24.92366	70.24196
8671	8649	25	0.47344	10	5	1.00	7	3	1101	1.14953	0.13380	24.71120	521.2574
8671	8673	25	0.33787	10	5	1.00	7	3	803	0.81743	0.09750	24.80003	271.3096
8672	37	25	0.20473	2	10	1.00	1	3	1033	0.49309	0.01756	24.91251	211.4861
8672	39	25	0.19352	2	10	1.00	1	3	435	0.46513	0.00740	24.96305	84.1812
8672	8662	30	0.15876	10	5	1.00	1	3	2463	0.32770	0.29914	29.06751	391.0259
8672	8674	30	0.17255	10	5	1.00	1	3	2747	0.35799	0.33376	28.91881	473.9949
8673	315	25	0.06120	2	10	1.00	7	3	1058	0.14742	0.01799	24.91036	64.7496
8673	8671	25	0.33787	10	5	1.00	7	3	809	0.81749	0.09826	24.79820	273.3368
8673	8675	25	0.33703	10	5	1.00	7	3	944	0.81675	0.11472	24.75857	318.1563
8674	38	25	0.13166	2	10	1.00	1	3	1144	0.31722	0.01946	24.90310	150.619
8674	8672	30	0.17255	10	5	1.00	1	3	2339	0.35542	0.28416	29.12867	403.5945
8674	9014	30	0.21056	10	5	1.00	1	3	2253	0.43310	0.27364	29.17049	474.3917
8674	9569	30	0.00189	10	5	1.00	5	3	1244	0.00384	0.15111	29.60018	2.35116
8675	316	25	0.11957	2	10	1.00	7	3	353	0.28731	0.00601	24.97001	42.20821
8675	8643	25	0.28673	10	5	1.00	7	3	1169	0.69678	0.14199	24.69036	335.1874
8675	8673	25	0.33703	10	5	1.00	7	3	951	0.81681	0.11549	24.75669	320.5155
8676	152	25	0.18098	2	10	1.00	5	3	520	0.43513	0.00884	24.95587	94.1096
8676	5960	45	0.13017	10	3	2.00	5	3	13625	0.19660	0.68150	39.72677	1773.566
8676	8678	45	0.17220	10	3	2.00	5	3	13131	0.25755	0.65680	40.11646	2261.158
8677	315	25	0.59157	2	10	1.00	7	3	7	1.41979	0.00012	24.99940	4.14099
8677	8645	35	0.36012	10	4	1.00	7	3	361	0.61899	0.03837	34.90687	130.0033
8677	8649	35	0.45929	10	4	1.00	7	3	350	0.78937	0.03721	34.91037	160.7515
8678	8676	45	0.17220	10	3	2.00	5	3	13094	0.25737	0.65498	40.14394	2254.787
8678	8680	45	0.21231	10	3	2.00	5	3	14436	0.32649	0.72207	39.01651	3064.907
8678	8684	30	0.13591	10	5	1.00	5	3	2285	0.27971	0.27763	29.15473	310.5544
8678	9568	30	0.04972	10	5	1.00	5	3	1277	0.10082	0.15510	29.58768	63.49244
8679	928	25	0.11750	2	10	1.00	0	3	1214	0.28317	0.02064	24.89721	142.645
8679	8627	30	0.12339	10	5	1.00	0	3	1214	0.25002	0.14744	29.61161	149.7955
8680	153	25	0.13249	2	10	1.00	5	3	792	0.31884	0.01348	24.93279	104.9321
8680	172	25	0.16847	2	10	1.00	5	3	494	0.40502	0.00841	24.95804	83.22418
8680	8678	45	0.21231	10	3	2.00	5	3	14555	0.32744	0.72805	38.90342	3090.172
8680	8682	45	0.23021	10	3	2.00	5	3	14238	0.35238	0.71221	39.19784	3277.73
8682	170	25	0.09203	2	10	1.00	5	3	225	0.22103	0.00382	24.98090	20.70675
8682	171	25	0.10106	2	10	1.00	5	3	173	0.24270	0.00294	24.98533	17.48338
8682	8680	45	0.23021	10	3	2.00	5	3	14360	0.35338	0.71830	39.08636	3305.816
8682	9032	45	0.07983	10	3	2.00	5	3	14269	0.12228	0.71372	39.17037	1139.094
8684	152	25	0.11461	2	10	1.00	5	3	558	0.27559	0.00949	24.95265	63.95238
8684	8652	30	0.36931	10	5	1.00	5	3	1785	0.75416	0.21689	29.38187	659.2184
8684	8678	30	0.13591	10	5	1.00	5	3	2151	0.27910	0.26125	29.21867	292.3424
8686	10	25	0.12673	2	10	1.00	1	3	1258	0.30545	0.02140	24.89346	159.4263
8686	8688	30	0.11479	10	5	1.00	1	3	1093	0.23223	0.13274	29.65664	125.4655
8686	9028	30	0.20117	10	5	1.00	1	3	1652	0.41002	0.20067	29.43822	332.3328
8688	7	25	0.09988	2	10	1.00	1	3	582	0.24019	0.00989	24.95065	58.13016
8688	8686	30	0.11479	10	5	1.00	1	3	853	0.23157	0.10368	29.74235	97.91587
8688	8690	30	0.33089	10	5	1.00	1	3	789	0.66702	0.09590	29.76456	261.0722
8690	8688	30	0.33089	10	5	1.00	1	3	623	0.66576	0.07570	29.82090	206.1445
8690	8692	30	0.05202	10	5	1.00	1	3	789	0.10485	0.09590	29.76456	41.04378
8692	8	25	0.14814	2	10	1.00	1	3	167	0.35575	0.00284	24.98579	24.73938
8692	9	25	0.15551	2	10	1.00	1	3	224	0.37350	0.00381	24.98096	34.83424
8692	8664	30	0.20077	10	5	1.00	1	3	408	0.40299	0.04950	29.89121	81.91416
8692	8690	30	0.05202	10	5	1.00	1	3	623	0.10466	0.07570	29.82090	32.40846
8694	157	25	0.07804	2	10	1.00	5	3	685	0.18773	0.01164	24.94192	53.4574
8694	158	25	0.11984	2	10	1.00	5	3	339	0.28794	0.00577	24.97120	40.62576
8694	8636	30	0.07283	10	5	1.00	5	3	1420	0.14796	0.17249	29.53210	103.4186
8694	8696	30	0.35838	10	5	1.00	5	3	671	0.72144	0.08147	29.80502	240.473
8696	156	25	0.14023	2	10	1.00	5	3	465	0.33708	0.00791	24.96052	65.20695
8696	159	25	0.10894	2	10	1.00	5	3	242	0.26168	0.00412	24.97943	26.36348
8696	8694	30	0.35838	10	5	1.00	5	3	660	0.72135	0.08012	29.80874	236.5308
8696	8698	30	0.17931	10	5	1.00	5	3	439	0.36005	0.05328	29.88127	78.71709
8698	8696	30	0.17931	10	5	1.00	5	3	470	0.36017	0.05713	29.87105	84.2757
8698	8700	30	0.11098	9	5	1.00	100	0	257	0.22243	0.03127	29.93838	28.52186
8698	8702	45	0.13585	10	3	2.00	5	3	13134	0.20319	0.65698	40.11370	1784.254
8698	8982	45	0.12634	10	3	2.00	5	3	13184	0.18915	0.65946	40.07585	1665.667
8700	8698	30	0.11098	9	5	1.00	100	0	166	0.22222	0.02018	29.96640	18.42268
8702	54	25	0.12516	1	10	1.00	100	0	1544	0.30195	0.02626	24.86937	193.247
8702	156	25	0.18939	2	10	1.00	5	3	573	0.45543	0.00974	24.95139	108.5205
8702	8698	45	0.13585	10	3	2.00	5	3	13257	0.20367	0.66309	40.01991	1800.963
8702	8704	45	0.12060	10	3	2.00	5	3	13617	0.18211	0.68111	39.73309	1642.21
8704	8702	45	0.12060	10	3	2.00	5	3	13705	0.18244	0.68550	39.66071	1652.823
8704	8706	45	0.06496	10	3	2.00	1	3	13567	0.09800	0.67862	39.77374	881.3123
8704	8714	30	0.15876	10	5	1.00	1	0	646	0.31950	0.07847	29.81331	102.559
8706	155	25	0.03693	2	10	1.00	5	3	58	0.08865	0.00098	24.99508	2.14194
8706	8704	45	0.06496	10	3	2.00	5	3	13691	0.09825	0.68481	39.67220	889.3674
8706	8708	45	0.10909	10	3	2.00	1	3	13586	0.16463	0.67957	39.75834	1482.097
8708	44	25	0.08224	2	10	1.00	1	3	1762	0.19856	0.02996	24.85108	144.9069
8708	154	25	0.11294	2	10	1.00	5	3	416	0.27145	0.00708	24.96463	46.98304
8708	8706	45	0.10909	10	3	2.00	5	3	13710	0.16505	0.68576	39.65649	1495.624
8708	9062	45	0.06496	10	3	2.00	1	3	13456	0.09778	0.67309	39.86275	874.1018

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8714	45	25	0.12244	2	10	1.00	1	0	139	0.29399	0.00237	24.98814	17.01916
8714	54	25	0.13617	1	10	1.00	100	0	602	0.32747	0.01024	24.94893	81.97434
8714	8704	30	0.15876	10	5	1.00	1	0	610	0.31937	0.07410	29.82531	96.8436
8714	9006	30	0.39205	10	5	1.00	1	0	1184	0.79408	0.14385	29.62272	464.1872
8716	11	25	0.03278	2	10	1.00	1	3	2926	0.07947	0.04976	24.75366	95.91428
8716	8718	25	0.14332	10	5	1.00	1	3	2094	0.35285	0.25436	24.37078	300.1121
8716	9024	25	0.14181	10	5	1.00	1	3	6158	0.39771	0.74806	21.39370	873.266
8718	8716	25	0.14332	10	5	1.00	1	3	4732	0.37551	0.57488	22.90030	678.1902
8718	8720	25	0.23545	10	5	1.00	1	3	8910	1.01041	1.08242	13.98134	2097.86
8718	9028	25	0.28674	10	5	1.00	1	3	5346	0.76983	0.64946	22.34807	1532.912
8720	15	25	0.17001	2	10	1.00	1	3	1483	0.41008	0.02522	24.87453	252.1248
8720	8718	25	0.23545	10	5	1.00	1	3	10063	1.52792	1.22246	9.24582	2369.333
8720	8822	30	0.07197	10	5	1.00	1	3	9809	0.35347	1.19152	12.21722	705.9537
8720	8864	30	0.35513	10	5	1.00	1	3	2360	0.73175	0.28665	29.11862	838.1068
8720	8878	25	0.37356	10	5	1.00	1	3	1754	0.91499	0.21304	24.49617	655.2242
8722	8724	33	0.17740	10	5	1.00	1	3	1738	0.32911	0.21112	32.34235	308.3212
8722	8864	30	0.15418	10	5	1.00	1	3	1611	0.31407	0.19565	29.45529	248.384
8723	330	25	0.23545	2	10	1.00	1	3	3530	0.57186	0.06004	24.70338	831.1385
8723	332	25	0.08392	2	10	1.00	1	3	7577	0.20660	0.12886	24.37187	635.8618
8723	8725	40	0.26344	10	3	2.00	0	0	14845	0.46045	0.74255	34.32899	3910.767
8723	9087	40	0.18389	10	3	2.00	0	0	20002	0.41419	1.00051	26.63800	3678.168
8724	8722	33	0.17740	10	5	1.00	1	3	1611	0.32851	0.19565	32.40081	285.7914
8724	8726	33	0.08300	10	5	1.00	1	3	1738	0.15399	0.21112	32.34235	144.254
8725	8723	40	0.26344	10	3	2.00	0	0	13074	0.44280	0.65398	35.69687	3444.215
8725	16067	40	0.25427	10	3	2.00	0	0	14845	0.44442	0.74255	34.32898	3774.638
8726	18	25	0.07083	2	10	1.00	1	3	1044	0.17060	0.01776	24.91151	73.94652
8726	8724	33	0.08300	10	5	1.00	1	3	1611	0.15371	0.19565	32.40081	133.713
8726	8728	33	0.16897	10	5	1.00	1	3	1855	0.31400	0.22532	32.28712	313.4394
8728	19	25	0.26141	2	10	1.00	1	3	92	0.62757	0.00156	24.99219	24.04972
8728	8726	33	0.16897	10	5	1.00	1	3	1728	0.31342	0.20986	32.34717	291.9802
8728	8730	30	0.12897	10	5	1.00	1	3	1763	0.26328	0.21418	29.39144	227.3741
8730	8728	30	0.12897	10	5	1.00	1	3	1625	0.26276	0.19735	29.44952	209.5763
8730	8732	32	0.21236	10	5	1.00	1	3	3782	0.42249	0.45939	30.15876	803.1455
8730	8866	32	0.17425	10	5	1.00	1	3	3923	0.34794	0.47651	30.04845	683.5828
8732	21	25	0.12414	2	10	1.00	1	3	779	0.29873	0.01324	24.93398	96.70506
8732	8730	32	0.21236	10	5	1.00	1	3	3562	0.42022	0.43274	30.32171	756.4263
8732	8734	35	0.48343	10	5	1.00	1	3	3604	0.87548	0.43784	33.13112	1742.282
8734	22	25	0.07920	2	10	1.00	1	3	612	0.19047	0.01041	24.94804	48.4704
8734	8732	35	0.48343	10	5	1.00	1	3	3385	0.87103	0.41118	33.30053	1636.411
8734	8736	35	0.41762	10	5	1.00	1	3	3658	0.75729	0.44437	33.08795	1527.654
8736	23	25	0.15839	2	10	1.00	1	3	950	0.38136	0.01615	24.91951	150.4705
8736	8734	35	0.41762	10	5	1.00	1	3	3439	0.75338	0.41772	33.25997	1436.195
8736	9040	30	0.07712	10	5	1.00	1	3	4271	0.16588	0.51881	27.89518	329.3795
8738	178	25	0.01345	2	10	1.00	5	3	1785	0.03247	0.03036	24.84912	24.00825
8738	8740	35	0.22741	10	2	3.00	1	3	32958	0.53072	0.93418	25.70966	7494.979
8738	9082	35	0.19697	10	3	3.00	1	3	33159	0.64200	1.10574	18.40838	6531.328
8740	320	25	0.12796	2	10	1.00	1	3	57	0.30717	0.00098	24.99512	7.29372
8740	321	25	0.15277	2	10	1.00	1	3	1346	0.36832	0.02289	24.88605	205.6284
8740	8738	35	0.22741	10	2	3.00	1	3	33110	0.53360	0.93850	25.57084	7529.545
8740	9044	35	0.07174	10	3	3.00	1	3	31737	0.20748	1.05832	20.74557	2276.812
8742	218	25	0.02867	2	10	1.00	4	3	983	0.06905	0.01672	24.91667	28.18261
8742	8744	45	0.30329	10	3	3.00	4	3	28707	0.56751	0.95727	32.06534	8706.546
8742	9044	45	0.27180	10	3	3.00	4	3	27247	0.47888	0.90860	34.05372	7405.735
8744	219	25	0.08025	2	10	1.00	4	3	641	0.19302	0.01090	24.94562	51.44025
8744	5532	30	0.20849	10	5	1.00	4	3	823	0.42044	0.09993	29.75310	171.5873
8744	8742	45	0.30329	10	3	3.00	4	3	27265	0.53471	0.90919	34.03199	8269.202
8744	8746	45	0.18630	10	3	3.00	4	3	29001	0.35353	0.96707	31.61806	5402.886
8744	8890	30	0.27047	10	5	1.00	4	3	1419	0.54951	0.17235	29.53256	383.7969
8746	216	25	0.09852	2	10	1.00	4	3	588	0.23691	0.01000	24.95012	57.92976
8746	8744	45	0.18630	10	3	3.00	4	3	26989	0.32524	0.90000	34.36776	5028.051
8746	8748	45	0.19060	10	3	3.00	4	3	28413	0.35193	0.94747	32.49611	5415.518
8748	5524	45	0.09655	10	3	3.00	4	3	20280	0.14551	0.67627	39.81170	1958.034
8748	5648	45	0.07437	10	3	3.00	4	3	30981	0.15838	1.03312	28.17322	2304.057
8748	5958	45	0.06795	10	3	3.00	4	3	34257	0.19131	1.14235	21.31069	2327.763
8748	8746	45	0.19060	10	3	3.00	4	3	26378	0.32609	0.87963	35.07053	5027.647
8750	5958	45	0.11561	10	3	3.00	4	3	35801	0.38128	1.19384	18.19368	4138.954
8750	8752	45	0.21540	10	3	3.00	4	3	26622	0.37142	0.88777	34.79632	5734.379
8750	8892	30	0.17775	10	5	1.00	4	3	10271	1.03877	1.24774	10.26710	1825.67
8752	5662	45	0.12310	10	3	3.00	4	3	26622	0.21226	0.88777	34.79633	3277.168
8752	8750	45	0.21540	10	3	3.00	4	3	27371	0.38125	0.91273	33.89917	5895.713
8754	1297	25	0.09075	2	10	1.00	4	3	580	0.21823	0.00987	24.95076	52.635
8754	5662	45	0.19593	10	3	3.00	4	3	27532	0.34889	0.91811	33.69432	5394.345
8754	9801	30	0.05704	10	5	1.00	4	3	12743	0.68513	1.54796	4.99511	726.8607
8754	9802	45	0.05652	10	3	4.00	4	3	35457	0.09737	0.88678	34.82999	2004.03
8758	226	25	0.15314	2	10	1.00	4	3	764	0.36848	0.01299	24.93521	116.999
8758	234	25	0.22142	2	10	1.00	4	3	4992	0.54044	0.08489	24.58263	1105.329
8758	8762	45	0.12697	10	3	4.00	4	3	30744	0.20012	0.76891	38.06733	3903.566
8758	9802	45	0.14703	10	3	4.00	4	3	36473	0.26008	0.91218	33.91992	5362.625
8760	234	25	0.19716	2	10	1.00	4	3	8197	0.48637	0.13940	24.32192	1616.121
8760	5954	30	0.14085	10	5	1.00	4	3	5175	0.31280	0.62868	27.01707	728.8988
8760	8761	45	0.16240	10	3	4.00	4	3	38773	0.30938	0.96970	31.49534	6296.735
8760	8762	45	0.11945	10	3	4.00	4	3	31455	0.19028	0.78669	37.66475	3757.3
8761	229	25	0.10892	2	10	1.00	4	3	883	0.26219	0.01502	24.92514	96.17636

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8761	8760	45	0.16240	10	3	4.00	4	3	38684	0.30837	0.96748	31.59900	6282.282
8761	8833	45	0.08590	10	3	4.00	4	3	40011	0.17203	1.00068	29.95865	3436.945
8762	228	25	0.18209	2	10	1.00	4	3	766	0.43817	0.01303	24.93503	139.4809
8762	8758	45	0.12697	10	3	4.00	4	3	31455	0.20226	0.78669	37.66475	3993.841
8762	8760	45	0.11945	10	3	4.00	4	3	30030	0.18641	0.75104	38.44746	3587.084
8765	230	25	0.15563	2	10	1.00	4	3	0	0.37351	0.00000	25.00000	0
8765	1296	25	0.05999	2	10	1.00	4	3	525	0.14424	0.00893	24.95543	31.49475
8765	7150	45	0.29414	10	3	3.00	4	3	37754	1.18548	1.25899	14.88730	11104.96
8765	8833	45	0.22486	10	3	4.00	4	3	35044	0.38354	0.87644	35.17556	7879.994
8765	8898	30	0.29459	10	5	1.00	4	3	3346	0.61870	0.40641	28.56835	985.6981
8767	234	25	0.18775	2	10	1.00	4	3	6663	0.46081	0.11332	24.44594	1250.978
8767	8836	40	0.09761	10	3	3.00	4	3	30896	0.23252	1.03028	25.18767	3015.759
8767	8837	40	0.17409	10	3	3.00	4	3	34806	0.58280	1.16065	17.92308	6059.377
8768	7151	45	0.06371	10	3	3.00	4	3	35802	0.21013	1.19388	18.19152	2280.945
8768	8769	45	0.17027	10	3	4.00	0	3	44353	0.43584	1.10926	23.43972	7551.985
8768	8770	40	0.18941	10	3	2.00	3	3	12999	0.31792	0.65021	35.74709	2462.141
8768	8938	40	0.13236	10	3	2.00	3	3	11701	0.21741	0.58527	36.52848	1548.744
8769	877	20	0.04544	3	10	3.00	0	3	671	0.13643	0.00380	19.98480	30.49024
8769	5556	45	0.06686	10	3	4.00	0	3	43776	0.16459	1.09483	24.37173	2926.863
8769	8768	45	0.17027	10	3	4.00	0	3	39696	0.33643	0.99280	30.36556	6759.038
8770	271	25	0.02758	2	10	1.00	3	3	1148	0.06644	0.01952	24.90278	31.66184
8770	8768	40	0.18941	10	3	2.00	3	3	16727	0.35141	0.83667	32.34008	3168.261
8770	8772	40	0.18732	10	3	2.00	3	3	13330	0.31641	0.66679	35.52218	2496.976
8772	8770	40	0.18732	10	3	2.00	3	3	17058	0.35219	0.85325	31.91254	3195.305
8772	8903	40	0.02781	10	3	4.00	3	3	42719	0.07206	1.06840	23.15570	1188.015
8772	8904	40	0.16683	10	3	3.00	3	3	31405	0.41184	1.04724	24.30504	5239.296
8774	26	25	0.10324	2	10	1.00	1	3	411	0.24812	0.00699	24.96508	42.43164
8774	8776	40	0.17492	10	3	2.00	1	3	19056	0.36614	0.95319	28.66371	3333.276
8774	8900	40	0.08039	10	3	2.00	1	3	18032	0.15822	0.90198	30.48564	1449.592
8776	8774	40	0.17492	10	3	2.00	1	3	17702	0.33855	0.88547	30.99971	3096.434
8776	8778	35	0.10132	10	4	2.00	1	3	9332	0.18579	0.49594	32.72230	945.5182
8776	8826	40	0.20326	10	3	2.00	1	3	18209	0.40387	0.91081	30.19685	3701.161
8778	26	25	0.12255	2	10	1.00	1	3	292	0.29442	0.00497	24.97516	35.7846
8778	8776	35	0.10132	10	4	2.00	1	3	8490	0.18399	0.45122	33.04203	860.2068
8778	8780	40	0.20563	10	3	2.00	1	3	21971	0.57584	1.09899	21.42545	4517.897
8778	8828	45	0.19016	10	2	2.00	1	3	26129	0.48899	1.11091	23.33340	4968.691
8780	78	25	0.04981	2	10	1.00	1	3	1673	0.12023	0.02845	24.85855	83.33213
8780	8778	40	0.20563	10	3	2.00	1	3	21070	0.51521	1.05394	23.94659	4332.624
8780	8936	40	0.09515	10	3	2.00	1	3	22105	0.27134	1.10571	21.03961	2103.291
8782	79	25	0.05113	2	10	1.00	1	3	3379	0.12413	0.05747	24.71591	172.7683
8782	8784	35	0.32960	10	3	2.00	1	3	14241	0.64870	0.71235	30.48525	4693.834
8782	8936	35	0.12008	10	3	2.00	1	3	14558	0.23812	0.72820	30.25612	1748.125
8784	55	25	0.06984	2	10	1.00	1	3	2212	0.16887	0.03761	24.81333	154.4861
8784	8782	35	0.32960	10	3	2.00	1	3	13664	0.64055	0.68348	30.87323	4503.654
8784	8786	35	0.14609	10	3	2.00	1	3	9863	0.26771	0.49333	32.74189	1440.886
8784	8862	22	0.17137	10	5	1.00	1	3	4099	0.50015	0.49789	20.55899	702.4456
8786	55	25	0.13143	2	10	1.00	1	3	2143	0.31773	0.03645	24.81905	281.6545
8786	56	25	0.07371	2	10	1.00	1	3	2171	0.17820	0.03692	24.81676	160.0244
8786	8784	35	0.14609	10	3	2.00	1	3	9896	0.26781	0.49498	32.72952	1445.707
8786	8788	35	0.11026	10	3	2.00	1	3	13234	0.21244	0.66198	31.14001	1459.181
8788	60	25	0.09089	2	10	1.00	1	3	1295	0.21909	0.02203	24.89034	117.7026
8788	8786	35	0.11026	10	3	2.00	1	3	12985	0.21144	0.64950	31.28688	1431.726
8788	8790	35	0.06508	10	3	2.00	1	3	17336	0.14153	0.86716	27.59091	1128.227
8788	8966	40	0.05742	10	3	2.00	1	3	27334	0.35108	1.36722	9.81285	1569.518
8790	62	25	0.16846	2	10	1.00	1	3	527	0.40503	0.00897	24.95523	88.77842
8790	8788	35	0.06508	10	3	2.00	1	3	20350	0.17293	1.01790	22.58100	1324.378
8790	8792	35	0.06117	10	3	2.00	1	3	17017	0.13122	0.85119	27.97134	1040.93
8792	8790	35	0.06117	10	3	2.00	1	3	19985	0.15724	0.99963	23.34373	1222.482
8792	8794	35	0.07190	10	3	2.00	1	3	15141	0.14476	0.75734	29.80157	1088.638
8792	8846	30	0.11289	10	4	1.00	1	3	2844	0.23314	0.30232	29.05429	321.0592
8794	61	25	0.06859	2	10	1.00	1	3	463	0.16487	0.00787	24.96073	31.75717
8794	5946	35	0.05655	10	3	2.00	1	3	9961	0.10374	0.49827	32.70465	563.2946
8794	8792	35	0.07190	10	3	2.00	1	3	13902	0.14044	0.69538	30.71761	999.5538
8794	9554	25	0.22404	10	4	1.00	1	3	5204	0.58342	0.55316	23.04041	1165.904
8796	63	25	0.18196	2	10	1.00	1	3	669	0.43770	0.01138	24.94324	121.7312
8796	1188	25	0.04916	2	10	1.00	1	3	678	0.11825	0.01153	24.94251	33.33048
8796	5946	35	0.05170	10	3	2.00	1	3	12164	0.09776	0.60844	31.73312	628.8788
8796	8798	35	0.13206	10	3	2.00	1	3	8117	0.23772	0.40601	33.33223	1071.931
8798	8796	35	0.13206	10	3	2.00	1	3	11535	0.24730	0.57696	32.04108	1523.312
8798	8800	35	0.11858	10	3	2.00	1	3	8499	0.21421	0.42512	33.21327	1007.811
8800	8798	35	0.11858	10	3	2.00	1	3	10535	0.21905	0.52697	32.47840	1249.24
8800	8802	35	0.21045	10	3	1.00	1	3	5500	0.39115	0.55022	32.28225	1157.475
8800	8860	25	0.15018	10	5	1.00	1	3	3001	0.37576	0.36460	23.98069	450.6902
8802	31	25	0.18056	2	10	1.00	1	3	1812	0.43601	0.03082	24.84685	327.1747
8802	8800	35	0.21045	10	3	1.00	1	3	5669	0.39298	0.56712	32.13185	1193.041
8802	8804	35	0.10892	10	3	1.00	1	3	9534	0.26076	0.95374	25.06190	1038.443
8802	8860	25	0.15567	10	5	1.00	1	3	5876	0.42922	0.71380	21.76047	914.7169
8804	5916	35	0.32195	10	4	1.00	1	3	8074	0.69467	0.85819	27.80745	2599.424
8804	8802	35	0.10892	10	3	1.00	1	3	10085	0.28461	1.00891	22.96183	1098.458
8804	8806	30	0.25436	10	3	1.00	1	3	9780	0.73649	0.97834	20.72230	2487.641
8804	8810	30	0.23798	10	3	1.00	1	3	8541	0.59718	0.85446	23.91021	2032.587
8806	31	25	0.14591	2	10	1.00	1	3	99	0.35031	0.00169	24.99154	14.44509
8806	32	25	0.04623	2	10	1.00	1	3	4882	0.11280	0.08303	24.59163	225.6949

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8806	33	25	0.17174	2	10	1.00	1	3	84	0.41229	0.00142	24.99289	14.42616
8806	8804	30	0.25436	10	3	1.00	1	3	9943	0.75637	0.99473	20.17774	2529.101
8806	8808	30	0.27936	10	3	1.00	1	3	10158	0.86319	1.01618	19.41835	2837.739
8808	5918	35	0.25626	10	3	2.00	1	3	12882	0.49051	0.64435	31.34593	3301.141
8808	5922	23	0.23257	10	5	1.00	1	3	1786	0.61948	0.21698	22.52589	415.37
8808	5938	25	0.03452	10	5	1.00	1	3	3193	0.08672	0.38784	23.88614	110.2224
8808	8806	30	0.27936	10	3	1.00	1	3	10318	0.89077	1.03221	18.81706	2882.436
8810	28	25	0.05791	2	10	1.00	1	3	5145	0.14141	0.08750	24.57001	297.947
8810	8804	30	0.23798	10	3	1.00	1	3	8299	0.58582	0.83025	24.37407	1974.996
8810	8812	30	0.17318	10	3	1.00	1	3	9064	0.45676	0.90673	22.74873	1569.704
8810	8860	20	0.07189	10	5	1.00	1	3	1929	0.22069	0.23432	19.54627	138.6758
8812	8810	30	0.17318	10	3	1.00	1	3	9384	0.47427	0.93881	21.90918	1625.121
8812	8816	30	0.18120	10	3	1.00	1	3	6028	0.39901	0.60299	27.24718	1092.274
8812	8852	25	0.06755	10	3	2.00	1	3	3575	0.16480	0.17884	24.59280	241.4913
8816	27	25	0.04277	2	10	1.00	1	3	2675	0.10359	0.04549	24.77458	114.4098
8816	8812	30	0.18120	10	3	1.00	1	3	5439	0.39226	0.54409	27.71585	985.5468
8816	8818	30	0.12046	10	3	2.00	1	3	10286	0.25882	0.51451	27.92456	1239.052
8816	8856	20	0.07447	10	5	1.00	1	3	4766	0.24419	0.57892	18.29865	354.924
8818	8816	30	0.12046	10	3	2.00	1	3	8788	0.25459	0.43959	28.38822	1058.602
8818	8820	30	0.05074	10	3	2.00	1	3	11082	0.11014	0.55433	27.63970	562.3007
8818	8850	30	0.19350	10	4	1.00	1	3	2823	0.39947	0.30011	29.06349	546.2505
8820	27	25	0.13537	2	10	1.00	1	3	1217	0.32623	0.02070	24.89693	164.7453
8820	8818	30	0.05074	10	3	2.00	1	3	9964	0.10860	0.49839	28.03176	505.5734
8820	8822	35	0.15028	10	3	2.00	1	3	12163	0.28414	0.60839	31.73364	1827.856
8822	24	25	0.09345	2	10	1.00	1	3	967	0.22502	0.01644	24.91805	90.36615
8822	8720	30	0.07197	10	5	1.00	1	3	10427	0.44513	1.26662	9.70147	750.4312
8822	8820	35	0.15028	10	3	2.00	1	3	11152	0.27989	0.55781	32.21557	1675.923
8822	8824	40	0.38184	10	3	2.00	1	3	18006	0.75046	0.90065	30.52841	6875.411
8824	8822	40	0.38184	10	3	2.00	1	3	17613	0.73588	0.88100	31.13337	6725.348
8824	8826	40	0.12667	10	3	2.00	1	3	16778	0.23548	0.83926	32.27523	2125.269
8824	8878	25	0.09603	10	5	1.00	1	3	4058	0.24635	0.49296	23.38909	389.6897
8826	25	25	0.13801	2	10	1.00	1	3	1749	0.33321	0.02975	24.85213	241.3795
8826	8776	40	0.20326	10	3	2.00	1	3	17696	0.39330	0.88518	31.00848	3596.889
8826	8824	40	0.12667	10	3	2.00	1	3	17291	0.24055	0.86489	31.59590	2190.251
8828	231	25	0.30377	2	10	1.00	4	3	0	0.72904	0.00000	25.00000	0
8828	8778	45	0.19016	10	2	2.00	1	3	26107	0.48773	1.10998	23.39362	4964.507
8828	8830	45	0.25690	10	3	3.00	4	3	25727	0.43103	0.85792	35.76066	6609.266
8828	8874	30	0.19322	10	5	1.00	1	3	2325	0.39790	0.28241	29.13566	449.2365
8830	20	25	0.16477	2	10	1.00	1	3	2202	0.39840	0.03744	24.81418	362.8235
8830	8828	45	0.25690	10	3	3.00	4	3	25900	0.43318	0.86368	35.58300	6653.71
8830	8831	45	0.23334	10	3	3.00	4	3	25864	0.39305	0.86249	35.62006	6035.106
8831	229	25	0.10722	2	10	1.00	4	3	3492	0.26039	0.05938	24.70658	374.4122
8831	8830	45	0.23334	10	3	3.00	4	3	25998	0.39459	0.86694	35.48075	6066.373
8831	8833	45	0.14926	10	3	3.00	4	3	23912	0.23939	0.79740	37.40950	3569.105
8833	8761	45	0.08590	10	3	4.00	4	3	38684	0.16310	0.96748	31.59900	3322.956
8833	8765	45	0.22486	10	3	4.00	4	3	33524	0.37132	0.83843	36.33319	7538.207
8833	8831	45	0.14926	10	3	3.00	4	3	26024	0.25260	0.86783	35.45275	3884.342
8833	8834	40	0.07276	10	3	3.00	4	3	30604	0.17003	1.02056	25.67587	2226.747
8834	232	25	0.14436	2	10	1.00	4	3	9365	0.35750	0.15927	24.22824	1351.931
8834	8833	40	0.07276	10	3	3.00	4	3	29869	0.16263	0.99604	26.84400	2173.268
8834	8836	40	0.16649	10	3	3.00	4	3	27917	0.33862	0.93095	29.49957	4647.901
8836	234	25	0.21270	2	10	1.00	4	3	739	0.51176	0.01257	24.93733	157.1853
8836	8767	40	0.09761	10	3	3.00	4	3	34806	0.32677	1.16065	17.92308	3397.414
8836	8834	40	0.16649	10	3	3.00	4	3	29869	0.37212	0.99604	26.84400	4972.89
8836	8898	30	0.23258	10	5	2.00	4	3	7494	0.49312	0.45515	28.29881	1742.955
8837	8767	40	0.17409	10	3	3.00	4	3	37559	0.77407	1.25248	13.49440	6538.646
8837	8838	40	0.03470	10	3	3.00	4	3	34806	0.11616	1.16065	17.92308	1207.768
8838	8837	40	0.03470	10	3	3.00	4	3	24664	0.06369	0.82247	32.68575	855.8408
8838	8839	40	0.04640	10	3	3.00	4	3	30310	0.10643	1.01073	26.15505	1406.384
8838	8844	30	0.15111	10	6	1.00	4	0	14090	0.75757	1.19813	11.96768	2129.14
8839	8838	40	0.04640	10	3	3.00	4	3	34258	0.14698	1.14240	18.93994	1589.571
8839	8840	40	0.07254	10	3	3.00	4	0	30920	0.17307	1.03108	25.14695	2242.937
8840	8839	40	0.07254	10	3	3.00	4	0	34258	0.22979	1.14240	18.93994	2485.075
8840	8841	40	0.02500	10	3	3.00	4	2	30920	0.05965	1.03108	25.14694	773
8841	5550	30	0.10716	10	6	1.00	4	0	10422	0.27674	0.88621	23.23310	1116.822
8841	8840	40	0.02500	10	3	3.00	4	2	31365	0.06154	1.04592	24.37523	784.125
8841	8845	40	0.02866	10	3	3.00	4	2	21088	0.04915	0.70322	34.98496	604.3821
8842	8843	30	0.13015	10	6	2.00	4	3	13506	0.28412	0.57422	27.48564	1757.806
8842	8844	63	0.31416	10	1	3.00	4	0	55818	0.36087	0.79107	52.23280	17535.78
8843	8837	30	0.07337	10	6	2.00	4	3	12895	0.15901	0.54827	27.68500	946.1062
8843	8839	25	0.01976	10	6	1.00	4	3	610	0.04760	0.05190	24.90410	12.0536
8844	25164	63	0.02774	10	1	3.00	4	0	69908	0.03892	0.99076	42.76311	1939.248
8845	3593	40	0.19129	10	3	3.00	4	2	31495	0.47534	1.05024	24.14532	6024.679
8845	8841	40	0.02866	10	3	3.00	4	2	31955	0.07377	1.06559	23.31075	915.8303
8846	56	25	0.07389	2	10	1.00	1	3	1026	0.17795	0.01745	24.91303	75.81114
8846	8792	30	0.11289	10	4	1.00	1	3	7051	0.26404	0.74942	25.65393	795.9874
8846	8848	33	0.12292	10	4	1.00	1	3	3030	0.23143	0.32203	31.86745	372.4476
8848	8846	33	0.12292	10	4	1.00	1	3	7408	0.26713	0.78742	27.60823	910.5914
8848	8850	33	0.16366	10	4	1.00	1	3	6372	0.33649	0.67732	29.18290	1042.842
8848	8862	22	0.11262	10	5	1.00	1	3	2897	0.31955	0.35197	21.14648	326.2601
8850	57	25	0.19165	2	10	1.00	1	3	508	0.46076	0.00864	24.95689	97.3582
8850	58	25	0.08978	2	10	1.00	1	3	559	0.21589	0.00951	24.95256	50.18702
8850	8818	30	0.19350	10	4	1.00	1	3	2444	0.39727	0.25979	29.22425	472.914

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8850	8848	33	0.16366	10	4	1.00	1	3	10186	0.53243	1.08268	18.44321	1667.041
8850	8858	25	0.08142	10	5	1.00	1	3	4750	0.21346	0.57696	22.88646	386.745
8852	8812	25	0.06755	10	3	2.00	1	3	4485	0.16568	0.22433	24.46289	302.9618
8852	8854	25	0.09237	10	3	2.00	1	3	9370	0.23568	0.46867	23.51530	865.5069
8852	8860	25	0.17999	10	5	1.00	1	3	7223	0.55313	0.87744	19.52381	1300.068
8854	8852	25	0.09237	10	3	2.00	1	3	11176	0.24092	0.55905	23.00328	1032.327
8854	8856	25	0.08518	10	3	2.00	1	3	13826	0.23256	0.69159	21.97705	1177.699
8854	9022	35	0.26516	10	2	2.00	1	3	22165	0.62527	0.94238	25.44414	5877.271
8856	30	25	0.03719	2	10	1.00	1	3	1671	0.08977	0.02842	24.85873	62.14449
8856	8816	20	0.07447	10	5	1.00	1	3	5567	0.25254	0.67630	17.69389	414.5745
8856	8854	25	0.08518	10	3	2.00	1	3	13348	0.23029	0.66766	22.19373	1136.983
8856	8858	25	0.10025	10	5	1.00	1	3	8840	0.42117	1.07388	14.28130	886.21
8858	8850	25	0.08142	10	5	1.00	1	3	8249	0.29423	1.00206	16.60359	671.6336
8858	8856	25	0.10025	10	5	1.00	1	3	9163	0.46692	1.11316	12.88213	918.5908
8858	9553	33	0.14892	10	4	1.00	1	3	1163	0.27365	0.12366	32.65227	173.194
8860	29	25	0.04015	2	10	1.00	1	3	5201	0.09807	0.08846	24.56539	208.8202
8860	8800	25	0.15018	10	5	1.00	1	3	4869	0.39543	0.59143	22.78781	731.2264
8860	8802	25	0.15567	10	5	1.00	1	3	5469	0.42030	0.66436	22.22240	851.3592
8860	8810	20	0.07189	10	5	1.00	1	3	1366	0.21894	0.16596	19.70212	98.20174
8860	8852	25	0.17999	10	5	1.00	1	3	6326	0.51049	0.76842	21.15448	1138.617
8862	57	25	0.16739	2	10	1.00	1	3	718	0.40271	0.01220	24.93913	120.186
8862	8784	22	0.17137	10	5	1.00	1	3	3599	0.49369	0.43719	20.82796	616.7606
8862	8848	22	0.11262	10	5	1.00	1	3	3462	0.32339	0.42058	20.89498	389.8904
8864	14	25	0.13678	2	10	1.00	1	3	697	0.32904	0.01185	24.94087	95.33566
8864	17	25	0.38585	2	10	1.00	1	3	821	0.92862	0.01396	24.93042	316.7829
8864	8720	30	0.35513	10	5	1.00	1	3	2232	0.73021	0.27119	29.18013	792.6502
8864	8722	30	0.15418	10	5	1.00	1	3	1738	0.31463	0.21112	29.40213	267.9648
8866	19	25	0.15154	2	10	1.00	1	3	356	0.36415	0.00605	24.96980	53.94824
8866	8730	32	0.17425	10	5	1.00	1	3	4004	0.34870	0.48635	29.98297	697.697
8866	8868	32	0.35153	10	5	1.00	4	3	3331	0.69192	0.40464	30.48277	1170.946
8866	8880	30	0.17678	10	5	1.00	4	3	1464	0.35937	0.17787	29.51454	258.8059
8868	8866	32	0.35153	10	5	1.00	4	3	3428	0.69343	0.41645	30.41635	1205.045
8868	8870	30	0.04298	10	5	1.00	4	3	3331	0.09024	0.40464	28.57759	143.1664
8870	5954	30	0.10813	10	5	1.00	4	3	5202	0.24041	0.63197	26.98634	562.4923
8870	8868	30	0.04298	10	5	1.00	4	3	3428	0.09044	0.41645	28.51532	147.3354
8870	8872	30	0.20084	10	5	1.00	1	3	3176	0.42026	0.38586	28.67327	637.8678
8872	19	25	0.28092	2	10	1.00	1	3	629	0.67565	0.01069	24.94664	176.6987
8872	8870	30	0.20084	10	5	1.00	1	3	3569	0.42398	0.43357	28.42197	716.798
8872	8876	30	0.35356	10	5	1.00	1	3	3276	0.74143	0.39801	28.61182	1158.263
8874	20	25	0.25626	2	10	1.00	1	3	428	0.61591	0.00728	24.96364	109.6793
8874	8828	30	0.19322	10	5	1.00	1	3	2130	0.39664	0.25876	29.22822	411.5586
8874	8876	30	0.05650	10	5	1.00	1	3	2711	0.11715	0.32931	28.93853	153.1715
8876	8872	30	0.35356	10	5	1.00	1	3	3675	0.74830	0.44646	28.34917	1299.333
8876	8874	30	0.05650	10	5	1.00	1	3	2555	0.11682	0.31043	29.02019	144.3575
8876	8878	30	0.26673	10	5	1.00	1	3	3533	0.56261	0.42920	28.44614	942.3571
8878	16	25	0.13364	2	10	1.00	1	3	1810	0.32271	0.03078	24.84704	241.8884
8878	8720	25	0.37356	10	5	1.00	1	3	2416	0.92456	0.29345	24.24248	902.521
8878	8824	25	0.09603	10	5	1.00	1	3	3153	0.24102	0.38299	23.90629	302.7826
8878	8876	30	0.26673	10	5	1.00	1	3	3777	0.56596	0.45877	28.27752	1007.439
8880	227	25	0.05549	2	10	1.00	4	3	876	0.13358	0.01490	24.92574	48.60924
8880	8866	30	0.17678	10	5	1.00	4	3	1453	0.35932	0.17652	29.51896	256.8613
8880	8882	30	0.21861	10	5	1.00	4	3	1179	0.44276	0.14323	29.62464	257.7412
8882	8880	30	0.21861	10	5	1.00	4	3	1168	0.44269	0.14188	29.62879	255.3365
8882	8884	30	0.24767	10	5	1.00	4	3	1179	0.50162	0.14323	29.62464	292.0029
8884	1297	25	0.11460	2	10	1.00	4	3	490	0.27551	0.00833	24.95843	56.154
8884	5662	30	0.05046	10	5	1.00	4	3	3083	0.10538	0.37451	28.72918	155.5682
8884	8882	30	0.24767	10	5	1.00	4	3	1168	0.50155	0.14188	29.62879	289.2786
8884	8886	30	0.18452	10	5	1.00	4	3	2174	0.37905	0.26414	29.20755	401.1465
8886	225	25	0.15475	2	10	1.00	4	3	1156	0.37287	0.01966	24.90211	178.891
8886	8884	30	0.18452	10	5	1.00	4	3	1980	0.37790	0.24056	29.29654	365.3496
8886	8888	30	0.21147	10	5	1.00	4	3	1404	0.42954	0.17059	29.53826	296.9039
8888	8886	30	0.21147	10	5	1.00	4	3	1210	0.42846	0.14701	29.61294	255.8787
8888	8890	30	0.18485	10	5	1.00	4	3	1404	0.37549	0.17059	29.53826	259.5294
8890	220	25	0.10804	2	10	1.00	4	3	957	0.26013	0.01627	24.91889	103.3943
8890	8744	30	0.27047	10	5	1.00	4	3	1613	0.55097	0.19592	29.45436	436.2681
8890	8888	30	0.18485	10	5	1.00	4	3	1210	0.37454	0.14701	29.61294	223.6685
8892	222	25	0.12758	2	10	1.00	4	3	1995	0.30827	0.03393	24.83149	254.5221
8892	8750	30	0.17775	10	5	1.00	4	3	10303	1.05096	1.25159	10.14801	1831.358
8892	8894	30	0.33683	10	5	1.00	4	3	8552	1.08898	1.03888	18.55860	2880.57
8894	223	25	0.13701	2	10	1.00	4	3	6186	0.33574	0.10520	24.48484	847.5439
8894	8892	30	0.33683	10	5	1.00	4	3	8584	1.09793	1.04274	18.40737	2891.349
8894	9800	30	0.21270	10	5	1.00	4	3	7522	0.56531	0.91369	22.57528	1599.929
8896	9800	30	0.07153	10	5	1.00	4	3	7989	0.20466	0.97052	20.97136	571.4532
8896	9801	30	0.10864	10	5	1.00	4	3	12773	1.31364	1.55161	4.96199	1387.659
8896	9803	30	0.07193	10	5	1.00	4	3	14293	1.16469	1.73623	3.70547	1028.095
8898	232	25	0.11890	2	10	1.00	4	3	8613	0.29373	0.14647	24.28848	1024.086
8898	233	25	0.32330	2	10	1.00	4	3	2339	0.78208	0.03978	24.80269	756.1987
8898	8765	30	0.29459	10	5	1.00	4	3	6818	0.72408	0.82824	24.41064	2008.515
8898	8836	30	0.23258	10	5	1.00	4	3	6708	0.56618	0.81490	24.64686	1560.147
8900	8774	40	0.08039	10	3	2.00	1	3	10487	0.12987	0.52455	37.14072	843.0499
8900	8901	40	0.06120	10	3	2.00	1	3	12644	0.10207	0.63245	35.97577	773.8128
8900	8958	30	0.23322	10	6	1.00	1	3	12940	0.87407	1.10038	16.00951	3017.867
8901	8900	40	0.06120	10	3	2.00	1	3	18039	0.12050	0.90230	30.47540	1103.987

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8901	8902	40	0.09288	10	3	2.00	1	3	28285	0.63686	1.41481	8.75067	2627.111
8902	8901	40	0.09288	10	3	2.00	1	3	18039	0.18287	0.90230	30.47540	1675.462
8902	8903	40	0.02907	10	3	2.00	3	3	24195	0.11352	1.21025	15.36508	703.3487
8902	8949	30	0.09603	10	6	1.00	1	3	4090	0.19968	0.34775	28.85556	392.7627
8903	8772	40	0.02781	10	3	2.00	3	3	24195	0.10860	1.21025	15.36508	672.863
8903	8902	40	0.02907	10	3	3.00	3	3	18039	0.04799	0.60153	36.34635	524.3937
8903	8950	30	0.20820	10	6	2.00	1	3	24680	0.68841	1.04932	18.14587	5138.376
8904	255	25	0.17492	2	10	1.00	3	3	2542	0.42345	0.04322	24.78573	444.6466
8904	270	25	0.15018	2	10	1.00	3	3	22	0.36045	0.00037	24.99815	3.30396
8904	8772	40	0.16683	10	3	4.00	3	3	39445	0.36703	0.98652	27.27271	6580.609
8904	8906	40	0.10472	10	3	3.00	3	3	30454	0.24238	1.01554	25.92206	3189.143
8906	5614	45	0.21410	10	3	3.00	3	3	7446	0.29261	0.24829	43.90170	1594.189
8906	5616	40	0.15428	10	3	3.00	3	3	30514	0.35846	1.01755	25.82414	4707.7
8906	8904	40	0.10472	10	3	4.00	3	3	38740	0.22416	0.96890	28.02945	4056.853
8906	8908	40	0.15960	10	3	3.00	3	3	10288	0.24871	0.34308	38.50254	1641.965
8908	8906	40	0.15960	10	3	3.00	3	3	11149	0.24987	0.37178	38.32322	1779.38
8908	8910	40	0.17372	10	3	3.00	3	3	10288	0.27071	0.34308	38.50254	1787.231
8910	252	25	0.18385	2	10	1.00	3	3	8073	0.45334	0.13729	24.33189	1484.221
8910	6010	30	0.01474	10	5	1.00	1	3	2587	0.03048	0.31429	29.00377	38.13238
8910	8908	40	0.17372	10	3	3.00	3	3	11149	0.27197	0.37178	38.32322	1936.804
8910	8912	40	0.14560	10	3	3.00	3	3	10697	0.22739	0.35669	38.41884	1557.483
8912	254	25	0.08953	2	10	1.00	3	3	1942	0.21630	0.03303	24.83592	173.8673
8912	1295	25	0.08418	2	10	1.00	1	3	113	0.20212	0.00192	24.99042	9.51234
8912	8910	40	0.14560	10	3	3.00	3	3	10460	0.22710	0.34879	38.46772	1522.976
8912	8914	45	0.10784	10	3	3.00	3	3	12719	0.15150	0.42415	42.71070	1371.617
8914	5636	40	0.29518	10	4	2.00	1	3	12357	0.49665	0.65671	35.66029	3647.539
8914	5952	45	0.10096	10	3	2.00	1	3	14051	0.15389	0.70283	39.36489	1418.589
8914	8912	45	0.10784	10	3	3.00	3	3	12434	0.15122	0.41462	42.78765	1340.883
8914	8937	30	0.05646	10	4	2.00	3	3	20716	0.21194	1.10097	15.98393	1169.625
8916	138	25	0.10902	2	10	1.00	1	3	1011	0.26255	0.01719	24.91435	110.2192
8916	5644	30	0.17770	10	5	1.00	1	3	1714	0.36251	0.20822	29.41221	304.5778
8916	5952	45	0.09834	10	3	2.00	1	3	13953	0.14957	0.69790	39.45070	1372.138
8916	8918	35	0.13035	10	3	2.00	1	3	12672	0.24857	0.63387	31.46311	1651.795
8918	134	25	0.08306	2	10	1.00	1	3	4527	0.20241	0.07699	24.62088	376.0126
8918	137	25	0.10348	2	10	1.00	1	3	3919	0.25167	0.06665	24.67114	405.5381
8918	8916	35	0.13035	10	3	2.00	1	3	12724	0.24880	0.63645	31.43462	1658.573
8918	8920	30	0.11140	10	3	2.00	1	3	15910	0.26775	0.79584	24.96478	1772.374
8920	135	25	0.12102	2	10	1.00	1	3	425	0.29086	0.00723	24.96389	51.4335
8920	8918	30	0.11140	10	3	2.00	1	3	15962	0.26820	0.79842	24.92308	1778.167
8920	8922	30	0.05170	10	3	2.00	1	3	15520	0.12277	0.77632	25.26837	802.384
8922	5848	35	0.06515	10	3	3.00	1	3	26310	0.14301	0.87736	27.33533	1714.097
8922	8920	30	0.05170	10	3	2.00	1	3	15659	0.12329	0.78327	25.16270	809.5703
8922	8924	30	0.05624	10	3	2.00	1	3	12192	0.12412	0.60986	27.18737	685.6781
8922	8964	35	0.10518	10	3	3.00	1	3	32871	0.33409	1.09615	18.89007	3457.372
8924	81	25	0.04122	2	10	1.00	1	3	1461	0.09942	0.02484	24.87639	60.22242
8924	8922	30	0.05624	10	3	2.00	1	3	14278	0.12926	0.71417	26.10815	802.9947
8924	8925	30	0.09425	10	3	2.00	1	3	11301	0.20521	0.56529	27.55587	1065.119
8925	8924	30	0.09425	10	3	2.00	1	3	13387	0.21249	0.66960	26.61213	1261.725
8925	8927	30	0.11915	10	3	2.00	1	3	11301	0.25944	0.56529	27.55587	1346.514
8926	5826	25	0.06262	10	5	1.00	1	3	3086	0.15696	0.37493	23.93927	193.2453
8926	8927	30	0.03616	10	3	2.00	1	3	13387	0.08152	0.66960	26.61213	484.0739
8926	8928	35	0.11775	10	3	2.00	1	3	8328	0.21237	0.41657	33.26713	980.622
8927	8925	30	0.11915	10	3	2.00	1	3	13387	0.26864	0.66960	26.61213	1595.061
8927	8926	30	0.03616	10	3	2.00	1	3	11301	0.07873	0.56529	27.55587	408.6442
8928	8926	35	0.11775	10	3	2.00	1	3	9774	0.21555	0.48890	32.77494	1150.889
8928	8930	40	0.18372	10	3	2.00	1	3	22444	0.54939	1.12266	20.06473	4123.412
8928	8946	30	0.43736	10	6	1.00	1	3	12273	1.42832	1.04362	18.37239	5367.719
8930	86	25	0.12044	2	10	1.00	1	3	374	0.28943	0.00636	24.96825	45.04456
8930	8928	40	0.18372	10	3	2.00	1	3	22047	0.51980	1.10280	21.20694	4050.475
8930	8932	40	0.11477	10	3	2.00	1	3	22474	0.34465	1.12413	19.98064	2579.341
8932	93	25	0.18361	2	10	1.00	1	3	3302	0.44561	0.05616	24.72234	606.2802
8932	5838	30	0.05739	10	5	1.00	1	3	360	0.11513	0.04376	29.90623	20.6604
8932	8930	40	0.11477	10	3	2.00	1	3	22145	0.32907	1.10768	20.92653	2541.582
8932	8934	40	0.14527	10	3	2.00	1	3	22104	0.41417	1.10563	21.04415	3211.048
8934	92	25	0.04365	2	10	1.00	1	3	1595	0.10534	0.02713	24.86507	69.62175
8934	5664	40	0.22011	10	3	2.00	1	3	22159	0.63234	1.10840	20.88503	4877.417
8934	8932	40	0.14527	10	3	2.00	1	3	21803	0.39785	1.09056	21.90769	3167.322
8936	8780	40	0.09515	10	3	2.00	1	3	21205	0.24209	1.06066	23.58175	2017.656
8936	8782	35	0.12008	10	3	2.00	1	3	15135	0.24171	0.75706	29.80610	1817.411
8936	8937	30	0.20953	10	4	2.00	1	3	21128	0.83594	1.12289	15.03883	4426.95
8937	138	25	0.10558	2	10	1.00	1	3	1170	0.25440	0.01989	24.90094	123.5286
8937	1295	25	0.05489	2	10	1.00	1	3	555	0.13198	0.00944	24.95287	30.46395
8937	8914	30	0.05646	10	4	2.00	1	3	20700	0.21145	1.10012	16.02064	1168.722
8937	8936	30	0.20953	10	4	2.00	1	3	20805	0.79664	1.10569	15.78082	4359.272
8938	272	25	0.10301	2	10	1.00	3	3	5776	0.25209	0.09824	24.51828	594.9858
8938	8768	40	0.13236	10	3	2.00	3	3	10677	0.21434	0.53407	37.05120	1413.208
8938	8940	40	0.26184	10	3	2.00	1	3	9296	0.41723	0.46500	37.65392	2434.065
8940	8938	40	0.26184	10	3	2.00	1	3	8273	0.41301	0.41380	38.03927	2166.202
8940	8942	40	0.46169	10	3	1.00	1	3	12541	2.06570	1.25456	13.41027	5790.054
8940	8954	45	0.30464	10	6	1.00	1	3	8564	0.46987	0.72819	38.90075	2608.937
8942	144	25	0.12084	2	10	1.00	1	3	2597	0.29258	0.04417	24.78109	313.8215
8942	3138	40	0.40106	11	3	2.00	20	0	11944	0.66121	0.59744	36.39297	4790.261
8942	8940	40	0.46169	10	3	1.00	1	3	13228	2.51672	1.32333	11.00700	6107.235

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8944	8945	65	0.16691	10	1	4.00	1	0	86002	0.20569	0.91414	48.68941	14354.59
8944	8963	30	0.20540	10	6	1.00	1	3	17245	2.10345	1.46643	5.85894	3542.123
8944	18205	65	0.01332	2	9	1.00	0	0	0	0.01228	0.00000	65.03497	0
8945	8946	65	0.18914	10	1	4.00	1	0	75845	0.21266	0.80617	53.36543	14345.32
8945	8965	30	0.05448	10	6	1.00	1	3	10158	0.13781	0.86375	23.72065	553.4078
8946	7145	65	0.02705	2	9	1.00	0	0	2767	0.02532	0.15683	64.09481	74.84735
8946	8948	63	0.62886	10	1	4.00	1	0	92610	0.87388	0.98437	43.17692	58238.72
8948	7147	65	0.02526	2	9	1.00	0	0	0	0.02330	0.00000	65.03497	0
8948	8772	30	0.26381	10	6	1.00	3	3	14211	1.36566	1.20840	11.59046	3749.004
8948	8949	63	0.15508	10	1	4.00	1	0	81483	0.18828	0.86611	49.42083	12636.38
8949	8950	63	0.29180	10	1	4.00	1	0	85573	0.36921	0.90958	47.41992	24970.2
8950	7149	65	0.02705	2	9	1.00	0	0	4762	0.02567	0.26994	63.23422	128.8121
8950	8952	63	0.23238	10	1	4.00	1	0	105499	0.42574	1.12137	32.74968	24515.86
8952	5536	63	0.61631	10	1	4.00	1	0	99712	0.97900	1.05987	37.77193	61453.5
8952	8940	25	0.30737	10	6	1.00	1	3	6853	0.80718	0.58270	22.84781	2106.407
8952	13540	65	0.03121	2	9	1.00	0	0	0	0.02879	0.00000	65.03497	0
8954	8956	63	0.31940	10	1	5.00	1	0	102983	0.39106	0.87571	49.00510	32892.77
8954	13543	65	0.03792	2	9	1.00	0	0	2141	0.03537	0.12135	64.32996	81.18672
8956	7148	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
8956	8774	30	0.25290	10	6	1.00	1	3	8981	0.59612	0.76366	25.45435	2271.295
8956	8957	63	0.20616	10	1	4.00	1	0	97067	0.30993	1.03174	39.91082	20011.33
8957	8901	30	0.07861	10	6	1.00	1	3	15641	0.58181	1.33002	8.10723	1229.539
8957	8958	63	0.17305	10	1	4.00	1	0	81426	0.20998	0.86549	49.44696	14090.77
8958	7146	65	0.02705	2	9	1.00	0	0	1944	0.02520	0.11023	64.40073	52.5852
8958	8960	63	0.62718	10	1	4.00	1	0	92422	0.86897	0.98237	43.30482	57965.23
8959	8966	40	0.04413	10	3	2.00	1	3	24070	0.16900	1.20400	15.66737	1062.209
8959	8969	40	0.04966	10	3	2.00	1	3	31376	0.46493	1.56944	6.40836	1558.132
8960	7144	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
8960	8959	30	0.26258	10	6	2.00	1	3	18182	0.62228	0.77303	25.31748	4774.23
8960	8961	65	0.18333	10	1	4.00	1	0	76650	0.20733	0.81473	53.05545	14052.24
8961	8962	65	0.17461	10	1	4.00	1	0	94854	0.24417	1.00823	42.90832	16562.46
8962	5674	63	1.23639	10	1	4.00	1	0	100625	2.00469	1.06957	37.00509	124411.7
8962	7142	65	0.02705	2	9	1.00	0	0	4972	0.02571	0.28185	63.13215	134.4926
8963	8964	40	0.02535	10	3	3.00	1	3	34505	0.08232	1.15064	18.47730	874.7018
8963	8965	40	0.03404	10	3	2.00	1	3	28720	0.24518	1.43659	8.33070	977.6288
8964	8922	35	0.10518	10	3	3.00	1	3	31398	0.29660	1.04701	21.27783	3302.442
8964	8946	30	0.19078	10	6	1.00	1	3	7258	0.42204	0.61722	27.12188	1384.681
8964	8963	40	0.02535	10	3	3.00	1	3	28720	0.05340	0.95773	28.48423	728.052
8965	8963	40	0.03404	10	3	2.00	1	3	17260	0.06456	0.86335	31.63853	587.5304
8965	8969	40	0.12625	10	3	3.00	1	3	38878	0.63866	1.29645	11.86115	4908.348
8966	8788	40	0.05742	10	3	2.00	1	3	24070	0.21989	1.20400	15.66737	1382.099
8966	8959	40	0.04413	10	3	2.00	1	3	16591	0.08145	0.82989	32.50732	732.1608
8966	8962	30	0.13052	10	6	1.00	1	3	10742	0.34681	0.91346	22.58117	1402.046
8968	164	25	0.05256	2	10	1.00	5	3	599	0.12641	0.01019	24.94916	31.48344
8968	167	25	0.15013	2	10	1.00	5	3	337	0.36074	0.00573	24.97137	50.59381
8968	8644	40	0.10304	10	3	2.00	5	3	6730	0.16041	0.33664	38.54124	693.4592
8968	8970	40	0.19427	10	3	2.00	5	3	6445	0.30178	0.32237	38.62522	1252.07
8969	8928	30	0.20413	10	6	1.00	1	3	14116	1.03055	1.20036	11.88483	2881.499
8969	8959	40	0.04966	10	3	2.00	1	3	20674	0.11921	1.03410	24.99228	1026.671
8969	8961	30	0.05042	10	6	1.00	1	3	18204	0.60563	1.54799	4.99486	917.8457
8969	8965	40	0.12625	10	3	2.00	1	3	17260	0.23943	0.86335	31.63853	2179.075
8970	165	25	0.09197	2	10	1.00	5	3	232	0.22091	0.00395	24.98029	21.33704
8970	166	25	0.15124	2	10	1.00	5	3	728	0.36388	0.01238	24.93827	110.1027
8970	8968	40	0.19427	10	3	2.00	5	3	6242	0.30133	0.31224	38.68335	1212.633
8970	8972	40	0.19749	10	3	2.00	5	3	6150	0.30611	0.30761	38.70947	1214.564
8972	3664	40	0.28535	9	4	1.00	100	0	6731	0.49213	0.71550	34.78923	1920.691
8972	8970	40	0.19749	10	3	2.00	5	3	5951	0.30567	0.29769	38.76468	1175.263
8972	8974	45	0.12236	10	3	2.00	5	3	16435	0.19960	0.82207	36.78211	2010.987
8972	8984	45	0.15891	10	3	2.00	5	3	18324	0.28248	0.91655	33.75391	2911.867
8974	165	25	0.17739	2	10	1.00	5	3	105	0.42588	0.00179	24.99104	18.62595
8974	8972	45	0.12236	10	3	2.00	5	3	16518	0.20021	0.82621	36.67089	2021.142
8974	8976	45	0.21421	10	3	2.00	5	3	16444	0.34955	0.82255	36.76920	3522.469
8976	163	25	0.17425	2	10	1.00	5	3	353	0.41871	0.00601	24.97000	61.51025
8976	8974	45	0.21421	10	3	2.00	5	3	16523	0.35056	0.82649	36.66354	3539.392
8976	8978	45	0.12634	10	3	2.00	5	3	16381	0.20569	0.81936	36.85387	2069.576
8978	502	20	0.21281	1	10	3.00	100	0	734	0.63897	0.00416	19.98337	156.2025
8978	8976	45	0.12634	10	3	2.00	5	3	16457	0.20626	0.82320	36.75198	2079.177
8978	8980	45	0.20853	10	3	2.00	5	3	13113	0.31178	0.65589	40.13021	2734.454
8978	8996	30	0.15257	10	5	1.00	5	3	5136	0.33828	0.62392	27.06098	783.5995
8980	160	25	0.15503	2	10	1.00	5	3	612	0.37284	0.01040	24.94809	94.87836
8980	8978	45	0.20853	10	3	2.00	5	3	13073	0.31155	0.65392	40.15986	2726.113
8980	8982	45	0.21235	10	3	2.00	5	3	13298	0.31862	0.66515	39.98794	2823.83
8981	933	25	0.05363	2	10	1.00	0	3	0	0.12872	0.00000	25.00000	0
8981	3693	30	0.30417	9	4	1.00	100	0	1355	0.61610	0.14401	29.62222	412.1504
8981	8985	45	0.16652	10	3	2.00	8	0	24034	0.56366	1.20219	17.72552	4002.142
8981	8987	45	0.17415	10	3	2.00	8	3	23262	0.52290	1.16359	19.98293	4051.077
8982	159	25	0.23800	2	10	1.00	5	3	113	0.57142	0.00192	24.99039	26.894
8982	8698	45	0.12634	10	3	2.00	5	3	13185	0.18915	0.65950	40.07530	1665.793
8982	8980	45	0.21235	10	3	2.00	5	3	13298	0.31862	0.66515	39.98803	2823.83
8983	168	25	0.22196	2	10	1.00	5	3	1535	0.53548	0.02611	24.87012	340.7086
8983	8984	45	0.06120	10	3	2.00	5	3	18345	0.10892	0.91759	33.71404	1122.714
8983	8986	45	0.12426	10	3	2.00	8	3	17492	0.21166	0.87495	35.22417	2173.556
8984	8972	45	0.15891	10	3	2.00	5	3	18345	0.28281	0.91759	33.71404	2915.204

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8984	8983	45	0.06120	10	3	2.00	5	3	18324	0.10879	0.91655	33.75391	1121.429
8985	8621	45	0.22955	10	3	3.00	8	0	17062	0.33356	0.56895	41.29089	3916.582
8985	8981	45	0.16652	10	3	2.00	8	0	24153	0.57424	1.20816	17.39898	4021.958
8985	23122	45	0.28791	9	3	2.00	100	0	19490	0.55279	0.97488	31.24998	5611.366
8985	23339	45	0.14692	9	3	2.00	100	0	18276	0.26046	0.91416	33.84531	2685.11
8986	3771	45	0.15686	10	3	2.00	8	3	17492	0.26720	0.87495	35.22417	2743.795
8986	8983	45	0.12426	10	3	2.00	8	3	17512	0.21185	0.87593	35.19213	2176.041
8987	3772	45	0.09762	10	3	2.00	0	3	17367	0.16534	0.86871	35.42480	1695.367
8987	8981	45	0.17415	10	3	2.00	8	3	23205	0.51831	1.16071	20.15997	4041.151
8987	8989	40	0.12051	10	3	2.00	0	3	6979	0.18798	0.34907	38.46600	841.0393
8988	182	25	0.17129	2	10	1.00	5	3	16	0.41112	0.00027	24.99867	2.74064
8988	198	25	0.24286	2	10	1.00	5	3	80	0.58301	0.00137	24.99316	19.4288
8988	8618	30	0.12711	10	5	1.00	5	3	570	0.25560	0.06919	29.83867	72.4527
8988	8990	30	0.22703	10	5	1.00	5	3	832	0.45787	0.10108	29.74981	188.889
8989	934	25	0.06036	2	10	1.00	0	3	163	0.14494	0.00278	24.98612	9.83868
8989	3769	40	0.14354	10	3	2.00	0	3	6945	0.22383	0.34738	38.47635	996.8853
8989	8987	40	0.12051	10	3	2.00	0	3	6942	0.18793	0.34724	38.47723	836.5804
8990	181	25	0.13974	2	10	1.00	5	3	240	0.33564	0.00407	24.97964	33.5376
8990	196	25	0.16287	2	10	1.00	5	3	231	0.39118	0.00392	24.98040	37.62297
8990	8988	30	0.22703	10	5	1.00	5	3	660	0.45697	0.08017	29.80861	149.8398
8990	8992	30	0.21978	10	5	1.00	5	3	725	0.44272	0.08804	29.78671	159.3405
8992	5500	45	0.19017	10	3	2.00	5	3	10654	0.27365	0.53293	41.69473	2026.071
8992	5502	45	0.12502	10	3	2.00	5	3	12189	0.18393	0.60967	40.78347	1523.869
8992	8990	30	0.21978	10	5	1.00	5	3	543	0.44181	0.06592	29.84752	119.3405
8992	8994	30	0.09633	10	5	1.00	5	3	6037	0.22343	0.73335	25.86767	581.5442
8994	161	25	0.08437	2	10	1.00	5	3	42	0.20253	0.00072	24.99641	3.54354
8994	162	25	0.18628	2	10	1.00	5	3	84	0.44720	0.00143	24.99283	15.64752
8994	8992	30	0.09633	10	5	1.00	5	3	5959	0.22239	0.72384	25.98876	574.0305
8994	8996	30	0.06770	10	5	1.00	5	3	6164	0.15829	0.74882	25.66208	417.3028
8996	160	25	0.15115	2	10	1.00	5	3	467	0.36333	0.00795	24.96033	70.58705
8996	163	25	0.16245	2	10	1.00	5	3	448	0.39047	0.00762	24.96196	72.7776
8996	8978	30	0.15257	10	5	1.00	5	3	5253	0.33996	0.63816	26.92767	801.4502
8996	8994	30	0.06770	10	5	1.00	5	3	6084	0.15749	0.73912	25.79229	411.8868
8998	164	25	0.09004	2	10	1.00	5	3	425	0.21640	0.00724	24.96387	38.267
8998	5500	45	0.15013	10	3	2.00	5	3	10287	0.21506	0.51456	41.88632	1544.387
8998	8644	45	0.09359	10	3	2.00	5	3	10041	0.13367	0.50224	42.00980	939.7372
9006	8714	30	0.39205	10	5	1.00	1	0	1136	0.79360	0.13801	29.64065	445.3688
9006	9008	35	0.14338	10	4	1.00	1	0	4560	0.26224	0.48466	32.80625	653.8128
9008	46	25	0.13625	2	10	1.00	1	3	402	0.32745	0.00684	24.96584	54.7725
9008	47	25	0.12669	2	10	1.00	1	3	1505	0.30562	0.02560	24.87266	190.6685
9008	9006	35	0.14338	10	4	1.00	1	0	3951	0.25877	0.41996	33.24589	566.4944
9008	9010	35	0.11668	10	4	1.00	1	3	5835	0.22148	0.62023	31.61041	680.8278
9010	5888	45	0.23781	10	3	3.00	1	3	28142	0.43396	0.93844	32.87923	6692.449
9010	9008	35	0.11668	10	4	1.00	1	3	5175	0.21686	0.55008	32.28354	603.819
9010	9012	35	0.20664	10	3	2.00	1	3	4790	0.36270	0.23961	34.18337	989.8056
9010	9056	45	0.25470	10	3	3.00	1	3	27663	0.45584	0.92246	33.52521	7045.766
9012	43	25	0.22983	2	10	1.00	1	3	2919	0.55706	0.04965	24.75420	670.8738
9012	9010	35	0.20664	10	3	2.00	1	3	4076	0.36113	0.20390	34.33167	842.2646
9012	9014	35	0.29851	10	3	2.00	1	3	3538	0.52010	0.17698	34.43703	1056.128
9014	5902	33	0.17604	10	5	1.00	1	3	4093	0.34247	0.49726	30.84299	720.5317
9014	8674	30	0.21056	10	5	1.00	1	3	2426	0.43436	0.29472	29.08574	510.8186
9014	9012	35	0.29851	10	3	2.00	1	3	2766	0.51795	0.13838	34.57944	825.6787
9014	9016	30	0.17409	10	5	1.00	1	3	6371	0.41282	0.77399	25.30328	1109.127
9016	38	25	0.15316	2	10	1.00	1	3	290	0.36794	0.00492	24.97541	44.4164
9016	9014	30	0.17409	10	5	1.00	1	3	4743	0.38025	0.57615	27.47021	825.7089
9016	9018	30	0.28271	10	5	1.00	1	3	6828	0.69553	0.82948	24.38797	1930.344
9018	37	25	0.22017	2	10	1.00	1	3	85	0.52855	0.00144	24.99281	18.71445
9018	9016	30	0.28271	10	5	1.00	1	3	4529	0.61301	0.55014	27.67109	1280.394
9018	9020	30	0.28011	10	5	1.00	1	3	7595	0.75215	0.92265	22.34502	2127.435
9020	36	25	0.11438	2	10	1.00	1	3	605	0.27509	0.01029	24.94866	69.1999
9020	9018	30	0.28011	10	5	1.00	1	3	4613	0.60909	0.56042	27.59339	1292.147
9020	9022	30	0.15682	10	5	1.00	1	3	8305	0.47808	1.00891	19.68145	1302.39
9022	8854	35	0.26516	10	2	2.00	1	3	24450	0.73580	1.03954	21.62185	6483.162
9022	9020	30	0.15682	10	5	1.00	1	3	4804	0.34328	0.58362	27.40984	753.3633
9022	9024	35	0.09503	10	3	2.00	1	3	22165	0.31226	1.10868	18.26040	2106.34
9024	8670	25	0.17615	10	5	1.00	1	3	8617	0.69497	1.04674	15.20747	1517.885
9024	8716	25	0.14181	10	5	1.00	1	3	3520	0.35881	0.42754	23.71273	499.1712
9024	9022	35	0.09503	10	3	2.00	1	3	20949	0.26848	1.04787	21.23796	1990.783
9024	9026	35	0.21064	10	3	2.00	1	3	14061	0.41288	0.70334	30.61016	2961.809
9026	12	25	0.06117	2	10	1.00	1	3	627	0.14713	0.01066	24.94681	38.35359
9026	9024	35	0.21064	10	3	2.00	1	3	11922	0.39675	0.59633	31.85484	2511.25
9026	9028	35	0.14491	10	3	2.00	1	3	13451	0.28041	0.67284	31.00748	1949.184
9028	12	25	0.16874	2	10	1.00	1	3	487	0.40564	0.00828	24.95866	82.17638
9028	8686	30	0.20117	10	5	1.00	1	3	1891	0.41145	0.22973	29.33607	380.4125
9028	8718	25	0.28674	10	5	1.00	1	3	6832	0.84682	0.82994	20.31637	1959.008
9028	9026	35	0.14491	10	3	2.00	1	3	11406	0.27086	0.57054	32.10062	1652.843
9028	9030	40	0.19324	10	3	2.00	1	3	19158	0.40734	0.95827	28.46273	3702.092
9030	170	25	0.17487	2	10	1.00	5	3	151	0.41991	0.00258	24.98713	26.40537
9030	9028	40	0.19324	10	3	2.00	1	3	18743	0.39625	0.93753	29.25945	3621.897
9030	9032	40	0.23536	10	3	2.00	1	3	19006	0.49099	0.95069	28.76121	4473.252
9032	8682	45	0.07983	10	3	2.00	5	3	14400	0.12266	0.72027	39.04994	1149.552
9032	9030	40	0.23536	10	3	2.00	5	3	18591	0.47809	0.92991	29.53703	4375.578
9032	9034	45	0.16815	10	3	2.00	1	3	13491	0.25327	0.67481	39.83519	2268.512

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9034	13	25	0.10232	2	10	1.00	5	3	1196	0.24658	0.02035	24.89868	122.3747
9034	171	25	0.08651	2	10	1.00	5	3	125	0.20770	0.00213	24.98934	10.81375
9034	172	25	0.17408	2	10	1.00	5	3	1438	0.41984	0.02445	24.87835	250.327
9034	9032	45	0.16815	10	3	2.00	5	3	13206	0.25186	0.66058	40.05867	2220.589
9034	9036	45	0.22044	10	3	2.00	1	3	13488	0.33201	0.67466	39.83772	2973.295
9036	173	25	0.13011	2	10	1.00	5	3	996	0.31333	0.01694	24.91557	129.5896
9036	9034	45	0.22044	10	3	2.00	5	3	13193	0.33009	0.65991	40.06890	2908.265
9036	9038	45	0.24673	10	2	2.00	1	3	13630	0.35962	0.57950	41.16497	3362.93
9038	9036	45	0.24673	10	2	2.00	1	3	13335	0.35832	0.56697	41.31419	3290.145
9038	9040	45	0.18970	10	3	2.00	1	3	13630	0.28653	0.68177	39.72239	2585.611
9040	320	25	0.13308	2	10	1.00	1	3	284	0.31969	0.00483	24.97587	37.79472
9040	8736	30	0.07712	10	5	1.00	1	3	4051	0.16484	0.49216	28.07203	312.4131
9040	9038	45	0.18970	10	3	2.00	5	3	13335	0.28484	0.66702	39.95875	2529.65
9040	9042	45	0.11815	10	3	3.00	1	3	15035	0.16872	0.50138	42.01831	1776.385
9042	9040	45	0.11815	10	3	3.00	1	3	14639	0.16821	0.48817	42.14619	1729.598
9042	9044	45	0.08643	10	3	3.00	1	3	15035	0.12342	0.50138	42.01831	1299.475
9044	8740	35	0.07174	10	3	3.00	1	3	31758	0.20781	1.05901	20.71269	2278.319
9044	8742	45	0.27180	10	3	3.00	4	3	28689	0.50816	0.95668	32.09150	7797.67
9044	9042	45	0.08643	10	3	3.00	1	3	14639	0.12304	0.48817	42.14619	1265.249
9044	9046	45	0.12832	10	3	3.00	4	3	17046	0.18643	0.56842	41.29720	2187.343
9046	321	25	0.10715	2	10	1.00	1	3	2583	0.25943	0.04393	24.78226	276.7685
9046	9044	45	0.12832	10	3	3.00	4	3	18112	0.18843	0.60398	40.85793	2324.132
9046	9048	45	0.11080	10	3	2.00	4	3	15796	0.17688	0.79013	37.58367	1750.197
9048	6004	40	0.12875	10	3	1.00	1	3	3541	0.20099	0.35425	38.43406	455.9038
9048	9046	45	0.11080	10	3	2.00	4	3	16874	0.18378	0.84402	36.17327	1869.639
9048	9050	45	0.15443	10	3	2.00	4	3	12661	0.22901	0.63330	40.46078	1955.238
9050	5534	30	0.17078	10	5	1.00	4	3	1402	0.34689	0.17030	29.53919	239.4336
9050	9048	45	0.15443	10	3	2.00	1	3	13665	0.23343	0.68352	39.69349	2110.286
9050	9052	45	0.34642	10	3	2.00	4	3	12034	0.50839	0.60193	40.88449	4168.818
9052	322	25	0.15156	2	10	1.00	1	3	3649	0.36827	0.06206	24.69349	553.0424
9052	9050	45	0.34642	10	3	2.00	1	3	13420	0.52104	0.67125	39.89206	4648.956
9052	9054	45	0.09265	10	3	2.00	4	3	12688	0.13745	0.63463	40.44181	1175.543
9054	214	25	0.15300	2	10	1.00	4	3	918	0.36834	0.01560	24.92222	140.454
9054	5514	45	0.15115	10	3	2.00	4	3	12916	0.22516	0.64604	40.27707	1952.253
9054	9052	45	0.09265	10	3	2.00	1	3	14126	0.14145	0.70657	39.29892	1308.774
9056	46	25	0.20231	2	10	1.00	1	3	406	0.48622	0.00691	24.96552	82.13786
9056	9010	45	0.25470	10	3	3.00	1	3	28221	0.46636	0.94107	32.76913	7187.889
9056	9058	45	0.15876	10	3	3.00	1	3	28017	0.28821	0.93429	33.05093	4447.979
9058	45	25	0.15242	2	10	1.00	1	3	647	0.36660	0.01100	24.94511	98.61574
9058	9056	45	0.15876	10	3	3.00	1	3	28627	0.29598	0.95461	32.18391	4544.823
9058	9060	45	0.04413	10	3	3.00	1	3	28211	0.08077	0.94074	32.78288	1244.951
9060	44	25	0.09049	2	10	1.00	1	3	920	0.21785	0.01565	24.92199	83.2508
9060	9058	45	0.04413	10	3	3.00	1	3	28821	0.08302	0.96107	31.89368	1271.871
9060	9062	45	0.08977	10	3	3.00	1	3	28595	0.16712	0.95354	32.23106	2566.973
9060	9565	35	0.01296	10	5	1.00	3	3	3584	0.02346	0.43532	33.14759	46.44864
9062	8650	25	0.18182	10	5	2.00	5	3	4774	0.44978	0.28995	24.25437	868.0087
9062	8708	45	0.06496	10	3	2.00	5	3	13577	0.09802	0.67914	39.76525	881.9619
9062	9060	45	0.08977	10	3	3.00	1	3	29276	0.17273	0.97627	31.18335	2628.107
9062	9064	45	0.11328	10	3	3.00	5	3	22802	0.17768	0.76037	38.25208	2583.011
9064	154	25	0.05170	2	10	1.00	5	3	1535	0.12474	0.02611	24.87015	79.3595
9064	9062	45	0.11328	10	3	3.00	5	3	23156	0.17888	0.77217	37.99541	2623.112
9064	9066	45	0.17344	10	3	3.00	5	3	22965	0.27288	0.76580	38.13517	3983.05
9066	151	25	0.08409	2	10	1.00	5	3	516	0.20217	0.00877	24.95622	43.39044
9066	157	25	0.17246	2	10	1.00	5	3	267	0.41429	0.00454	24.97731	46.04682
9066	9064	45	0.17344	10	3	3.00	5	3	23319	0.27476	0.77760	37.87375	4044.447
9066	9068	45	0.11098	10	3	3.00	5	3	22602	0.17345	0.75370	38.39242	2508.37
9068	9066	45	0.11098	10	3	3.00	5	3	22932	0.17451	0.76472	38.15875	2544.993
9068	9070	45	0.12051	10	3	3.00	5	3	22602	0.18834	0.75370	38.39242	2723.767
9070	5960	45	0.08050	10	3	2.00	5	3	13100	0.12033	0.65524	40.13998	1054.55
9070	5962	45	0.16341	10	3	3.00	5	3	25367	0.27146	0.84589	36.11884	4145.221
9070	8638	45	0.09068	10	3	2.00	5	3	14451	0.13949	0.72282	39.00243	1310.417
9070	9068	45	0.12051	10	3	3.00	5	3	22932	0.18949	0.76472	38.15875	2763.535
9071	208	25	0.08980	2	10	1.00	6	3	1031	0.21628	0.01753	24.91265	92.5838
9071	209	25	0.28720	2	10	1.00	6	3	2397	0.69490	0.04076	24.79784	688.4184
9071	8607	45	0.12742	10	3	1.00	6	3	3158	0.17577	0.31588	43.49541	402.3924
9072	5962	45	0.14740	10	3	3.00	5	3	24679	0.24059	0.82295	36.75861	3637.685
9072	8626	30	0.05691	10	5	1.00	5	3	4818	0.12464	0.58525	27.39650	274.1924
9072	9074	45	0.14221	10	3	3.00	5	3	22935	0.22361	0.76481	38.15670	3261.586
9072	9567	30	0.06884	10	5	1.00	5	3	1427	0.13986	0.17329	29.52951	98.23468
9074	184	25	0.04333	2	10	1.00	5	3	807	0.10427	0.01373	24.93155	34.96731
9074	9072	45	0.14221	10	3	3.00	5	3	23546	0.22633	0.78520	37.69949	3348.477
9074	9076	45	0.23334	10	3	3.00	5	3	23051	0.36773	0.76868	38.07237	5378.72
9075	209	25	0.61256	2	10	1.00	6	3	1695	1.47861	0.02882	24.85673	1038.289
9075	331	25	0.35885	2	10	1.00	6	3	1970	0.86701	0.03351	24.83358	706.9345
9075	9093	40	0.09494	10	4	1.00	6	3	3751	0.14934	0.39874	38.14417	356.1199
9076	177	25	0.27982	2	10	1.00	5	3	1295	0.67453	0.02203	24.89033	362.3669
9076	185	25	0.22577	2	10	1.00	5	3	925	0.54354	0.01573	24.92162	208.8373
9076	9074	45	0.23334	10	3	3.00	5	3	23663	0.37227	0.78907	37.60882	5521.524
9076	9080	45	0.19130	10	3	3.00	5	3	23523	0.30431	0.78443	37.71738	4499.95
9077	331	25	0.22137	2	10	1.00	6	3	66	0.53140	0.00112	24.99438	14.61042
9077	9088	40	0.04634	10	4	1.00	6	3	66	0.06952	0.00704	39.99863	3.05844
9078	329	25	0.15099	2	10	1.00	6	3	1870	0.36468	0.03181	24.84197	282.3513
9078	331	25	0.19434	2	10	1.00	6	3	3743	0.47237	0.06366	24.68572	727.4146

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9078	9079	40	0.08875	10	3	2.00	6	3	5482	0.13692	0.27421	38.89100	486.5275
9079	5660	45	0.24798	10	3	2.00	1	3	19167	0.46498	0.95875	31.99864	4753.033
9079	9078	40	0.08875	10	3	2.00	6	3	5490	0.13693	0.27459	38.88904	487.2375
9079	9088	45	0.21051	10	3	2.00	6	3	18695	0.38256	0.93513	33.01631	3935.484
9079	15064	45	0.22671	10	5	2.00	1	3	16678	0.46424	1.01301	29.30081	3781.069
9080	186	25	0.06950	2	10	1.00	5	3	414	0.16704	0.00705	24.96481	28.773
9080	9076	45	0.19130	10	3	4.00	5	3	24143	0.28091	0.60381	40.86016	4618.556
9080	9082	45	0.07275	10	3	3.00	5	3	23592	0.11590	0.78671	37.66415	1716.318
9082	8738	35	0.19697	10	3	3.00	5	3	33007	0.63322	1.10066	18.66365	6501.389
9082	9080	45	0.07275	10	3	4.00	5	3	24219	0.10690	0.60573	40.83522	1761.932
9082	9084	40	0.12254	10	3	3.00	1	3	23860	0.22085	0.79566	33.29033	2923.804
9082	9090	45	0.10558	10	3	3.00	5	3	27478	0.18761	0.91629	33.76416	2901.127
9084	187	25	0.05710	2	10	1.00	5	3	1728	0.13784	0.02940	24.85388	98.6688
9084	9082	40	0.12254	10	3	4.00	1	3	24097	0.20236	0.60267	36.33330	2952.846
9084	9086	40	0.22293	10	3	3.00	1	3	23285	0.39705	0.77648	33.68800	5190.925
9085	203	25	0.09862	2	10	1.00	6	3	0	0.23668	0.00000	25.00000	0
9085	8609	45	0.08414	10	3	4.00	6	3	37263	0.15230	0.93195	33.14645	3135.309
9085	9095	45	0.09605	10	3	4.00	6	3	37348	0.17432	0.93408	33.05935	3587.275
9086	189	25	0.15304	2	10	1.00	5	3	1707	0.36943	0.02903	24.85567	261.2393
9086	326	25	0.15524	2	10	1.00	1	3	5137	0.37908	0.08736	24.57071	797.4679
9086	9084	40	0.22293	10	3	4.00	1	3	23518	0.36650	0.58820	36.49631	5242.868
9086	9093	45	0.27387	10	3	3.00	1	3	17843	0.40104	0.59501	40.97294	4886.662
9087	8723	40	0.18389	10	3	2.00	0	0	21773	0.50168	1.08907	21.99247	4003.837
9087	9089	40	0.15512	10	3	2.00	0	0	20002	0.34939	1.00051	26.63800	3102.71
9088	327	25	0.17376	2	10	1.00	1	3	2416	0.42045	0.04109	24.79621	419.8042
9088	9077	40	0.04634	10	4	1.00	6	3	66	0.06952	0.00703	39.99866	3.05844
9088	9079	45	0.21051	10	3	2.00	1	3	18676	0.38210	0.93416	33.05616	3931.485
9088	9093	45	0.24627	10	3	2.00	6	3	18147	0.43348	0.90770	34.08720	4469.062
9089	5663	40	0.08447	10	3	2.00	1	3	21073	0.21172	1.05408	23.93914	1780.036
9089	9087	40	0.15512	10	3	2.00	0	0	21773	0.42320	1.08907	21.99247	3377.428
9089	9091	45	0.23163	10	3	4.00	1	3	34279	0.38843	0.85732	35.77879	7940.045
9089	9099	45	0.08524	10	3	4.00	6	3	43963	0.21248	1.09951	24.07010	3747.406
9090	186	25	0.05417	2	10	1.00	5	3	199	0.13010	0.00338	24.98312	10.77983
9090	187	25	0.12686	2	10	1.00	5	3	704	0.30518	0.01198	24.94024	89.30944
9090	188	25	0.15604	2	10	1.00	5	3	289	0.37486	0.00492	24.97542	45.09556
9090	189	25	0.33320	2	10	1.00	5	3	290	0.80048	0.00493	24.97536	96.628
9090	9082	45	0.10558	10	3	3.00	5	3	27716	0.18934	0.92423	33.45546	2926.255
9090	9092	45	0.22702	10	3	3.00	5	3	28405	0.41901	0.94720	32.50803	6448.503
9091	5519	45	0.18542	10	2	4.00	1	3	34279	0.28606	0.72872	38.89062	6356.012
9091	9089	45	0.23163	10	3	4.00	1	3	36110	0.40571	0.90311	34.25539	8364.159
9092	185	25	0.16435	2	10	1.00	5	3	269	0.39481	0.00457	24.97717	44.21015
9092	191	25	0.12473	2	10	1.00	5	3	536	0.29991	0.00911	24.95452	66.85528
9092	9090	45	0.22702	10	3	3.00	5	3	28670	0.42408	0.95606	32.11934	6508.663
9092	9094	45	0.30011	10	3	3.00	5	3	28353	0.55265	0.94547	32.58235	8509.019
9093	326	25	0.26096	2	10	1.00	1	3	2494	0.63162	0.04241	24.78974	650.8342
9093	9075	40	0.09494	10	4	1.00	6	3	3569	0.14884	0.37941	38.27363	338.8409
9093	9086	45	0.27387	10	3	3.00	1	3	17893	0.40125	0.59668	40.95174	4900.356
9093	9088	45	0.24627	10	3	2.00	1	3	18127	0.43302	0.90672	34.12318	4464.136
9094	8628	30	0.15855	10	5	1.00	5	3	3655	0.33540	0.44399	28.36331	579.5003
9094	9092	45	0.30011	10	3	3.00	5	3	28610	0.55907	0.95406	32.20823	8586.147
9094	9096	45	0.21330	10	3	3.00	5	3	29543	0.41622	0.98517	30.74879	6301.522
9095	208	25	0.34594	2	10	1.00	6	3	1581	0.83471	0.02689	24.86626	546.9311
9095	1229	25	0.08470	2	10	1.00	0	3	638	0.20371	0.01085	24.94588	54.0386
9095	9085	45	0.09605	10	3	4.00	6	3	37263	0.17386	0.93195	33.14645	3579.111
9095	9097	45	0.21768	10	3	4.00	6	3	39528	0.42713	0.98860	30.57796	8604.455
9096	192	25	0.10134	2	10	1.00	5	3	1446	0.24442	0.02460	24.87762	146.5376
9096	9094	45	0.21330	10	3	3.00	5	3	29628	0.41814	0.98801	30.60743	6319.652
9096	9098	45	0.17850	10	3	3.00	5	3	28887	0.33687	0.96327	31.79350	5156.33
9097	9095	45	0.21768	10	3	4.00	6	3	39461	0.42595	0.98691	30.66229	8589.87
9097	9099	45	0.32630	10	3	4.00	6	3	43963	0.81339	1.09952	24.06960	14345.13
9097	9615	35	0.12269	10	3	1.00	0	3	4744	0.22389	0.47458	32.87939	582.0414
9098	8600	45	0.35794	10	3	2.00	5	3	19848	0.70727	0.99281	30.36521	7104.393
9098	8602	40	0.32528	10	3	2.00	5	3	6927	0.50717	0.34648	38.48185	2253.215
9098	8610	40	0.17993	10	3	2.00	5	3	12423	0.29896	0.62141	36.11198	2235.27
9098	9096	45	0.17850	10	3	3.00	5	3	28972	0.33826	0.96611	31.66291	5171.502
9099	204	25	0.23922	2	10	1.00	6	3	0	0.57414	0.00000	25.00000	0
9099	9089	45	0.08524	10	3	4.00	6	3	43963	0.21248	1.09952	24.06960	3747.406
9099	9097	45	0.32630	10	3	4.00	6	3	43963	0.81337	1.09951	24.07010	14345.13
9100	3708	45	0.07462	9	4	1.00	100	3	1850	0.10135	0.19664	44.17792	138.047
9100	9102	30	0.05739	10	5	1.00	0	3	7111	0.14516	0.86380	23.71948	408.1003
9100	9584	45	0.31245	9	7	1.00	100	3	6451	0.43487	0.45713	43.10926	2015.615
9101	939	20	0.08703	2	10	1.00	0	3	187	0.26126	0.00317	19.98731	16.27461
9101	3707	30	0.21349	10	5	1.00	0	3	1997	0.43734	0.24260	29.28902	426.3395
9101	3736	30	0.12245	10	5	1.00	0	3	2083	0.25118	0.25307	29.24985	255.0634
9102	940	20	0.06686	2	10	1.00	0	3	142	0.20066	0.00241	19.99036	9.49412
9102	9100	30	0.05739	10	5	1.00	0	3	7360	0.14936	0.89405	23.05260	422.3904
9102	9103	30	0.05223	10	5	1.00	0	3	6989	0.13048	0.84902	24.01815	365.0355
9103	939	20	0.12589	2	10	1.00	0	3	114	0.37782	0.00193	19.99228	14.35146
9103	3707	30	0.13989	10	5	1.00	0	3	1995	0.28656	0.24235	29.28995	279.0806
9103	3739	30	0.07538	10	5	1.00	0	3	4993	0.16617	0.60655	27.21637	376.3723
9103	9102	30	0.05223	10	5	1.00	0	3	7236	0.13397	0.87904	23.39328	377.9363
9104	937	20	0.13919	2	10	1.00	0	3	1155	0.41921	0.01965	19.92171	160.7645
9104	938	20	0.17427	2	10	1.00	0	3	522	0.52373	0.00888	19.96453	90.96894

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9104	3707	30	0.26902	10	5	1.00	0	3	1670	0.54845	0.20283	29.43081	449.2634
9111	12295	45	0.26647	9	3	2.00	100	0	16952	0.44338	0.84794	36.05913	4517.199
9111	12296	45	0.07159	9	3	3.00	100	0	18267	0.10531	0.60913	40.79065	1307.735
9111	14123	45	0.24243	9	3	2.00	100	0	16661	0.39881	0.83340	36.47408	4039.126
9111	22686	45	0.13797	9	3	3.00	100	0	13481	0.19479	0.44954	42.49716	1859.974
9142	15058	45	0.12877	9	3	2.00	100	0	18180	0.22707	0.90936	34.02555	2341.039
9142	22664	45	0.32678	9	3	2.00	100	0	16087	0.52663	0.80467	37.23028	5256.91
9142	22675	35	0.13473	23	5	1.00	901	0	1571	0.23511	0.19088	34.38327	211.6608
9142	23338	30	0.10455	10	5	1.00	0	0	759	0.21067	0.09218	29.77510	79.35345
9225	9343	35	0.08398	10	4	1.00	7	0	3156	0.14939	0.33544	33.72987	265.0409
9225	12300	35	0.10845	10	4	1.00	7	0	3789	0.19510	0.40276	33.35196	410.9171
9334	1578	20	0.10244	2	10	1.00	0	0	1457	0.30885	0.02478	19.90137	149.2551
9334	2489	45	0.21637	9	3	3.00	100	0	15945	0.31126	0.53170	41.70788	3450.02
9334	12270	30	0.09543	10	5	1.00	0	0	1841	0.19504	0.22369	29.35775	175.6866
9334	24034	45	0.28334	9	3	3.00	100	0	16070	0.40805	0.53589	41.66301	4553.274
9340	1355	20	0.15889	2	10	1.00	0	0	1009	0.47830	0.01717	19.93156	160.32
9340	8651	45	0.19986	10	3	2.00	7	3	17157	0.33541	0.85819	35.75230	3428.998
9340	9611	45	0.16116	10	3	2.00	7	3	15750	0.25691	0.78780	37.63858	2538.27
9340	24037	35	0.14068	10	4	1.00	7	0	3534	0.25188	0.37561	33.51113	497.1631
9341	1126	25	0.13878	2	10	1.00	7	3	430	0.33356	0.00731	24.96352	59.6754
9341	9590	45	0.05759	10	3	2.00	7	3	13403	0.08659	0.67042	39.90517	771.8788
9341	9591	45	0.11446	10	3	2.00	7	3	13920	0.17395	0.69626	39.47903	1593.283
9342	1123	25	0.06134	2	10	1.00	7	3	917	0.14768	0.01559	24.92227	56.24878
9342	9394	45	0.16834	10	3	2.00	7	3	12089	0.24726	0.60471	40.84849	2035.062
9342	9593	45	0.21373	10	3	2.00	7	3	11422	0.31078	0.57131	41.26306	2441.224
9343	9225	35	0.08398	10	4	1.00	7	0	3789	0.15109	0.40276	33.35196	318.2002
9343	9382	35	0.10818	10	4	2.00	7	0	8314	0.19607	0.44188	33.10449	899.4085
9343	12161	35	0.09396	10	4	2.00	7	0	7664	0.16918	0.40733	33.32418	720.1094
9343	23265	35	0.16537	10	4	1.00	7	0	2372	0.29073	0.25212	34.12900	392.2576
9344	1358	20	0.17979	2	10	1.00	0	0	55	0.53948	0.00094	19.99624	9.88845
9344	1359	20	0.09928	2	10	1.00	0	0	1312	0.29918	0.02231	19.91115	130.2554
9344	9345	35	0.11048	10	4	1.00	7	0	997	0.19109	0.10600	34.69160	110.1486
9344	9605	35	0.13838	10	4	1.00	7	0	1697	0.24119	0.18041	34.42389	234.8309
9345	1358	20	0.16514	2	10	1.00	0	0	253	0.49584	0.00431	19.98278	41.78042
9345	9344	35	0.11048	10	4	1.00	7	0	1157	0.19141	0.12296	34.63364	127.8254
9345	24030	35	0.16679	10	4	1.00	7	0	1258	0.28926	0.13372	34.59597	209.8218
9346	2507	35	0.23918	10	4	1.00	7	0	3602	0.42878	0.38292	33.46922	861.5264
9346	9347	35	0.07318	10	4	1.00	7	0	2875	0.12960	0.30560	33.88068	210.3925
9346	12294	30	0.18660	10	5	1.00	0	0	765	0.37605	0.09294	29.77295	142.749
9347	1317	20	0.18601	2	10	1.00	0	0	818	0.55957	0.01391	19.94451	152.1562
9347	1318	20	0.16621	2	10	1.00	0	0	656	0.49975	0.01115	19.95549	109.0338
9347	9346	35	0.07318	10	4	1.00	7	0	2859	0.12957	0.30393	33.88881	209.2216
9347	9605	35	0.19567	10	4	1.00	7	0	1902	0.34189	0.20218	34.33854	372.1643
9349	9609	45	0.28475	9	3	3.00	100	0	18611	0.42043	0.62061	40.63682	5299.482
9349	12292	35	0.10250	10	4	2.00	7	0	7331	0.18397	0.38963	33.43012	751.4275
9349	14125	45	0.10358	9	3	3.00	100	0	14066	0.14684	0.46905	42.32405	1456.956
9349	24035	35	0.17960	10	4	2.00	7	0	1945	0.31054	0.10339	34.70037	349.322
9351	9352	45	0.17532	9	3	3.00	100	0	17291	0.25532	0.57661	41.19981	3031.458
9351	9593	45	0.32928	10	3	2.00	7	3	10733	0.47433	0.53689	41.65226	3534.162
9351	23276	45	0.10340	9	3	3.00	100	0	11984	0.14460	0.39962	42.90535	1239.146
9351	23277	40	0.15114	10	3	2.00	7	0	6767	0.23535	0.33849	38.53017	1022.764
9352	1118	20	0.21011	2	10	1.00	0	0	1555	0.63367	0.02644	19.89478	326.7211
9352	1119	20	0.17364	2	10	1.00	0	0	367	0.52158	0.00625	19.97504	63.72588
9352	9351	45	0.17532	9	3	3.00	100	0	17113	0.25488	0.57066	41.27071	3000.251
9352	9353	45	0.13263	9	3	3.00	100	0	16737	0.19214	0.55812	41.41649	2219.828
9353	9352	45	0.13263	9	3	3.00	100	0	16577	0.19186	0.55279	41.47698	2198.608
9353	9354	45	0.11620	9	3	3.00	100	0	16737	0.16834	0.55812	41.41649	1944.839
9354	1117	20	0.17931	2	10	1.00	0	0	1267	0.54025	0.02155	19.91418	227.1858
9354	9353	45	0.11620	9	3	3.00	100	0	16577	0.16809	0.55279	41.47697	1926.247
9354	9355	45	0.22447	9	3	3.00	100	0	16360	0.32409	0.54554	41.55780	3672.329
9355	1114	20	0.16984	2	10	1.00	0	0	3717	0.51595	0.06322	19.75027	631.2953
9355	9354	45	0.22447	9	3	3.00	100	0	16200	0.32363	0.54021	41.61628	3636.414
9355	9356	45	0.22247	9	3	3.00	100	0	15489	0.31883	0.51650	41.86656	3445.838
9356	1116	20	0.20014	2	10	1.00	0	0	860	0.60217	0.01462	19.94169	172.1204
9356	9355	45	0.22247	9	3	3.00	100	0	15329	0.31842	0.51116	41.92082	3410.243
9356	9386	45	0.28085	9	3	3.00	100	0	15410	0.40224	0.51387	41.89338	4327.899
9357	1112	25	0.18402	2	10	1.00	7	3	302	0.44211	0.00513	24.97435	55.57404
9357	1575	20	0.17667	2	10	1.00	7	3	1442	0.53261	0.02452	19.90238	254.7581
9357	8658	45	0.35278	10	3	3.00	7	3	17890	0.51686	0.59657	40.95317	6311.234
9357	9358	45	0.38420	10	3	3.00	7	3	18170	0.56455	0.60591	40.83284	6980.914
9358	9357	45	0.38420	10	3	3.00	7	3	18156	0.56447	0.60545	40.83887	6975.535
9358	9360	30	0.14805	10	4	1.00	7	3	4966	0.31915	0.52780	27.83276	735.2163
9358	9365	35	0.18019	10	4	1.00	7	3	2991	0.31967	0.31787	33.81978	538.9483
9358	9577	45	0.28572	10	3	3.00	7	3	16179	0.41186	0.53952	41.62378	4622.664
9359	9577	50	0.21514	10	3	3.00	7	0	16370	0.27958	0.54590	46.17093	3521.842
9359	24774	50	0.15153	10	3	3.00	7	0	16451	0.19706	0.54859	46.13770	2492.82
9360	9358	30	0.14805	10	4	1.00	7	3	5021	0.31962	0.53365	27.79138	743.3591
9360	25073	30	0.18881	10	4	1.00	7	3	4966	0.40702	0.52780	27.83276	937.6305
9361	1582	20	0.04508	2	10	1.00	7	3	1618	0.13598	0.02752	19.89053	72.93944
9361	25062	30	0.10610	10	4	1.00	7	3	1889	0.21625	0.20076	29.43791	200.4229
9361	25073	30	0.11173	10	4	1.00	7	3	2549	0.22972	0.27090	29.18124	284.7998
9363	3714	30	0.20043	10	4	1.00	7	3	514	0.40251	0.05459	29.87780	103.021
9363	9364	30	0.29191	10	4	1.00	7	3	1112	0.58972	0.11816	29.70017	324.6039

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9363	25079	25	0.18452	10	5	1.00	0	3	17	0.44267	0.00204	25.00932	3.13684
9364	1103	20	0.14929	2	10	1.00	7	3	431	0.44853	0.00733	19.97072	64.34399
9364	1576	20	0.14289	2	10	1.00	7	3	1095	0.43026	0.01863	19.92577	156.4646
9364	3716	30	0.19492	10	4	1.00	7	3	1975	0.39772	0.20990	29.40637	384.967
9364	9363	30	0.29191	10	4	1.00	7	3	530	0.58630	0.05638	29.87306	154.7123
9365	1110	25	0.14531	2	10	1.00	7	3	1439	0.35044	0.02446	24.87827	209.1011
9365	9358	35	0.18019	10	4	1.00	7	3	3002	0.31973	0.31907	33.81376	540.9304
9365	9578	35	0.19088	10	4	1.00	7	3	2581	0.33656	0.27435	34.02898	492.6613
9366	9367	35	0.31003	10	4	1.00	7	3	1893	0.54165	0.20116	34.34261	586.8868
9366	9369	35	0.10466	10	4	1.00	7	3	2184	0.18353	0.23213	34.21530	228.5774
9366	9578	35	0.19191	10	4	1.00	7	3	2318	0.33713	0.24640	34.15400	444.8474
9367	1121	25	0.10061	2	10	1.00	7	3	773	0.24210	0.01314	24.93446	77.77153
9367	9366	35	0.31003	10	4	1.00	7	3	1918	0.54182	0.20386	34.33181	594.6375
9367	9368	35	0.22735	10	4	1.00	7	3	2287	0.39923	0.24312	34.16827	519.9495
9368	8665	45	0.18912	10	3	2.00	7	3	16143	0.30536	0.80749	37.15961	3052.964
9368	9367	35	0.22735	10	4	1.00	7	3	2313	0.39936	0.24581	34.15657	525.8606
9368	9389	45	0.35754	10	3	2.00	7	3	16015	0.57483	0.80106	37.31982	5726.003
9369	9366	35	0.10466	10	4	1.00	7	3	2170	0.18349	0.23063	34.22164	227.1122
9369	9370	35	0.16801	10	4	1.00	7	3	2184	0.29463	0.23213	34.21530	366.9338
9370	1120	25	0.19777	2	10	1.00	7	3	1148	0.47651	0.01952	24.90277	227.04
9370	9369	35	0.16801	10	4	1.00	7	3	2170	0.29457	0.23063	34.22164	364.5817
9370	9594	35	0.13133	10	4	1.00	7	3	2364	0.23085	0.25124	34.13287	310.4641
9371	1122	25	0.12071	2	10	1.00	7	3	769	0.29047	0.01307	24.93482	92.82599
9371	1573	25	0.23413	2	10	1.00	7	3	127	0.56216	0.00217	24.98918	29.73451
9371	9372	35	0.10570	10	4	1.00	7	3	2553	0.18630	0.27133	34.04285	269.8521
9371	9594	35	0.09531	10	4	1.00	7	3	1896	0.16653	0.20154	34.34110	180.7078
9372	9371	35	0.10570	10	4	1.00	7	3	2537	0.18626	0.26969	34.05030	268.1609
9372	9373	35	0.10867	10	4	1.00	7	3	2553	0.19153	0.27133	34.04285	277.4345
9373	9372	35	0.10867	10	4	1.00	7	3	2537	0.19149	0.26969	34.05030	275.6958
9373	9574	35	0.11002	10	4	1.00	7	3	3957	0.19858	0.42061	33.24180	435.3491
9373	9588	35	0.11191	10	4	1.00	7	3	1952	0.19567	0.20751	34.31711	218.4483
9373	24907	35	0.16161	10	4	1.00	7	3	267	0.27754	0.02840	34.93662	43.14987
9374	9587	35	0.10520	10	4	1.00	7	3	96	0.18040	0.01023	34.98965	10.0992
9374	9589	35	0.12481	10	4	1.00	7	3	527	0.21486	0.05603	34.85299	65.77487
9374	24906	35	0.04576	10	4	1.00	7	3	480	0.07875	0.05105	34.86835	21.9648
9375	9376	35	0.08071	10	4	1.00	7	3	3178	0.14361	0.33777	33.71770	256.4964
9375	9575	35	0.12593	10	4	1.00	7	3	2597	0.22210	0.27604	34.02122	327.0402
9375	24910	35	0.08466	10	4	1.00	7	3	732	0.14603	0.07783	34.78425	61.97112
9376	9375	35	0.08071	10	4	1.00	7	3	3156	0.14356	0.33546	33.72976	254.7208
9376	24904	35	0.09506	10	4	1.00	7	3	3178	0.16915	0.33777	33.71770	302.1007
9379	9394	35	0.16979	10	4	1.00	7	3	4294	0.30865	0.45647	33.00625	729.0783
9379	9396	35	0.10934	10	4	1.00	7	3	193	0.18766	0.02053	34.95979	21.10262
9379	9606	35	0.16630	10	4	1.00	7	3	4114	0.30114	0.43728	33.13475	684.1582
9380	1129	25	0.14667	2	10	1.00	7	3	92	0.35213	0.00157	24.99216	13.49364
9380	9597	35	0.07899	10	4	1.00	7	3	858	0.13642	0.09116	34.74096	67.77342
9380	9612	35	0.08944	10	4	1.00	7	3	942	0.15460	0.10018	34.71111	84.25248
9381	1124	25	0.12902	2	10	1.00	7	3	915	0.31060	0.01555	24.92247	118.0533
9381	12299	30	0.18894	10	5	1.00	0	0	604	0.38008	0.07343	29.82714	114.1198
9381	24911	35	0.18834	10	4	1.00	7	3	30	0.32277	0.00319	35.00977	5.6502
9381	24912	35	0.04451	10	4	1.00	7	3	950	0.07695	0.10096	34.70850	42.2845
9382	9343	35	0.10818	10	4	2.00	7	0	8393	0.19624	0.44605	33.07676	907.9547
9382	23249	35	0.10589	10	4	2.00	7	0	8314	0.19191	0.44188	33.10449	880.3695
9384	1513	20	0.05767	2	10	1.00	0	0	2	0.17300	0.00003	19.99987	0.11534
9384	24767	25	0.09846	10	5	1.00	0	0	1533	0.24042	0.18628	24.57230	150.9392
9384	25130	25	0.04902	10	5	1.00	0	0	1539	0.11971	0.18693	24.57048	75.44178
9386	1113	20	0.18560	2	10	1.00	0	0	2604	0.56172	0.04428	19.82444	483.3024
9386	9356	45	0.28085	9	3	3.00	100	0	15250	0.40172	0.50853	41.94727	4282.963
9386	25189	45	0.13340	9	3	3.00	100	0	15938	0.19190	0.53149	41.71009	2126.129
9387	1502	20	0.13681	2	10	1.00	0	0	0	0.41042	0.00000	20.00000	0
9387	5028	50	0.20216	10	3	3.00	7	0	7599	0.24882	0.25341	48.74761	1536.214
9387	24781	50	0.26939	10	3	3.00	7	0	7622	0.33160	0.25418	48.74273	2053.291
9389	1112	25	0.22707	2	10	1.00	7	3	943	0.54672	0.01604	24.92005	214.127
9389	8658	45	0.17048	10	3	2.00	7	3	16364	0.27739	0.81853	36.87547	2789.735
9389	9368	45	0.35754	10	3	2.00	7	3	16026	0.57504	0.80161	37.30620	5729.936
9394	9342	45	0.16834	10	3	2.00	7	3	11717	0.24584	0.58606	41.08476	1972.44
9394	9379	35	0.16979	10	4	1.00	7	3	4263	0.30844	0.45316	33.02881	723.8148
9394	9574	35	0.14933	10	4	1.00	7	3	3914	0.26931	0.41599	33.27074	584.4776
9394	9590	45	0.05790	10	3	2.00	7	3	13809	0.08779	0.69073	39.57326	799.5411
9396	9379	35	0.10934	10	4	1.00	7	3	207	0.18769	0.02203	34.95539	22.63338
9396	24911	35	0.04188	10	4	1.00	7	3	193	0.07188	0.02053	34.95979	8.08284
9519	1419	0	0.12036	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
9521	3712	25	0.05808	10	5	1.00	0	0	434	0.13993	0.05270	24.90233	25.20672
9521	24793	25	0.05049	10	5	1.00	0	0	440	0.12166	0.05349	24.90060	22.2156
9545	5020	25	0.17788	9	5	1.00	100	0	0	0.42669	0.00000	25.01345	0
9545	9546	25	0.19302	9	5	1.00	100	0	0	0.46299	0.00000	25.01345	0
9546	9545	25	0.19302	9	5	1.00	100	0	0	0.46299	0.00000	25.01345	0
9553	59	25	0.10502	2	10	1.00	1	3	578	0.25254	0.00982	24.95098	60.70156
9553	8798	25	0.21490	10	4	1.00	1	3	1381	0.52248	0.14684	24.67789	296.7769
9554	59	25	0.11201	2	10	1.00	1	3	823	0.26958	0.01399	24.93024	92.18423
9554	8858	33	0.14348	10	4	1.00	1	3	4986	0.28134	0.52999	30.59912	715.3913
9555	237	20	0.06707	3	10	3.00	0	3	4410	0.20222	0.02500	19.90050	295.7787
9555	249	20	0.11774	3	10	3.00	0	3	1711	0.35390	0.00970	19.96127	201.4531
9555	3456	40	0.19389	10	3	2.00	4	3	10407	0.31292	0.52057	37.17749	2017.813

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9555	3457	40	0.21960	10	3	2.00	4	3	13338	0.37098	0.66717	35.51686	2929.025
9560	3385	35	0.56802	10	4	1.00	2	0	7520	1.17282	0.79935	29.05918	4271.51
9560	3455	35	0.44058	9	5	1.00	100	0	1384	0.76689	0.16814	34.47052	609.7627
9560	5708	40	0.13206	10	4	1.00	2	3	8748	0.26823	0.92982	29.54029	1155.261
9561	325	25	0.12367	2	10	1.00	1	3	3178	0.30001	0.05404	24.73269	393.0233
9561	5519	25	0.08617	10	4	1.00	1	3	7860	0.25557	0.83551	20.23073	677.2962
9561	5525	25	0.11058	10	4	1.00	1	3	5621	0.29169	0.59745	22.74551	621.5702
9562	289	25	0.08071	2	10	1.00	2	3	1508	0.19469	0.02564	24.87244	121.7107
9562	5714	35	0.02292	10	5	1.00	3	3	1508	0.03996	0.18316	34.41331	34.56336
9563	294	25	0.13929	2	10	1.00	2	3	509	0.33486	0.00866	24.95675	70.89861
9563	295	25	0.17538	2	10	1.00	2	3	1324	0.42281	0.02252	24.88792	232.2031
9563	297	25	0.41996	2	10	1.00	2	3	1233	1.01214	0.02098	24.89556	517.8107
9563	5714	35	0.02111	10	5	1.00	3	3	3020	0.03774	0.36686	33.56037	63.7522
9564	295	25	0.32542	2	10	1.00	2	3	518	0.78238	0.00881	24.95601	168.5676
9564	296	25	0.18762	2	10	1.00	2	3	1025	0.45186	0.01742	24.91318	192.3105
9564	297	25	0.10188	2	10	1.00	2	3	1950	0.24613	0.03317	24.83525	198.666
9564	5680	35	0.01705	10	5	1.00	3	3	3363	0.03070	0.40851	33.31697	57.33915
9565	40	25	0.05041	2	10	1.00	1	3	1477	0.12160	0.02512	24.87502	74.45557
9565	41	25	0.21482	2	10	1.00	1	3	1679	0.51851	0.02855	24.85808	360.6828
9565	42	25	0.41543	2	10	1.00	1	3	482	0.99868	0.00819	24.95910	200.2373
9565	9060	35	0.01296	10	5	1.00	3	3	3515	0.02342	0.42696	33.20151	45.5544
9566	39	25	0.15060	2	10	1.00	1	3	399	0.36194	0.00679	24.96612	60.0894
9566	42	25	0.31135	2	10	1.00	1	3	297	0.74799	0.00505	24.97476	92.47095
9566	8652	25	0.02562	10	5	1.00	5	3	663	0.06190	0.08059	24.83953	16.98606
9567	174	25	0.29297	2	10	1.00	5	3	354	0.70396	0.00601	24.96996	103.7114
9567	176	25	0.09403	2	10	1.00	5	3	1073	0.22650	0.01825	24.90910	100.8942
9567	9072	30	0.06884	10	5	1.00	5	3	1448	0.13990	0.17586	29.52112	99.68032
9568	174	25	0.21417	2	10	1.00	5	3	1055	0.51586	0.01795	24.91059	225.9494
9568	176	25	0.49138	2	10	1.00	5	3	221	1.18020	0.00377	24.98118	108.595
9568	8678	30	0.04972	10	5	1.00	5	3	1256	0.10079	0.15253	29.59575	62.44832
9569	41	25	0.41313	2	10	1.00	1	3	303	0.99253	0.00516	24.97425	125.1784
9569	42	25	0.15871	2	10	1.00	1	3	941	0.38213	0.01600	24.92026	149.3461
9569	8674	30	0.00189	10	5	1.00	5	3	1333	0.00384	0.16194	29.56603	2.51937
9570	5680	35	0.01155	10	5	1.00	3	0	1275	0.02008	0.15489	34.51974	14.72625
9571	5517	45	0.10367	10	3	2.00	1	3	23632	0.32960	1.18209	18.87189	2449.929
9571	5966	45	0.17033	10	6	2.00	1	3	18018	0.26803	0.76607	38.12948	3069.006
9571	5967	45	0.19501	10	3	3.00	1	0	26745	0.33763	0.89185	34.65562	5215.542
9572	5523	45	0.35270	10	6	1.00	4	0	12544	0.80909	1.06671	26.15533	4424.269
9573	1130	25	0.14082	2	10	1.00	7	3	3831	0.34237	0.06516	24.67839	539.4814
9573	9591	45	0.07245	10	3	2.00	7	3	14077	0.11049	0.70415	39.34169	1019.879
9573	9597	45	0.11603	10	3	2.00	7	3	15224	0.18212	0.76148	38.22824	1766.441
9574	1126	25	0.11970	2	10	1.00	7	3	42	0.28731	0.00071	24.99647	5.0274
9574	9373	35	0.11002	10	4	1.00	7	3	3955	0.19857	0.42040	33.24311	435.1291
9574	9394	35	0.14933	10	4	1.00	7	3	3916	0.26932	0.41620	33.26944	584.7763
9575	9375	35	0.12593	10	4	1.00	7	3	2622	0.22218	0.27875	34.00866	330.1885
9575	9587	35	0.10399	10	4	1.00	7	3	1221	0.18028	0.12977	34.60989	126.9718
9575	9588	35	0.09816	10	4	1.00	7	3	2071	0.17188	0.22009	34.26566	203.2894
9577	9358	45	0.28572	10	3	3.00	7	3	16099	0.41157	0.53685	41.65271	4599.806
9577	9359	50	0.21514	10	3	3.00	7	0	16451	0.27978	0.54859	46.13770	3539.268
9577	9595	35	0.32847	9	7	1.00	100	3	306	0.56377	0.02170	34.95805	100.5118
9578	1111	25	0.11709	2	10	1.00	7	3	1035	0.28201	0.01760	24.91229	121.1882
9578	1115	25	0.19451	2	10	1.00	7	3	682	0.46792	0.01160	24.94214	132.6558
9578	9365	35	0.19088	10	4	1.00	7	3	2592	0.33662	0.27555	34.02347	494.761
9578	9366	35	0.19191	10	4	1.00	7	3	2307	0.33708	0.24521	34.15921	442.7364
9580	1577	20	0.28728	2	10	1.00	0	3	483	0.86327	0.00822	19.96717	138.7562
9580	9581	45	0.14780	9	3	2.00	100	3	10775	0.21302	0.53894	41.63004	1592.545
9580	9585	45	0.20886	9	3	2.00	100	3	13458	0.31438	0.67317	39.86143	2810.838
9580	25078	25	0.14029	10	5	1.00	0	3	3451	0.35441	0.41921	23.75044	484.1408
9581	9580	45	0.14780	9	3	2.00	100	3	10678	0.21275	0.53410	41.68220	1578.208
9581	9582	45	0.08659	9	3	2.00	100	3	10775	0.12480	0.53894	41.63004	933.0073
9582	9581	45	0.08659	9	3	2.00	100	3	10678	0.12465	0.53410	41.68220	924.608
9582	9583	45	0.17780	9	3	2.00	100	3	10775	0.25626	0.53894	41.63004	1915.795
9582	25068	25	0.11253	10	5	1.00	0	3	1651	0.27522	0.20060	24.53205	185.787
9583	3716	30	0.18247	10	4	1.00	7	3	2097	0.37290	0.22293	29.36047	382.6396
9583	9582	45	0.17780	9	3	2.00	100	3	11236	0.25786	0.56204	41.37151	1997.761
9583	9584	45	0.42976	9	3	2.00	100	3	8994	0.60680	0.44988	42.49419	3865.261
9583	25049	35	0.10689	10	4	1.00	7	3	1626	0.18615	0.17280	34.45294	173.8031
9584	1102	20	0.29424	2	10	1.00	7	3	1232	0.88641	0.02095	19.91656	362.5037
9584	9100	45	0.31245	9	7	1.00	100	3	6210	0.43374	0.44008	43.22195	1940.315
9584	9583	45	0.42976	9	3	2.00	100	3	9015	0.60693	0.45091	42.48527	3874.286
9584	22813	45	0.25324	9	3	2.00	100	0	11841	0.37053	0.59229	41.00724	2998.615
9585	1107	20	0.26635	2	10	1.00	7	3	2861	0.80683	0.04866	19.80723	762.0274
9585	1575	20	0.25819	2	10	1.00	7	3	364	0.77551	0.00618	19.97530	93.98116
9585	8658	45	0.20715	9	3	2.00	100	3	14267	0.31730	0.71366	39.17154	2955.409
9585	9580	45	0.20886	9	3	2.00	100	3	13441	0.31427	0.67232	39.87514	2807.287
9587	1130	25	0.12221	2	10	1.00	7	3	1177	0.29447	0.02002	24.90029	143.8412
9587	9374	35	0.10520	10	4	1.00	7	3	86	0.18039	0.00919	34.99265	9.0472
9587	9575	35	0.10399	10	4	1.00	7	3	1229	0.18030	0.13066	34.60675	127.8037
9588	1126	25	0.12605	2	10	1.00	7	3	136	0.30267	0.00231	24.98847	17.1428
9588	9373	35	0.11191	10	4	1.00	7	3	1935	0.19562	0.20568	34.32449	216.5459
9588	9575	35	0.09816	10	4	1.00	7	3	2088	0.17191	0.22192	34.25811	204.9581
9589	1128	25	0.07764	2	10	1.00	7	3	204	0.18646	0.00347	24.98267	15.83856
9589	1130	25	0.12471	2	10	1.00	7	3	30	0.29933	0.00051	24.99743	3.7413

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9589	9374	35	0.12481	10	4	1.00	7	3	534	0.21488	0.05672	34.85084	66.64854
9589	9597	35	0.13953	10	4	1.00	7	3	644	0.24046	0.06846	34.81410	89.85732
9590	9341	45	0.05759	10	3	2.00	7	3	13809	0.08732	0.69073	39.57326	795.2603
9590	9394	45	0.05790	10	3	2.00	7	3	13403	0.08706	0.67042	39.90517	776.0337
9591	1125	25	0.09899	2	10	1.00	7	3	1583	0.23886	0.02692	24.86613	156.7012
9591	9341	45	0.11446	10	3	2.00	7	3	13514	0.17248	0.67595	39.81687	1546.812
9591	9573	45	0.07245	10	3	2.00	7	3	14483	0.11154	0.72446	38.97159	1049.293
9593	1119	20	0.22692	2	10	1.00	0	0	334	0.68153	0.00568	19.97732	75.79128
9593	9342	45	0.21373	10	3	2.00	7	3	11794	0.31249	0.58996	41.03639	2520.732
9593	9351	45	0.32928	10	3	2.00	7	3	10373	0.47217	0.51883	41.84259	3415.621
9593	23316	30	0.11922	10	5	1.00	0	0	883	0.24058	0.10721	29.73217	105.2713
9594	9370	35	0.13133	10	4	1.00	7	3	2350	0.23080	0.24974	34.13945	308.6255
9594	9371	35	0.09531	10	4	1.00	7	3	1912	0.16656	0.20318	34.33454	182.2327
9594	9596	35	0.11721	9	7	1.00	100	3	717	0.20152	0.05080	34.89703	84.03957
9595	1109	20	0.41260	2	10	1.00	0	0	54	1.23801	0.00093	19.99630	22.2804
9595	9577	35	0.32847	9	7	1.00	100	3	307	0.56377	0.02175	34.95795	100.8403
9595	30003	35	0.23034	9	7	1.00	100	3	361	0.39543	0.02555	34.95015	83.15274
9596	1122	25	0.09566	2	10	1.00	7	3	542	0.23001	0.00922	24.95400	51.84772
9596	5032	35	0.20768	9	7	1.00	100	3	471	0.35669	0.03335	34.93399	97.81728
9596	9594	35	0.11721	9	7	1.00	100	3	718	0.20152	0.05089	34.89684	84.15678
9597	9380	35	0.07899	10	4	1.00	7	3	856	0.13642	0.09101	34.74146	67.61544
9597	9573	45	0.11603	10	3	2.00	7	3	14816	0.18014	0.74111	38.64893	1719.1
9597	9589	35	0.13953	10	4	1.00	7	3	654	0.24049	0.06949	34.81084	91.25262
9597	9611	45	0.16641	10	3	2.00	7	3	15299	0.26174	0.76528	38.14658	2545.907
9603	9606	35	0.10741	10	4	1.00	7	3	4131	0.19456	0.43909	33.12293	443.7107
9603	9608	35	0.05712	10	4	1.00	7	0	4114	0.10343	0.43728	33.13475	234.9917
9604	17260	35	0.09243	10	4	2.00	7	0	7535	0.16622	0.40043	33.36596	696.4601
9604	23327	35	0.07820	10	4	2.00	7	0	7363	0.14039	0.39132	33.42019	575.7866
9605	9344	35	0.13838	10	4	1.00	7	0	1540	0.24075	0.16371	34.48709	213.1052
9605	9347	35	0.19567	10	4	1.00	7	0	2159	0.34301	0.22946	34.22657	422.4515
9605	12297	35	0.11026	10	4	2.00	7	0	7300	0.19783	0.38797	33.43982	804.898
9605	17260	35	0.17647	10	4	2.00	7	0	8579	0.32076	0.45597	33.00970	1513.936
9606	9379	35	0.16630	10	4	1.00	7	3	4131	0.30125	0.43909	33.12293	686.9853
9606	9603	35	0.10741	10	4	1.00	7	3	4114	0.19450	0.43728	33.13475	441.8847
9607	23264	30	0.15686	10	5	1.00	0	0	2053	0.32161	0.24941	29.26363	322.0336
9607	23276	45	0.20519	9	3	3.00	100	0	11856	0.28672	0.39537	42.93800	2432.733
9607	23282	30	0.09783	10	5	1.00	0	0	1227	0.19826	0.14901	29.60673	120.0374
9607	24254	45	0.11453	9	3	3.00	100	0	11162	0.15940	0.37222	43.11043	1278.384
9608	9603	35	0.05712	10	4	1.00	7	0	4131	0.10347	0.43909	33.12293	235.9627
9608	12276	35	0.11611	10	4	1.00	7	0	4401	0.21158	0.46778	32.92768	511.0001
9608	25053	35	0.14793	10	4	1.00	7	0	1354	0.25683	0.14391	34.55964	200.2972
9609	9349	45	0.28475	9	3	3.00	100	0	18526	0.42004	0.61778	40.67526	5275.279
9609	12272	30	0.15264	10	5	1.00	0	0	3049	0.31857	0.37044	28.74885	465.3994
9609	12296	45	0.13838	9	3	3.00	100	0	17920	0.20280	0.59759	40.94019	2479.77
9609	24065	30	0.13437	10	5	1.00	0	0	2149	0.27592	0.26105	29.21944	288.7611
9610	1312	20	0.13291	2	10	1.00	0	0	178	0.39897	0.00303	19.98788	23.65798
9610	1333	20	0.14302	2	10	1.00	0	0	523	0.42983	0.00890	19.96448	74.79946
9610	8656	35	0.14713	10	4	2.00	7	0	8053	0.26594	0.42797	33.19505	1184.838
9610	12161	35	0.08542	10	4	2.00	7	0	8175	0.15459	0.43445	33.15324	698.3085
9611	1129	25	0.08999	2	10	1.00	7	3	649	0.21645	0.01104	24.94492	58.40351
9611	9340	45	0.16116	10	3	2.00	7	3	16303	0.26167	0.81549	36.95497	2627.391
9611	9597	45	0.16641	10	3	2.00	7	3	14900	0.25891	0.74531	38.56447	2479.509
9611	24900	35	0.15107	10	4	1.00	7	3	616	0.26029	0.06543	34.82365	93.05912
9612	9380	35	0.08944	10	4	1.00	7	3	950	0.15461	0.10096	34.70850	84.968
9612	24912	35	0.11483	10	4	1.00	7	3	942	0.19848	0.10018	34.71111	108.1699
9614	1227	25	0.07340	2	10	1.00	0	3	645	0.17656	0.01097	24.94529	47.343
9614	1228	25	0.12102	2	10	1.00	0	3	462	0.29090	0.00786	24.96075	55.91124
9614	3719	35	0.20585	10	3	1.00	0	3	3016	0.36434	0.30170	33.89969	620.8436
9614	9618	35	0.18205	10	3	1.00	0	3	2765	0.32108	0.27663	34.01849	503.3683
9615	333	25	0.14133	2	10	1.00	0	3	668	0.33997	0.01136	24.94333	94.40844
9615	1228	25	0.18572	2	10	1.00	0	3	1330	0.44774	0.02261	24.88745	247.0076
9615	9097	35	0.12269	10	3	1.00	0	3	4677	0.22357	0.46787	32.92705	573.8211
9615	9618	35	0.14266	10	3	1.00	0	3	2830	0.25184	0.28311	33.98837	403.7278
9618	9614	35	0.18205	10	3	1.00	0	3	2830	0.32137	0.28311	33.98837	515.2015
9618	9615	35	0.14266	10	3	1.00	0	3	2765	0.25161	0.27663	34.01849	394.4549
9619	1229	25	0.13098	2	10	1.00	0	3	467	0.31486	0.00794	24.96038	61.16766
9619	3717	40	0.07714	10	3	2.00	0	3	4389	0.11818	0.21954	39.16335	338.5675
9619	8609	40	0.08205	10	3	2.00	0	3	4628	0.12589	0.23147	39.10635	379.7274
9630	3725	0	0.37417	10	3	0.00	0	3	0	0.00000	0.00000	0.00000	0
9631	22746	45	0.21637	10	3	2.00	7	0	11698	0.31590	0.58515	41.09595	2531.096
9800	1224	25	0.07534	2	10	1.00	4	3	1533	0.18176	0.02607	24.87032	115.4962
9800	8894	30	0.21270	10	5	1.00	4	3	7553	0.56778	0.91755	22.47725	1606.523
9800	8896	30	0.07153	10	5	1.00	4	3	7958	0.20350	0.96666	21.09141	569.2357
9801	1225	25	0.05713	2	10	1.00	4	3	62	0.13713	0.00105	24.99475	3.54206
9801	8754	30	0.05704	10	5	1.00	4	3	12711	0.68031	1.54410	5.03048	725.0354
9801	8896	30	0.10864	10	5	1.00	4	3	12805	1.32283	1.55547	4.92752	1391.135
9802	1225	25	0.05991	2	10	1.00	4	3	1205	0.14438	0.02049	24.89795	72.19155
9802	8754	45	0.05652	10	3	4.00	4	3	36420	0.09984	0.91087	33.96897	2058.458
9802	8758	45	0.14703	10	3	4.00	4	3	35509	0.25361	0.88809	34.78534	5220.888
9803	224	25	0.04186	2	10	1.00	4	3	9920	0.10385	0.16871	24.18398	415.2512
9803	1226	25	0.07131	2	10	1.00	4	3	4634	0.17384	0.07880	24.61210	330.4505
9803	8896	30	0.07193	10	5	1.00	4	3	14293	1.16469	1.73623	3.70547	1028.095
10290	5540	65	0.03020	2	9	1.00	0	0	0	0.02786	0.00000	65.03497	0

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
10290	13543	65	0.42326	2	8	1.00	0	0	15321	0.44004	0.65139	57.71263	6484.766
10903	5672	40	0.25324	10	3	3.00	1	0	33491	0.74478	1.11680	20.40150	8481.261
11066	5824	30	0.22880	23	3	1.00	901	0	13887	1.96936	1.38924	6.97095	3177.346
11328	5948	35	0.25740	23	3	2.00	901	0	21869	0.81266	1.09387	19.00418	5629.081
12160	1331	20	0.12354	2	10	1.00	0	0	2492	0.37376	0.04238	19.83191	307.8617
12160	1332	20	0.11151	2	10	1.00	0	0	216	0.33477	0.00368	19.98530	24.08616
12160	16568	25	0.08511	10	5	1.00	0	0	1345	0.20730	0.16335	24.63461	114.473
12161	9343	35	0.09396	10	4	2.00	7	0	8175	0.17006	0.43445	33.15324	768.123
12161	9610	35	0.08542	10	4	2.00	7	0	7664	0.15380	0.40733	33.32418	654.6589
12164	14125	45	0.07450	9	3	3.00	100	0	13677	0.10533	0.45608	42.44003	1018.937
12164	23331	45	0.04024	9	3	3.00	100	0	13889	0.05697	0.46315	42.37722	558.8934
12165	1346	20	0.12453	2	10	1.00	0	0	326	0.37401	0.00555	19.97783	40.59678
12165	1347	20	0.13217	2	10	1.00	0	0	514	0.39720	0.00874	19.96512	67.93538
12165	23323	35	0.14641	10	4	2.00	7	0	1675	0.25281	0.08903	34.74793	245.2368
12165	24034	35	0.07800	10	4	2.00	7	0	1597	0.13464	0.08486	34.76152	124.566
12167	13410	35	0.15118	10	4	2.00	7	0	0	0.25902	0.00000	35.01883	0
12266	1341	20	0.14221	2	10	1.00	0	0	2003	0.42955	0.03406	19.86469	284.8466
12266	22733	30	0.09576	10	5	1.00	0	0	2725	0.19861	0.33104	28.93086	260.946
12266	23274	30	0.08885	10	5	1.00	0	0	589	0.17870	0.07151	29.83236	52.33265
12270	1314	20	0.17895	2	10	1.00	0	0	1013	0.53871	0.01723	19.93133	181.2764
12270	1347	20	0.14959	2	10	1.00	0	0	830	0.45004	0.01412	19.94369	124.1597
12270	9334	30	0.09543	10	5	1.00	0	0	1904	0.19522	0.23124	29.33061	181.6987
12270	23322	30	0.15111	10	5	1.00	0	0	546	0.30378	0.06638	29.84629	82.50606
12272	1313	20	0.14073	2	10	1.00	0	0	392	0.42274	0.00666	19.97340	55.16616
12272	1314	20	0.13795	2	10	1.00	0	0	2688	0.41763	0.04572	19.81878	370.8096
12272	9609	30	0.15264	10	5	1.00	0	0	2984	0.31815	0.36253	28.78668	455.4778
12272	23322	30	0.09568	10	5	1.00	0	0	275	0.19179	0.03346	29.93281	26.312
12274	1313	20	0.09543	2	10	1.00	0	0	460	0.28675	0.00782	19.96875	43.8978
12274	1347	20	0.16704	2	10	1.00	0	0	4	0.50113	0.00008	19.99969	0.66816
12274	23322	30	0.14647	10	5	1.00	0	0	468	0.29420	0.05680	29.87193	68.54796
12274	23323	30	0.14256	10	5	1.00	0	0	113	0.28528	0.01371	29.98252	16.10928
12276	1208	20	0.09997	2	10	1.00	0	0	464	0.30039	0.00789	19.96849	46.38608
12276	1211	20	0.16066	2	10	1.00	0	0	77	0.48209	0.00131	19.99474	12.37082
12276	9608	35	0.11611	10	4	1.00	7	0	4533	0.21223	0.48186	32.82679	526.3266
12276	24033	35	0.08589	10	4	1.00	7	0	4318	0.15622	0.45895	32.98923	370.873
12291	1357	20	0.14336	2	10	1.00	0	0	18	0.43011	0.00031	19.99874	2.58048
12291	1358	20	0.16757	2	10	1.00	0	0	83	0.50285	0.00142	19.99433	13.90831
12291	23327	30	0.13838	10	5	1.00	0	0	23	0.27667	0.00278	30.00938	3.18274
12291	23328	30	0.14952	10	5	1.00	0	0	119	0.29924	0.01448	29.98062	17.79288
12292	1315	20	0.13559	2	10	1.00	0	0	117	0.40692	0.00198	19.99207	15.86403
12292	1357	20	0.14028	2	10	1.00	0	0	48	0.42091	0.00081	19.99677	6.73344
12292	9349	35	0.10250	10	4	2.00	7	0	7504	0.18427	0.39879	33.37583	769.16
12292	23327	35	0.13938	10	4	2.00	7	0	7444	0.25042	0.39560	33.39483	1037.545
12293	1315	20	0.13065	2	10	1.00	0	0	256	0.39229	0.00436	19.98258	33.4464
12293	1317	20	0.16981	2	10	1.00	0	0	11	0.50944	0.00019	19.99925	1.86791
12293	23326	30	0.12547	10	5	1.00	0	0	15	0.25084	0.00186	30.01163	1.88205
12293	23327	30	0.13206	10	5	1.00	0	0	553	0.26549	0.06723	29.84398	73.02918
12294	1316	20	0.13380	2	10	1.00	0	0	600	0.40222	0.01021	19.95924	80.28
12294	1317	20	0.13025	2	10	1.00	0	0	855	0.39188	0.01454	19.94201	111.3638
12294	9346	30	0.18660	10	5	1.00	0	0	1355	0.37879	0.16458	29.55761	252.843
12294	23326	30	0.16351	10	5	1.00	0	0	993	0.33040	0.12058	29.69303	162.3654
12295	1349	20	0.13093	2	10	1.00	0	0	1728	0.39510	0.02939	19.88312	226.247
12295	2507	45	0.30740	9	3	2.00	100	0	16952	0.51150	0.84794	36.05913	5211.045
12295	9111	45	0.26647	9	3	2.00	100	0	17149	0.44703	0.85778	35.76475	4569.694
12296	1349	20	0.16063	2	10	1.00	0	0	1646	0.48459	0.02799	19.88867	264.397
12296	9111	45	0.07159	9	3	3.00	100	0	17920	0.10492	0.59759	40.94019	1282.893
12296	9609	45	0.13838	9	3	3.00	100	0	18531	0.20413	0.61795	40.67300	2564.32
12297	1359	20	0.11927	2	10	1.00	0	0	451	0.35836	0.00768	19.96935	53.79077
12297	9605	35	0.11026	10	4	2.00	7	0	7581	0.19835	0.40288	33.35117	835.8811
12297	23249	35	0.14441	10	4	2.00	7	0	7798	0.26035	0.41443	33.28044	1126.109
12298	1350	20	0.07997	2	10	1.00	0	0	402	0.24025	0.00684	19.97269	32.14794
12298	23336	30	0.15206	10	5	1.00	0	0	1072	0.30756	0.13016	29.66442	163.0083
12298	24030	30	0.09034	10	5	1.00	0	0	1194	0.18300	0.14499	29.61920	107.866
12299	1350	20	0.14589	2	10	1.00	0	0	81	0.43778	0.00137	19.99452	11.81709
12299	9381	30	0.18894	10	5	1.00	0	0	626	0.38017	0.07604	29.81998	118.2764
12299	23336	30	0.10187	10	5	1.00	0	0	524	0.20473	0.06365	29.85364	53.37988
12300	1333	20	0.18300	2	10	1.00	0	0	141	0.54927	0.00239	19.99043	25.803
12300	1351	20	0.17139	2	10	1.00	0	0	217	0.51455	0.00369	19.98525	37.19163
12300	9225	35	0.10845	10	4	1.00	7	0	3156	0.19292	0.33544	33.72987	342.2682
12300	16568	35	0.15662	10	4	1.00	7	0	4154	0.28384	0.44158	33.10647	650.5995
13410	1198	20	0.05520	2	10	1.00	0	0	349	0.16580	0.00594	19.97626	19.2648
13410	12167	35	0.15118	10	4	2.00	7	0	0	0.25902	0.00000	35.01883	0
13410	24034	35	0.17985	10	4	2.00	7	0	349	0.30861	0.01857	34.96552	62.76765
13540	7153	65	0.58972	2	8	1.00	0	0	17306	0.63633	0.73580	55.60523	10205.69
13540	8952	65	0.03121	2	9	1.00	0	0	1066	0.02894	0.06044	64.70149	33.26986
13543	7148	65	0.29336	2	8	1.00	0	0	17461	0.31763	0.74240	55.41618	5122.359
13543	8954	65	0.03792	2	9	1.00	0	0	0	0.03498	0.00000	65.03497	0
13885	5856	63	0.08098	23	1	4.00	901	0	107373	0.15627	1.14129	31.09085	8695.066
13976	258	25	0.07499	2	10	1.00	3	3	2668	0.18162	0.04537	24.77519	200.0733
13976	1231	25	0.08749	2	10	1.00	3	3	3483	0.21246	0.05924	24.70728	304.7277
13976	5616	35	0.11304	10	5	1.00	0	3	6772	0.23717	0.82260	28.59719	765.5069
13976	25042	35	0.10961	10	5	1.00	0	3	1300	0.19059	0.15793	34.50854	142.493
14123	1314	20	0.11617	2	10	1.00	0	0	5363	0.35486	0.09121	19.64170	623.0197

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
14123	2489	45	0.24912	9	3	2.00	100	0	19043	0.46311	0.95253	32.27560	4743.992
14123	9111	45	0.24243	9	3	2.00	100	0	16850	0.40174	0.84282	36.20781	4084.946
14125	1356	20	0.15910	2	10	1.00	0	0	472	0.47807	0.00803	19.96794	75.0952
14125	1357	20	0.11015	2	10	1.00	0	0	512	0.33103	0.00870	19.96526	56.3968
14125	9349	45	0.10358	9	3	3.00	100	0	13874	0.14664	0.46267	42.38160	1437.069
14125	12164	45	0.07450	9	3	3.00	100	0	13889	0.10548	0.46315	42.37723	1034.731
14153	1202	20	0.16068	2	10	1.00	0	0	136	0.48226	0.00231	19.99076	21.85248
14153	1341	20	0.13352	2	10	1.00	0	0	862	0.40174	0.01465	19.94156	115.0942
14153	23272	30	0.19580	10	5	1.00	0	0	90	0.39174	0.01097	29.98930	17.622
14153	23274	30	0.10835	10	5	1.00	0	0	0	0.21658	0.00000	30.01614	0
14157	1204	20	0.16068	2	10	1.00	0	0	684	0.48316	0.01163	19.95359	109.9051
14157	1343	20	0.17215	2	10	1.00	0	0	995	0.51820	0.01693	19.93251	171.2893
14157	1344	20	0.18786	2	10	1.00	0	0	4	0.56357	0.00006	19.99975	0.75144
14157	23259	35	0.16872	10	4	1.00	7	0	3834	0.30379	0.40754	33.32290	646.8725
14157	23279	35	0.10547	10	4	1.00	7	0	4290	0.19171	0.45600	33.00944	452.4663
15058	1100	20	0.10189	2	10	1.00	0	0	2811	0.30860	0.04780	19.81060	286.4128
15058	2489	45	0.23798	9	3	2.00	100	0	17453	0.40464	0.87302	35.28682	4153.465
15058	9142	45	0.12877	9	3	2.00	100	0	17111	0.21569	0.85591	35.82165	2203.383
15064	5511	45	0.10042	10	5	2.00	1	3	16678	0.20562	1.01301	29.30081	1674.805
15064	9079	45	0.22671	10	5	2.00	1	3	16670	0.46381	1.01251	29.32810	3779.256
15250	258	25	0.10660	2	10	1.00	3	3	1352	0.25702	0.02299	24.88557	144.1232
15250	5618	35	0.10915	10	4	2.00	3	3	1758	0.18855	0.09345	34.73343	191.8857
15250	5620	35	0.12124	10	4	2.00	3	3	941	0.20860	0.05000	34.87157	114.0868
16067	8725	40	0.25427	10	3	2.00	0	0	13074	0.42739	0.65398	35.69687	3324.326
16067	23046	40	0.34187	10	3	2.00	0	0	14845	0.59752	0.74255	34.32899	5075.06
16567	1319	20	0.11499	2	10	1.00	0	0	5067	0.35092	0.08618	19.66113	582.6543
16567	2507	45	0.28623	9	3	2.00	100	0	17181	0.48085	0.85938	35.71612	4917.718
16567	2508	45	0.18789	9	3	2.00	100	0	17012	0.31340	0.85092	35.97102	3196.385
16568	1319	20	0.19913	2	10	1.00	0	0	1700	0.60083	0.02891	19.88504	338.521
16568	2508	35	0.22640	10	4	1.00	7	0	1405	0.39329	0.14930	34.54015	318.092
16568	12160	25	0.08511	10	5	1.00	0	0	2708	0.21175	0.32898	24.11664	230.4779
16568	12300	35	0.15662	10	4	1.00	7	0	3473	0.28011	0.36915	33.54759	543.9413
17109	7141	65	0.45023	2	8	1.00	0	0	15337	0.46820	0.65209	57.69724	6905.178
17260	1317	20	0.13941	2	10	1.00	0	0	1379	0.42019	0.02346	19.90661	192.2464
17260	1358	20	0.12327	2	10	1.00	0	0	2202	0.37258	0.03745	19.85131	271.4405
17260	9604	35	0.09243	10	4	2.00	7	0	7363	0.16595	0.39132	33.42019	680.5621
17260	9605	35	0.17647	10	4	2.00	7	0	8398	0.32013	0.44634	33.07481	1481.995
18205	7145	65	0.35320	2	8	1.00	0	0	13936	0.35977	0.59251	58.90462	4922.195
18205	8944	65	0.01332	2	9	1.00	0	0	4592	0.01262	0.26033	63.31480	61.16544
22227	99	25	0.10990	2	10	1.00	1	3	662	0.26435	0.01127	24.94380	72.7538
22227	112	25	0.08149	2	10	1.00	1	3	1145	0.19635	0.01948	24.90300	93.30605
22227	5756	40	0.09733	10	3	2.00	1	3	14664	0.16933	0.73351	34.48755	1427.247
22227	5758	40	0.09403	10	3	2.00	1	3	13180	0.15836	0.65928	35.62540	1239.315
22228	98	25	0.18645	2	10	1.00	1	3	216	0.44780	0.00367	24.98167	40.2732
22228	99	25	0.10025	2	10	1.00	1	3	811	0.24127	0.01379	24.93125	81.30275
22228	5758	25	0.01526	10	5	1.00	1	3	1062	0.03704	0.12897	24.72334	16.20612
22539	2507	35	0.06359	23	5	1.00	901	0	3036	0.11373	0.36881	33.54947	193.0592
22664	9142	45	0.32678	9	3	2.00	100	0	17040	0.54571	0.85235	35.92866	5568.331
22675	9142	35	0.13473	23	5	1.00	901	0	300	0.23154	0.03646	34.91261	40.419
22686	9111	45	0.13797	9	3	3.00	100	0	13442	0.19474	0.44823	42.50846	1854.593
22696	23317	45	0.13771	9	3	3.00	100	0	15749	0.19778	0.52518	41.77673	2168.795
22696	24034	45	0.18451	9	3	3.00	100	0	15196	0.26380	0.50673	41.96530	2803.814
22697	23324	30	0.12949	10	5	1.00	0	0	323	0.25969	0.03921	29.91801	41.82527
22697	23325	30	0.11770	10	5	1.00	0	0	259	0.23589	0.03146	29.93789	30.4843
22700	22740	45	0.14478	9	3	3.00	100	0	11703	0.20212	0.39027	42.97677	1694.36
22700	23279	45	0.17738	9	3	3.00	100	0	11199	0.24693	0.37344	43.10153	1986.479
22733	12266	30	0.09576	10	5	1.00	0	0	2188	0.19677	0.26578	29.20119	209.5229
22733	22740	45	0.05979	9	3	3.00	100	0	11199	0.08323	0.37344	43.10153	669.5882
22733	25050	30	0.09266	10	5	1.00	0	0	748	0.18670	0.09084	29.77885	69.30968
22733	25054	45	0.17358	9	3	3.00	100	0	10200	0.24032	0.34012	43.33542	1770.516
22735	23266	30	0.07165	10	5	1.00	0	0	1340	0.14541	0.16281	29.56324	96.011
22735	23278	30	0.07953	10	5	1.00	0	0	1401	0.16154	0.17020	29.53953	111.4215
22740	22700	45	0.14478	9	3	3.00	100	0	11199	0.20154	0.37344	43.10153	1621.391
22740	22733	45	0.05979	9	3	3.00	100	0	11703	0.08347	0.39027	42.97677	699.7224
22746	9631	45	0.21637	10	3	2.00	7	0	11720	0.31600	0.58624	41.08261	2535.856
22746	22749	45	0.44803	9	3	3.00	100	0	2946	0.60224	0.09824	44.63685	1319.896
22746	23273	40	0.12423	10	3	2.00	7	0	5689	0.19193	0.28458	38.83593	706.7445
22746	25054	45	0.19406	9	3	3.00	100	0	9158	0.26728	0.30538	43.56224	1777.201
22749	22746	45	0.44803	9	3	3.00	100	0	2945	0.60224	0.09819	44.63707	1319.448
22798	1415	0	0.19380	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
22799	1419	0	0.10499	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
22813	9584	45	0.25324	9	3	2.00	100	0	11622	0.36931	0.58134	41.14261	2943.155
23046	16067	40	0.34187	10	3	2.00	0	0	13074	0.57462	0.65398	35.69687	4469.608
23096	1415	0	0.19726	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
23099	1418	0	0.09099	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
23122	8985	45	0.28791	9	3	2.00	100	0	19450	0.55112	0.97289	31.34475	5599.85
23249	9382	35	0.10589	10	4	2.00	7	0	8393	0.19207	0.44605	33.07676	888.7348
23249	12297	35	0.14441	10	4	2.00	7	0	8032	0.26097	0.42687	33.20211	1159.901
23249	24062	25	0.11139	10	5	1.00	0	0	71	0.26737	0.00867	24.99581	7.90869
23249	24671	25	0.07324	10	5	1.00	0	0	813	0.17720	0.09882	24.79689	59.54412
23253	23260	45	0.17817	9	3	3.00	100	0	13037	0.25081	0.43473	42.62330	2322.802
23253	23280	35	0.14329	10	4	1.00	7	0	3519	0.25649	0.37400	33.52027	504.2375
23253	23284	35	0.10795	10	4	1.00	7	0	3789	0.19419	0.40274	33.35205	409.0226

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
23253	24254	45	0.19892	9	3	3.00	100	0	11273	0.27703	0.37592	43.08342	2242.425
23259	14157	35	0.16872	10	4	1.00	7	0	3915	0.30428	0.41613	33.26987	660.5388
23259	23278	30	0.16072	10	5	1.00	0	0	1601	0.32734	0.19453	29.45907	257.3127
23259	23280	35	0.10024	10	4	1.00	7	0	2968	0.17777	0.31550	33.83167	297.5123
23259	23325	30	0.17338	10	5	1.00	0	0	456	0.34820	0.05545	29.87553	79.06128
23260	1210	20	0.12280	2	10	1.00	0	0	98	0.36853	0.00167	19.99334	12.0344
23260	23253	45	0.17817	9	3	3.00	100	0	13247	0.25116	0.44175	42.56405	2360.218
23260	23331	45	0.14078	9	3	3.00	100	0	13037	0.19817	0.43473	42.62330	1835.349
23261	1118	20	0.19036	2	10	1.00	0	0	703	0.57244	0.01195	19.95230	133.8231
23261	23272	40	0.33087	10	3	2.00	7	0	5396	0.51017	0.26993	38.91339	1785.375
23261	23275	30	0.19405	10	5	1.00	0	0	2458	0.40051	0.29854	29.07001	476.9749
23261	23277	40	0.09068	10	3	2.00	7	0	6275	0.14068	0.31386	38.67412	569.017
23262	1202	20	0.10976	2	10	1.00	0	0	499	0.32984	0.00849	19.96608	54.77024
23262	1204	20	0.15754	2	10	1.00	0	0	667	0.47369	0.01134	19.95476	105.0792
23262	23266	30	0.16860	10	5	1.00	0	0	827	0.34001	0.10041	29.75171	139.4322
23262	23274	30	0.16088	10	5	1.00	0	0	690	0.32393	0.08380	29.79855	111.0072
23264	1203	20	0.15815	2	10	1.00	0	0	720	0.47560	0.01224	19.95115	113.868
23264	1205	20	0.15789	2	10	1.00	0	0	687	0.47476	0.01169	19.95337	108.4704
23264	9607	30	0.15686	10	5	1.00	0	0	1821	0.32048	0.22125	29.36647	285.6421
23264	23266	30	0.08340	10	5	1.00	0	0	729	0.16799	0.08851	29.78542	60.7986
23265	1299	20	0.11263	2	10	1.00	0	0	222	0.33814	0.00378	19.98491	25.00386
23265	1312	20	0.11413	2	10	1.00	0	0	475	0.34295	0.00808	19.96774	54.21175
23265	9343	35	0.16537	10	4	1.00	7	0	2416	0.29091	0.25685	34.10809	399.5339
23265	23334	35	0.10761	10	4	1.00	7	0	2533	0.18960	0.26924	34.05239	272.5761
23266	22735	30	0.07165	10	5	1.00	0	0	1401	0.14553	0.17020	29.53953	100.3817
23266	23262	30	0.16860	10	5	1.00	0	0	932	0.34044	0.11320	29.71474	157.1352
23266	23264	30	0.08340	10	5	1.00	0	0	690	0.16792	0.08380	29.79855	57.546
23266	23275	30	0.11303	10	5	1.00	0	0	1306	0.22930	0.15867	29.57641	147.6172
23272	14153	30	0.19580	10	5	1.00	0	0	906	0.39524	0.11010	29.72379	177.3948
23272	23261	40	0.33087	10	3	2.00	7	0	5979	0.51222	0.29907	38.75709	1978.272
23272	23273	40	0.11770	10	3	2.00	7	0	4671	0.18064	0.23363	39.09589	549.7767
23273	1341	20	0.16734	2	10	1.00	0	0	1073	0.50385	0.01824	19.92730	179.5558
23273	22746	40	0.12423	10	3	2.00	7	0	4671	0.19065	0.23363	39.09589	580.2783
23273	23272	40	0.11770	10	3	2.00	7	0	6069	0.18233	0.30359	38.73201	714.3213
23274	12266	30	0.08885	10	5	1.00	0	0	690	0.17890	0.08380	29.79855	61.3065
23274	14153	30	0.10835	10	5	1.00	0	0	0	0.21658	0.00000	30.01614	0
23274	23262	30	0.16088	10	5	1.00	0	0	589	0.32356	0.07151	29.83236	94.75832
23275	1202	20	0.16227	2	10	1.00	0	0	575	0.48776	0.00977	19.96099	93.30525
23275	1203	20	0.10071	2	10	1.00	0	0	2259	0.30445	0.03842	19.84751	227.5039
23275	23261	30	0.19405	10	5	1.00	0	0	1369	0.39398	0.16633	29.55199	265.6545
23275	23266	30	0.11303	10	5	1.00	0	0	1434	0.22969	0.17414	29.52674	162.085
23276	9351	45	0.10340	9	3	3.00	100	0	11856	0.14449	0.39537	42.93800	1225.91
23276	9607	45	0.20519	9	3	3.00	100	0	11984	0.28694	0.39962	42.90535	2458.997
23277	1203	20	0.14685	2	10	1.00	0	0	416	0.44117	0.00708	19.97172	61.0896
23277	9351	40	0.15114	10	3	2.00	7	0	7434	0.23663	0.37185	38.32277	1123.575
23277	23261	40	0.09068	10	3	2.00	7	0	6767	0.14120	0.33849	38.53017	613.6316
23278	1204	20	0.17031	2	10	1.00	0	0	7	0.51094	0.00011	19.99954	1.19217
23278	1205	20	0.08754	2	10	1.00	0	0	560	0.26312	0.00952	19.96199	49.0224
23278	22735	30	0.07953	10	5	1.00	0	0	1340	0.16141	0.16281	29.56324	106.5702
23278	23259	30	0.16072	10	5	1.00	0	0	2136	0.32996	0.25949	29.22543	343.2979
23279	1342	20	0.14911	2	10	1.00	0	0	1036	0.44890	0.01762	19.92977	154.478
23279	14157	35	0.10547	10	4	1.00	7	0	4349	0.19196	0.46230	32.96598	458.689
23279	22700	45	0.17738	9	3	3.00	100	0	11703	0.24764	0.39027	42.97678	2075.878
23279	23317	45	0.17117	9	3	3.00	100	0	14960	0.24428	0.49887	42.04293	2560.703
23280	1205	20	0.16148	2	10	1.00	0	0	335	0.48499	0.00569	19.97725	54.0958
23280	1209	20	0.13119	2	10	1.00	0	0	908	0.39479	0.01544	19.93844	119.1205
23280	23253	35	0.14329	10	4	1.00	7	0	3563	0.25670	0.37875	33.49318	510.5423
23280	23259	35	0.10024	10	4	1.00	7	0	2589	0.17676	0.27516	34.02527	259.5214
23281	23282	30	0.12335	10	5	1.00	0	0	469	0.24776	0.05702	29.87135	57.85115
23281	23283	30	0.12885	10	5	1.00	0	0	411	0.25864	0.04996	29.89001	52.95735
23281	23319	30	0.09919	10	5	1.00	0	0	0	0.19828	0.00000	30.01614	0
23281	25052	30	0.11480	10	5	1.00	0	0	330	0.23024	0.04015	29.91559	37.884
23282	1206	20	0.16627	2	10	1.00	0	0	411	0.49952	0.00699	19.97208	68.33697
23282	1207	20	0.13159	2	10	1.00	0	0	361	0.39525	0.00614	19.97546	47.50399
23282	9607	30	0.09783	10	5	1.00	0	0	1220	0.19825	0.14818	29.60932	119.3526
23282	23281	30	0.12335	10	5	1.00	0	0	479	0.24779	0.05817	29.86830	59.08465
23283	1207	20	0.13306	2	10	1.00	0	0	771	0.40023	0.01312	19.94768	102.5893
23283	1208	20	0.09788	2	10	1.00	0	0	87	0.29372	0.00148	19.99410	8.51556
23283	23281	30	0.12885	10	5	1.00	0	0	405	0.25862	0.04916	29.89211	52.18425
23283	24033	30	0.09361	10	5	1.00	0	0	1417	0.19019	0.17216	29.53316	132.6454
23284	1207	20	0.18811	2	10	1.00	0	0	474	0.56524	0.00807	19.96779	89.16414
23284	1210	20	0.11797	2	10	1.00	0	0	102	0.35403	0.00173	19.99309	12.03294
23284	23253	35	0.10795	10	4	1.00	7	0	3645	0.19366	0.38741	33.44308	393.4778
23284	24033	35	0.16904	10	4	1.00	7	0	3355	0.30171	0.35662	33.61687	567.1292
23288	1331	20	0.12232	2	10	1.00	0	0	1391	0.36869	0.02366	19.90581	170.1471
23288	1332	20	0.10464	2	10	1.00	0	0	523	0.31447	0.00889	19.96449	54.72672
23288	8621	25	0.09748	10	5	1.00	0	0	4292	0.25178	0.52143	23.23096	418.3842
23316	9593	30	0.11922	10	5	1.00	0	0	892	0.24061	0.10830	29.72901	106.3442
23316	25052	30	0.10357	10	5	1.00	0	0	883	0.20901	0.10721	29.73217	91.45231
23317	1344	20	0.08394	2	10	1.00	0	0	384	0.25215	0.00653	19.97393	32.23296
23317	1345	20	0.12663	2	10	1.00	0	0	0	0.37988	0.00000	20.00000	0
23317	22696	45	0.13771	9	3	3.00	100	0	15196	0.19689	0.50673	41.96529	2092.641
23317	23279	45	0.17117	9	3	3.00	100	0	15524	0.24538	0.51767	41.85451	2657.243

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
23319	1208	20	0.12330	2	10	1.00	0	0	1	0.36990	0.00002	19.99992	0.1233
23319	1348	20	0.13712	2	10	1.00	0	0	1	0.41137	0.00002	19.99992	0.13712
23319	23281	30	0.09919	10	5	1.00	0	0	0	0.19828	0.00000	30.01614	0
23322	12270	30	0.15111	10	5	1.00	0	0	629	0.30406	0.07642	29.81894	95.04819
23322	12272	30	0.09568	10	5	1.00	0	0	265	0.19177	0.03224	29.93592	25.3552
23322	12274	30	0.14647	10	5	1.00	0	0	395	0.29397	0.04798	29.89522	57.85565
23323	12165	35	0.14641	10	4	2.00	7	0	1564	0.25267	0.08314	34.76711	228.9852
23323	12274	30	0.14256	10	5	1.00	0	0	175	0.28546	0.02121	29.96383	24.948
23323	23324	30	0.10541	10	5	1.00	0	0	339	0.21143	0.04114	29.91302	35.73399
23323	24035	35	0.10671	10	4	2.00	7	0	1895	0.18446	0.10072	34.70932	202.2155
23324	1346	20	0.11843	2	10	1.00	0	0	309	0.35568	0.00525	19.97901	36.59487
23324	1356	20	0.13327	2	10	1.00	0	0	31	0.39986	0.00052	19.99791	4.13137
23324	22697	30	0.12949	10	5	1.00	0	0	259	0.25952	0.03146	29.93789	33.53791
23324	23323	30	0.10541	10	5	1.00	0	0	387	0.21154	0.04705	29.89764	40.79367
23325	1344	20	0.08754	2	10	1.00	0	0	355	0.26293	0.00603	19.97591	31.0767
23325	22697	30	0.11770	10	5	1.00	0	0	323	0.23605	0.03921	29.91801	38.0171
23325	23259	30	0.17338	10	5	1.00	0	0	382	0.34793	0.04642	29.89930	66.23116
23326	12293	30	0.12547	10	5	1.00	0	0	15	0.25084	0.00186	30.01163	1.88205
23326	12294	30	0.16351	10	5	1.00	0	0	1612	0.33308	0.19584	29.45466	263.5781
23326	24065	30	0.11526	10	5	1.00	0	0	977	0.23285	0.11872	29.69852	112.609
23327	9604	35	0.07820	10	4	2.00	7	0	7535	0.14062	0.40043	33.36596	589.237
23327	12291	30	0.13838	10	5	1.00	0	0	28	0.27669	0.00343	30.00780	3.87464
23327	12292	35	0.13938	10	4	2.00	7	0	7560	0.25069	0.40177	33.35791	1053.713
23327	12293	30	0.13206	10	5	1.00	0	0	261	0.26466	0.03166	29.93740	34.46766
23328	12291	30	0.14952	10	5	1.00	0	0	88	0.29914	0.01067	29.99004	13.15776
23328	23332	30	0.13720	10	5	1.00	0	0	1050	0.27742	0.12755	29.67228	144.06
23328	24030	30	0.16095	10	5	1.00	0	0	1008	0.32530	0.12240	29.68764	162.2376
23329	23330	30	0.03740	10	5	1.00	0	0	799	0.07539	0.09705	29.76130	29.8826
23329	23332	30	0.08615	10	5	1.00	0	0	810	0.17370	0.09839	29.75747	69.7815
23330	23329	30	0.03740	10	5	1.00	0	0	810	0.07540	0.09839	29.75747	30.294
23330	23331	30	0.04729	10	5	1.00	0	0	799	0.09534	0.09705	29.76130	37.78471
23331	12164	45	0.04024	9	3	3.00	100	0	13677	0.05689	0.45608	42.44003	550.3625
23331	23260	45	0.14078	9	3	3.00	100	0	13238	0.19844	0.44143	42.56676	1863.646
23331	23330	30	0.04729	10	5	1.00	0	0	810	0.09535	0.09839	29.75747	38.3049
23332	1357	20	0.14310	2	10	1.00	0	0	251	0.42967	0.00427	19.98293	35.9181
23332	23328	30	0.13720	10	5	1.00	0	0	1044	0.27741	0.12686	29.67434	143.2368
23332	23329	30	0.08615	10	5	1.00	0	0	799	0.17368	0.09705	29.76130	68.83385
23333	1334	20	0.05381	2	10	1.00	0	0	369	0.16164	0.00627	19.97495	19.85589
23333	23334	30	0.11311	10	5	1.00	0	0	1701	0.23070	0.20663	29.41771	192.4001
23333	23337	30	0.09549	10	5	1.00	0	0	1516	0.19425	0.18413	29.49390	144.7628
23334	23265	35	0.10761	10	4	1.00	7	0	2751	0.19021	0.29244	33.94427	296.0351
23334	23333	30	0.11311	10	5	1.00	0	0	1742	0.23083	0.21160	29.40044	197.0376
23334	24037	35	0.09275	10	4	1.00	7	0	3926	0.16730	0.41732	33.26248	364.1365
23336	12298	30	0.15206	10	5	1.00	0	0	1081	0.30759	0.13138	29.66077	164.3769
23336	12299	30	0.10187	10	5	1.00	0	0	546	0.20478	0.06637	29.84630	55.62102
23336	23337	30	0.20764	10	5	1.00	0	0	645	0.41788	0.07836	29.81359	133.9278
23337	23333	30	0.09549	10	5	1.00	0	0	1475	0.19414	0.17916	29.51031	140.8478
23337	23336	30	0.20764	10	5	1.00	0	0	677	0.41803	0.08230	29.80272	140.5723
23337	24062	30	0.26580	10	5	1.00	0	0	879	0.53636	0.10683	29.73327	233.6382
23338	1100	20	0.12735	2	10	1.00	0	0	18	0.38207	0.00031	19.99878	2.2923
23338	1340	20	0.12322	2	10	1.00	0	0	777	0.37063	0.01321	19.94730	95.74194
23338	9142	30	0.10455	10	5	1.00	0	0	2145	0.21466	0.26062	29.22108	224.2598
23339	1331	20	0.11320	2	10	1.00	0	0	2609	0.34262	0.04437	19.82410	295.3388
23339	2508	45	0.14302	9	3	2.00	100	0	17181	0.24027	0.85940	35.71537	2457.227
23339	8985	45	0.14692	9	3	2.00	100	0	16944	0.24440	0.84755	36.07056	2489.412
24030	9345	35	0.16679	10	4	1.00	7	0	1410	0.28975	0.14989	34.53801	235.1739
24030	12298	30	0.09034	10	5	1.00	0	0	1183	0.18298	0.14367	29.62327	106.8722
24030	23328	30	0.16095	10	5	1.00	0	0	982	0.32519	0.11928	29.69688	158.0529
24030	25053	35	0.13515	10	4	1.00	7	0	1506	0.23504	0.16003	34.50079	203.5359
24033	12276	35	0.08589	10	4	1.00	7	0	4763	0.15787	0.50632	32.64283	409.0941
24033	23283	30	0.09361	10	5	1.00	0	0	1091	0.18939	0.13253	29.65729	102.1285
24033	23284	35	0.16904	10	4	1.00	7	0	3236	0.30110	0.34393	33.68520	547.0134
24034	9334	45	0.28334	9	3	3.00	100	0	15433	0.40588	0.51465	41.88540	4372.786
24034	12165	35	0.07800	10	4	2.00	7	0	1680	0.13469	0.08931	34.74702	131.04
24034	13410	35	0.17985	10	4	2.00	7	0	349	0.30861	0.01857	34.96552	62.76765
24034	22696	45	0.18451	9	3	3.00	100	0	15749	0.26499	0.52518	41.77673	2905.848
24035	1313	20	0.14076	2	10	1.00	0	0	426	0.42290	0.00725	19.97104	59.96376
24035	1356	20	0.12644	2	10	1.00	0	0	273	0.37968	0.00465	19.98143	34.51812
24035	9349	35	0.17960	10	4	2.00	7	0	2049	0.31071	0.10892	34.68174	368.0004
24035	23323	35	0.10671	10	4	2.00	7	0	1797	0.18437	0.09552	34.72657	191.7579
24037	1355	20	0.08326	2	10	1.00	0	0	604	0.25030	0.01027	19.95900	50.28904
24037	9340	35	0.14068	10	4	1.00	7	0	3322	0.25095	0.35312	33.63591	467.339
24037	23334	35	0.09275	10	4	1.00	7	0	4185	0.16820	0.44487	33.08464	388.1588
24062	1299	20	0.09349	2	10	1.00	0	0	85	0.28056	0.00145	19.99419	7.94665
24062	1359	20	0.16082	2	10	1.00	0	0	870	0.48389	0.01480	19.94097	139.9134
24062	23249	25	0.11139	10	5	1.00	0	0	106	0.26746	0.01284	24.98723	11.80734
24062	23337	30	0.26580	10	5	1.00	0	0	871	0.53631	0.10579	29.73626	231.5118
24065	1315	20	0.13322	2	10	1.00	0	0	491	0.40034	0.00836	19.96662	65.41102
24065	1316	20	0.20010	2	10	1.00	0	0	440	0.60118	0.00748	19.97014	88.044
24065	9609	30	0.13437	10	5	1.00	0	0	1519	0.27337	0.18449	29.49271	204.108
24065	23326	30	0.11526	10	5	1.00	0	0	1597	0.23473	0.19398	29.46094	184.0702
24254	9607	45	0.11453	9	3	3.00	100	0	11273	0.15950	0.37592	43.08342	1291.097
24254	23253	45	0.19892	9	3	3.00	100	0	11162	0.27686	0.37222	43.11043	2220.345

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
24671	1318	20	0.14142	2	10	1.00	0	0	456	0.42493	0.00776	19.96900	64.48752
24671	1351	20	0.09202	2	10	1.00	0	0	361	0.27639	0.00613	19.97550	33.21922
24671	23249	25	0.07324	10	5	1.00	0	0	1092	0.17780	0.13261	24.71420	79.97808
24764	5029	45	0.09674	9	3	3.00	100	0	18913	0.14332	0.63069	40.49748	1829.644
24764	24765	45	0.09209	9	3	3.00	100	0	19188	0.13688	0.63984	40.36728	1767.023
24765	24764	45	0.09209	9	3	3.00	100	0	18913	0.13644	0.63069	40.49748	1741.698
24765	24766	45	0.05754	9	3	3.00	100	0	19471	0.08581	0.64929	40.22911	1120.361
24765	24777	25	0.08979	10	5	1.00	0	0	1130	0.21811	0.13733	24.70226	101.4627
24765	25126	25	0.07578	10	5	1.00	0	0	806	0.18336	0.09792	24.79901	61.07868
24766	24765	45	0.05754	9	3	3.00	100	0	19207	0.08554	0.64048	40.35807	1105.171
24766	30005	45	0.10452	9	3	3.00	100	0	19471	0.15588	0.64929	40.22911	2035.109
24767	1512	20	0.12084	2	10	1.00	0	0	309	0.36290	0.00525	19.97902	37.33956
24767	9384	25	0.09846	10	5	1.00	0	0	1540	0.24044	0.18707	24.57012	151.6284
24767	24768	45	0.06400	9	3	3.00	100	0	17273	0.09319	0.57600	41.20721	1105.472
24767	30005	45	0.04823	9	3	3.00	100	0	18638	0.07123	0.62152	40.62439	898.9107
24768	24767	45	0.06400	9	3	3.00	100	0	17018	0.09296	0.56749	41.30803	1089.152
24768	24769	45	0.05415	9	3	3.00	100	0	17273	0.07884	0.57600	41.20721	935.333
24769	24768	45	0.05415	9	3	3.00	100	0	17018	0.07865	0.56749	41.30804	921.5247
24769	24770	45	0.07927	9	3	3.00	100	0	16843	0.11496	0.56166	41.37589	1335.145
24769	24792	35	0.10045	10	5	1.00	0	0	2598	0.17814	0.31559	33.83121	260.9691
24769	25125	45	0.07427	10	5	1.00	0	0	1415	0.10059	0.17195	44.30079	105.0921
24770	24769	45	0.07927	9	3	3.00	100	0	16621	0.11472	0.55425	41.46043	1317.547
24770	24771	45	0.07744	9	3	3.00	100	0	16843	0.11230	0.56166	41.37589	1304.322
24771	24770	45	0.07744	9	3	3.00	100	0	16621	0.11207	0.55425	41.46043	1287.13
24771	24772	45	0.09379	9	3	3.00	100	0	16843	0.13600	0.56166	41.37589	1579.705
24772	24771	45	0.09379	9	3	3.00	100	0	16621	0.13572	0.55425	41.46044	1558.884
24772	25110	45	0.12761	9	3	3.00	100	0	16843	0.18506	0.56166	41.37589	2149.335
24774	9359	50	0.15153	10	3	3.00	7	0	16370	0.19692	0.54590	46.17093	2480.546
24774	25128	25	0.05446	10	5	1.00	0	0	2617	0.13527	0.31796	24.15667	142.5218
24774	25129	50	0.09675	10	3	3.00	7	0	16399	0.12576	0.54686	46.15905	1586.603
24777	1505	20	0.14990	2	10	1.00	0	0	515	0.45050	0.00876	19.96504	77.1985
24777	1508	20	0.09754	2	10	1.00	0	0	159	0.29277	0.00270	19.98920	15.50886
24777	1509	20	0.08185	2	10	1.00	0	0	159	0.24569	0.00270	19.98922	13.01415
24777	1510	20	0.07222	2	10	1.00	0	0	217	0.21681	0.00369	19.98524	15.67174
24777	24765	25	0.08979	10	5	1.00	0	0	1114	0.21806	0.13533	24.70734	100.0261
24777	24778	25	0.07935	10	5	1.00	0	0	118	0.19056	0.01434	24.98413	9.3633
24778	24777	25	0.07935	10	5	1.00	0	0	117	0.19055	0.01418	24.98446	9.28395
24778	24779	25	0.07308	10	5	1.00	0	0	297	0.17584	0.03614	24.93828	21.70476
24778	30007	25	0.05582	10	5	1.00	0	0	330	0.13435	0.04009	24.92979	18.4206
24779	1505	20	0.14282	2	10	1.00	0	0	59	0.42856	0.00101	19.99597	8.42638
24779	1506	20	0.09131	2	10	1.00	0	0	221	0.27414	0.00376	19.98497	20.17951
24779	1508	20	0.08535	2	10	1.00	0	0	20	0.25606	0.00033	19.99867	1.707
24779	24778	25	0.07308	10	5	1.00	0	0	309	0.17586	0.03756	24.93523	22.58172
24781	9387	50	0.26939	10	3	3.00	7	0	7599	0.33157	0.25341	48.74761	2047.095
24781	30006	50	0.07046	10	3	3.00	7	0	7622	0.08674	0.25418	48.74273	537.0461
24789	1514	20	0.11457	2	10	1.00	0	0	162	0.34390	0.00275	19.98900	18.56034
24789	24790	45	0.10522	10	5	1.00	0	0	944	0.14166	0.11464	44.56581	99.32768
24789	24795	45	0.09245	10	5	1.00	0	0	1101	0.12471	0.13378	44.48026	101.7875
24790	24789	45	0.10522	10	5	1.00	0	0	944	0.14166	0.11464	44.56581	99.32768
24790	24791	45	0.03685	10	5	1.00	0	0	944	0.04961	0.11464	44.56581	34.7864
24791	1201	20	0.25216	2	10	1.00	0	0	0	0.75648	0.00000	20.00000	0
24791	1503	20	0.17141	2	10	1.00	0	0	426	0.51496	0.00725	19.97103	73.02066
24791	1504	20	0.13613	2	10	1.00	0	0	520	0.40910	0.00884	19.96471	70.7876
24791	24790	45	0.03685	10	5	1.00	0	0	944	0.04961	0.11464	44.56581	34.7864
24792	24769	35	0.10045	10	5	1.00	0	0	2562	0.17803	0.31126	33.85276	257.3529
24792	24793	35	0.08359	10	5	1.00	0	0	2598	0.14825	0.31559	33.83121	217.1668
24793	1518	20	0.11624	2	10	1.00	0	0	213	0.34898	0.00361	19.98555	24.75912
24793	9521	25	0.05049	10	5	1.00	0	0	434	0.12165	0.05270	24.90233	21.91266
24793	24792	35	0.08359	10	5	1.00	0	0	2562	0.14815	0.31126	33.85276	214.1576
24793	24794	35	0.12440	10	5	1.00	0	0	2468	0.22012	0.29978	33.90900	307.0192
24794	1520	20	0.09959	2	10	1.00	0	0	0	0.29877	0.00000	20.00000	0
24794	1521	20	0.08734	2	10	1.00	0	0	329	0.26230	0.00559	19.97766	28.73486
24794	1522	20	0.10915	2	10	1.00	0	0	0	0.32744	0.00000	20.00000	0
24794	24793	35	0.12440	10	5	1.00	0	0	2426	0.21996	0.29467	33.93362	301.7944
24794	25086	35	0.25531	10	5	1.00	0	0	2512	0.45210	0.30518	33.88270	641.3387
24795	1511	20	0.09320	2	10	1.00	0	0	231	0.27983	0.00392	19.98433	21.5292
24795	1512	20	0.06001	2	10	1.00	0	0	95	0.18008	0.00162	19.99352	5.70095
24795	24789	45	0.09245	10	5	1.00	0	0	1099	0.12470	0.13354	44.48133	101.6026
24795	25125	45	0.07120	10	5	1.00	0	0	1418	0.09643	0.17227	44.29921	100.9616
24840	323	25	0.13749	2	10	1.00	1	3	2312	0.33256	0.03932	24.80494	317.8769
24840	1542	25	0.18733	2	10	1.00	4	3	329	0.45010	0.00559	24.97206	61.63157
24840	5514	45	0.14589	10	3	2.00	1	3	18117	0.25639	0.90622	34.14165	2643.089
24840	5516	45	0.25659	10	3	2.00	4	3	20331	0.52933	1.01696	29.08467	5216.731
24900	1128	25	0.08455	2	10	1.00	7	3	429	0.20321	0.00729	24.96360	36.27195
24900	9611	35	0.15107	10	4	1.00	7	3	764	0.26066	0.08120	34.77337	115.4175
24900	24901	35	0.07281	10	4	1.00	7	3	388	0.12518	0.04127	34.89812	28.25028
24901	24900	35	0.07281	10	4	1.00	7	3	534	0.12535	0.05672	34.85085	38.88054
24901	24902	35	0.09942	10	4	1.00	7	3	388	0.17093	0.04127	34.89813	38.57496
24902	24901	35	0.09942	10	4	1.00	7	3	534	0.17116	0.05672	34.85086	53.09028
24902	24903	35	0.17118	10	4	1.00	7	3	869	0.29567	0.09232	34.73715	148.7554
24902	24906	35	0.07975	10	4	1.00	7	3	484	0.13724	0.05140	34.86728	38.599
24903	1127	25	0.07909	2	10	1.00	7	3	558	0.19018	0.00949	24.95265	44.13222
24903	24902	35	0.17118	10	4	1.00	7	3	1017	0.29612	0.10811	34.68447	174.0901

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
24903	24904	35	0.15226	10	4	1.00	7	3	839	0.26291	0.08916	34.74752	127.7461
24904	1574	25	0.20208	2	10	1.00	7	3	860	0.48641	0.01463	24.92706	173.7888
24904	8653	35	0.19190	10	4	1.00	7	3	4390	0.34959	0.46663	32.93573	842.441
24904	9376	35	0.09506	10	4	1.00	7	3	3156	0.16909	0.33546	33.72976	300.0094
24904	24903	35	0.15226	10	4	1.00	7	3	987	0.26331	0.10495	34.69514	150.2806
24906	9374	35	0.04576	10	4	1.00	7	3	484	0.07875	0.05140	34.86727	22.14784
24906	24902	35	0.07975	10	4	1.00	7	3	480	0.13724	0.05105	34.86835	38.28
24907	9373	35	0.16161	10	4	1.00	7	3	271	0.27755	0.02881	34.93542	43.79631
24907	24908	35	0.06960	10	4	1.00	7	3	267	0.11953	0.02840	34.93662	18.5832
24908	1573	25	0.09175	2	10	1.00	7	3	999	0.22094	0.01700	24.91530	91.65825
24908	24907	35	0.06960	10	4	1.00	7	3	271	0.11953	0.02881	34.93542	18.8616
24908	24910	35	0.10267	10	4	1.00	7	3	728	0.17709	0.07742	34.78556	74.74376
24910	9375	35	0.08466	10	4	1.00	7	3	728	0.14603	0.07742	34.78556	61.63248
24910	24908	35	0.10267	10	4	1.00	7	3	732	0.17709	0.07783	34.78425	75.15444
24911	1124	25	0.11334	2	10	1.00	7	3	176	0.27218	0.00300	24.98501	19.94784
24911	9381	35	0.18834	10	4	1.00	7	3	17	0.32274	0.00177	35.01380	3.20178
24911	9396	35	0.04188	10	4	1.00	7	3	207	0.07189	0.02203	34.95539	8.66916
24912	9381	35	0.04451	10	4	1.00	7	3	942	0.07694	0.10018	34.71111	41.92842
24912	9612	35	0.11483	10	4	1.00	7	3	950	0.19850	0.10096	34.70850	109.0885
25041	1231	25	0.13891	2	10	1.00	3	3	1720	0.33533	0.02925	24.85461	238.9252
25041	1232	25	0.11603	2	10	1.00	3	3	1493	0.27989	0.02539	24.87371	173.2328
25041	5614	35	0.13498	10	5	1.00	0	3	4057	0.24732	0.49281	32.74585	547.6139
25041	25042	35	0.11603	10	5	1.00	0	3	3000	0.20736	0.36438	33.57417	348.09
25042	13976	35	0.10961	10	5	1.00	0	3	2866	0.19538	0.34816	33.66261	314.1423
25042	25041	35	0.11603	10	5	1.00	0	3	2131	0.20417	0.25888	34.09905	247.2599
25042	25043	35	0.09751	10	5	1.00	0	3	2641	0.17307	0.32079	33.80506	257.5239
25043	258	25	0.12902	2	10	1.00	3	3	14	0.30965	0.00023	24.99883	1.80628
25043	1233	25	0.12830	2	10	1.00	3	3	1212	0.30919	0.02061	24.89738	155.4996
25043	5620	35	0.11286	10	5	1.00	0	3	1443	0.19661	0.17525	34.44364	162.857
25043	25042	35	0.09751	10	5	1.00	0	3	3338	0.17551	0.40552	33.33519	325.4884
25044	263	25	0.16065	2	10	1.00	3	3	787	0.38660	0.01338	24.93325	126.4316
25044	1233	25	0.12322	2	10	1.00	3	3	676	0.29640	0.01150	24.94262	83.29672
25044	5608	35	0.15319	10	4	2.00	3	3	1392	0.26415	0.07395	34.79665	213.2405
25044	5620	35	0.11611	10	4	2.00	3	3	2611	0.20148	0.13879	34.57796	303.1632
25049	1106	20	0.12337	2	10	1.00	0	3	1626	0.37217	0.02765	19.89002	200.5996
25049	9583	35	0.10689	10	4	1.00	7	3	1634	0.18616	0.17369	34.44957	174.6583
25050	22733	30	0.09266	10	5	1.00	0	0	748	0.18670	0.09084	29.77885	69.30968
25050	25051	30	0.05835	10	5	1.00	0	0	748	0.11758	0.09084	29.77885	43.6458
25051	25050	30	0.05835	10	5	1.00	0	0	748	0.11758	0.09084	29.77885	43.6458
25052	1206	20	0.13488	2	10	1.00	0	0	519	0.40536	0.00882	19.96478	70.00272
25052	1348	20	0.10479	2	10	1.00	0	0	682	0.31510	0.01159	19.95373	71.46678
25052	23281	30	0.11480	10	5	1.00	0	0	328	0.23023	0.03980	29.91648	37.6544
25052	23316	30	0.10357	10	5	1.00	0	0	892	0.20903	0.10830	29.72901	92.38444
25053	1211	20	0.11997	2	10	1.00	0	0	447	0.36045	0.00760	19.96964	53.62659
25053	9608	35	0.14793	10	4	1.00	7	0	1238	0.25650	0.13163	34.60334	183.1373
25053	24030	35	0.13515	10	4	1.00	7	0	1621	0.23535	0.17231	34.45479	219.0782
25054	22733	45	0.17358	9	3	3.00	100	0	9158	0.23907	0.30538	43.56224	1589.646
25054	22746	45	0.19406	9	3	3.00	100	0	10200	0.26868	0.34012	43.33542	1979.412
25056	5029	50	0.09277	10	3	3.00	7	0	8328	0.11456	0.27773	48.59059	772.5886
25056	30006	50	0.08631	10	3	3.00	7	0	8289	0.10655	0.27640	48.59933	715.4236
25059	1516	20	0.05149	2	10	1.00	0	0	1052	0.15503	0.01790	19.92866	54.16748
25059	30006	25	0.06060	10	5	1.00	0	0	1581	0.14807	0.19200	24.55634	95.8086
25059	30007	25	0.07223	10	5	1.00	0	0	524	0.17419	0.06364	24.87805	37.84852
25062	9361	30	0.10610	10	4	1.00	7	3	1848	0.21614	0.19647	29.45253	196.0728
25062	25063	25	0.11493	10	5	1.00	0	3	910	0.27842	0.11049	24.76886	104.5863
25062	25085	35	0.06807	10	5	1.00	0	3	2330	0.12017	0.28305	33.98863	158.6031
25062	25087	30	0.12269	10	4	1.00	7	0	2188	0.25103	0.23259	29.32572	268.4457
25063	1104	20	0.10372	2	10	1.00	7	3	138	0.31129	0.00235	19.99061	14.31336
25063	1588	20	0.08645	2	10	1.00	7	3	826	0.26009	0.01404	19.94399	71.4077
25063	25062	25	0.11493	10	5	1.00	0	3	1217	0.27947	0.14779	24.67545	139.8698
25063	25064	25	0.08676	10	5	1.00	0	3	913	0.21018	0.11088	24.76794	79.21188
25064	25063	25	0.08676	10	5	1.00	0	3	1353	0.21134	0.16431	24.63205	117.3863
25064	25065	25	0.09497	10	5	1.00	0	3	393	0.22873	0.04775	24.91317	37.32321
25064	25080	25	0.14166	10	5	1.00	0	3	12	0.33984	0.00151	25.01039	1.69992
25064	25081	25	0.09072	10	5	1.00	0	3	536	0.21882	0.06511	24.87475	48.62592
25065	1586	20	0.09217	2	10	1.00	7	3	68	0.27659	0.00115	19.99540	6.26756
25065	1589	20	0.14091	2	10	1.00	7	3	0	0.42274	0.00000	20.00000	0
25065	25064	25	0.09497	10	5	1.00	0	3	832	0.22985	0.10102	24.79165	79.01504
25065	25066	25	0.10984	10	5	1.00	0	3	399	0.26455	0.04846	24.91162	43.82616
25066	25065	25	0.10984	10	5	1.00	0	3	899	0.26605	0.10923	24.77192	98.74616
25066	25067	25	0.17216	10	5	1.00	0	3	362	0.41449	0.04396	24.92142	62.32192
25066	25069	25	0.09487	10	5	1.00	0	3	480	0.22869	0.05832	24.88991	45.5376
25066	25079	25	0.13000	10	5	1.00	0	3	527	0.31355	0.06402	24.87720	68.51
25067	1103	20	0.13418	2	10	1.00	7	3	1235	0.40422	0.02100	19.91634	165.7123
25067	1105	20	0.14744	2	10	1.00	7	3	114	0.44251	0.00194	19.99225	16.80816
25067	25066	25	0.17216	10	5	1.00	0	3	962	0.41731	0.11681	24.75347	165.6179
25067	25068	25	0.08427	10	5	1.00	0	3	1093	0.20459	0.13276	24.71383	92.10711
25068	9582	25	0.11253	10	5	1.00	0	3	1093	0.27320	0.13276	24.71383	122.9953
25068	25067	25	0.08427	10	5	1.00	0	3	1651	0.20611	0.20060	24.53205	139.1298
25069	1105	20	0.16449	2	10	1.00	7	3	47	0.49356	0.00081	19.99677	7.73103
25069	1586	20	0.11254	2	10	1.00	7	3	2	0.33761	0.00004	19.99986	0.22508
25069	25066	25	0.09487	10	5	1.00	0	3	471	0.22867	0.05726	24.89225	44.68377
25069	25070	25	0.10881	10	5	1.00	0	3	435	0.26217	0.05281	24.90208	47.33235

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
25070	25069	25	0.10881	10	5	1.00	0	3	426	0.26214	0.05173	24.90447	46.35306
25070	25071	25	0.12721	10	5	1.00	0	3	516	0.30677	0.06269	24.88017	65.64036
25070	25076	25	0.11461	10	5	1.00	0	3	1557	0.27995	0.18919	24.56421	178.4478
25070	25078	25	0.14258	10	5	1.00	0	3	2241	0.35186	0.27221	24.31345	319.5218
25071	1585	20	0.10792	2	10	1.00	7	3	389	0.32418	0.00662	19.97357	41.98088
25071	1587	20	0.13096	2	10	1.00	7	3	127	0.39305	0.00216	19.99136	16.63192
25071	25070	25	0.12721	10	5	1.00	0	3	519	0.30678	0.06305	24.87937	66.02199
25073	9360	30	0.18881	10	4	1.00	7	3	5021	0.40763	0.53365	27.79138	948.015
25073	9361	30	0.11173	10	4	1.00	7	3	2589	0.22985	0.27519	29.16438	289.269
25073	25074	25	0.11550	10	5	1.00	0	3	1637	0.28242	0.19889	24.53690	189.0735
25073	25083	25	0.06261	10	5	1.00	0	3	1780	0.15340	0.21620	24.48693	111.4458
25074	1104	20	0.08253	2	10	1.00	7	3	169	0.24772	0.00287	19.98851	13.94757
25074	1584	20	0.09717	2	10	1.00	7	3	1519	0.29303	0.02583	19.89720	147.6012
25074	25073	25	0.11550	10	5	1.00	0	3	1734	0.28281	0.21060	24.50327	200.277
25074	25075	25	0.10162	10	5	1.00	0	3	993	0.24641	0.12061	24.74412	100.9087
25075	25074	25	0.10162	10	5	1.00	0	3	1056	0.24660	0.12833	24.72493	107.3107
25075	25076	25	0.09269	10	5	1.00	0	3	1290	0.22561	0.15674	24.65208	119.5701
25075	25081	25	0.08410	10	5	1.00	0	3	491	0.20277	0.05968	24.88688	41.2931
25075	25082	25	0.12424	10	5	1.00	0	3	159	0.29850	0.01936	24.97372	19.75416
25076	1586	20	0.08200	2	10	1.00	7	3	413	0.24634	0.00703	19.97194	33.866
25076	25070	25	0.11461	10	5	1.00	0	3	1551	0.27992	0.18841	24.56637	177.7601
25076	25075	25	0.09269	10	5	1.00	0	3	1358	0.22581	0.16502	24.63016	125.873
25078	1105	20	0.09665	2	10	1.00	7	3	736	0.29069	0.01251	19.95008	71.1344
25078	1587	20	0.13772	2	10	1.00	7	3	533	0.41391	0.00907	19.96380	73.40476
25078	9580	25	0.14029	10	5	1.00	0	3	3565	0.35536	0.43305	23.68741	500.1339
25078	25070	25	0.14258	10	5	1.00	0	3	2235	0.35183	0.27154	24.31563	318.6663
25079	1103	20	0.23913	2	10	1.00	7	3	7	0.71740	0.00013	19.99949	1.67391
25079	1589	20	0.08312	2	10	1.00	7	3	544	0.24982	0.00925	19.96305	45.21728
25079	9363	25	0.18452	10	5	1.00	0	3	112	0.44309	0.01359	24.98568	20.66624
25079	25066	25	0.13000	10	5	1.00	0	3	436	0.31324	0.05300	24.90168	56.68
25080	1588	20	0.08978	2	10	1.00	7	3	19	0.26937	0.00033	19.99868	1.70582
25080	1589	20	0.08779	2	10	1.00	7	3	255	0.26358	0.00434	19.98264	22.38645
25080	3714	25	0.10178	10	5	1.00	0	3	358	0.24502	0.04349	24.92244	36.43724
25080	25064	25	0.14166	10	5	1.00	0	3	12	0.33984	0.00151	25.01039	1.69992
25081	1104	20	0.11049	2	10	1.00	7	3	5	0.33146	0.00008	19.99968	0.55245
25081	1586	20	0.09493	2	10	1.00	7	3	51	0.28485	0.00086	19.99655	4.84143
25081	25064	25	0.09072	10	5	1.00	0	3	537	0.21882	0.06528	24.87437	48.71664
25081	25075	25	0.08410	10	5	1.00	0	3	490	0.20276	0.05952	24.88725	41.209
25082	1584	20	0.10589	2	10	1.00	7	3	0	0.31768	0.00000	20.00000	0
25082	1585	20	0.10418	2	10	1.00	7	3	159	0.31272	0.00271	19.98917	16.56462
25082	25075	25	0.12424	10	5	1.00	0	3	156	0.29849	0.01898	24.97452	19.38144
25083	25073	25	0.06261	10	5	1.00	0	3	1779	0.15340	0.21607	24.48731	111.3832
25083	25084	25	0.12904	10	5	1.00	0	3	1780	0.31619	0.21620	24.48693	229.6912
25084	1581	20	0.12259	2	10	1.00	7	3	386	0.36825	0.00656	19.97380	47.31974
25084	1583	20	0.09121	2	10	1.00	7	3	1394	0.27491	0.02371	19.90561	127.1467
25084	25083	25	0.12904	10	5	1.00	0	3	1779	0.31618	0.21607	24.48731	229.5622
25085	25062	35	0.06807	10	5	1.00	0	3	2373	0.12026	0.28829	33.96397	161.5301
25085	25086	35	0.11868	10	5	1.00	0	3	2330	0.20951	0.28305	33.98863	276.5244
25086	1581	20	0.12491	2	10	1.00	7	3	334	0.37514	0.00568	19.97730	41.71994
25086	24794	35	0.25531	10	5	1.00	0	0	2470	0.45177	0.30007	33.90760	630.6157
25086	25085	35	0.11868	10	5	1.00	0	3	2373	0.20966	0.28829	33.96397	281.6276
25087	1101	20	0.13718	2	10	1.00	7	0	1443	0.41356	0.02454	19.90232	197.9507
25087	3714	30	0.10671	10	4	1.00	7	0	1137	0.21563	0.12087	29.69217	121.3293
25087	25062	30	0.12269	10	4	1.00	7	0	1798	0.24980	0.19108	29.47070	220.5966
25088	52	25	0.40681	1	10	1.00	100	0	85	0.97664	0.00145	24.99275	34.57885
25088	5885	20	0.06557	10	6	1.00	1	3	7056	0.21637	0.60002	18.18181	462.6619
25088	5897	20	0.06182	10	6	1.00	1	3	7899	0.20926	0.67164	17.72705	488.3162
25090	25110	45	0.24535	9	3	3.00	100	0	16621	0.35506	0.55425	41.46044	4077.962
25110	24772	45	0.12761	9	3	3.00	100	0	16621	0.18468	0.55425	41.46044	2121.006
25110	25090	45	0.24535	9	3	3.00	100	0	16843	0.35579	0.56166	41.37589	4132.43
25125	24769	45	0.07427	10	5	1.00	0	0	1418	0.10059	0.17227	44.29921	105.3149
25125	24795	45	0.07120	10	5	1.00	0	0	1415	0.09643	0.17195	44.30080	100.748
25126	24765	25	0.07578	10	5	1.00	0	0	812	0.18337	0.09867	24.79724	61.53336
25126	25127	25	0.10839	10	5	1.00	0	0	806	0.26225	0.09792	24.79901	87.36234
25127	1515	20	0.08742	2	10	1.00	0	0	3424	0.26531	0.05822	19.76979	299.3261
25127	25126	25	0.10839	10	5	1.00	0	0	812	0.26227	0.09867	24.79724	88.01268
25127	25128	25	0.08551	10	5	1.00	0	0	2611	0.21237	0.31721	24.15935	223.2666
25128	24774	25	0.05446	10	5	1.00	0	0	2611	0.13525	0.31721	24.15935	142.1951
25128	25127	25	0.08551	10	5	1.00	0	0	2617	0.21239	0.31796	24.15667	223.7797
25129	1109	20	0.19365	2	10	1.00	0	0	1506	0.58391	0.02561	19.89808	291.6369
25129	5029	50	0.09675	10	3	3.00	7	0	16134	0.12546	0.53800	46.26692	1560.965
25129	24774	50	0.09675	10	3	3.00	7	0	16325	0.12567	0.54437	46.18963	1579.444
25130	1519	20	0.05500	2	10	1.00	0	0	442	0.16523	0.00752	19.96995	24.31
25130	3712	25	0.04902	10	5	1.00	0	0	1259	0.11927	0.15296	24.66201	61.71618
25130	9384	25	0.04902	10	5	1.00	0	0	1532	0.11970	0.18615	24.57267	75.09864
25131	25132	0	0.66754	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25131	25162	0	0.00843	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25132	25133	0	0.37880	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25132	25163	0	0.00960	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25133	25135	0	0.78264	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25133	25165	0	0.00591	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25135	25137	0	0.38393	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25135	25167	0	0.00997	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
25137	25138	0	0.64397	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25137	25169	0	0.00976	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25138	25160	0	0.21909	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25138	25171	0	0.01562	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25153	25154	0	0.65139	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25153	25172	0	0.00943	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25154	25155	0	0.37362	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25154	25170	0	0.01338	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25155	25156	0	0.79054	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25155	25168	0	0.00890	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25156	25157	0	0.37414	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25156	25166	0	0.01039	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25157	25158	0	0.65021	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25157	25164	0	0.01219	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25158	25161	0	0.00908	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25159	25153	0	0.22269	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25161	5546	63	0.03834	10	1	3.00	4	0	69908	0.05379	0.99076	42.76311	2680.273
25161	25158	0	0.00908	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25162	25131	0	0.00843	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25162	25163	63	0.66113	10	1	3.00	4	0	68923	0.90863	0.97680	43.65700	45567.06
25163	5548	63	0.04293	10	1	3.00	4	0	68923	0.05900	0.97680	43.65700	2958.864
25163	25132	0	0.00960	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25164	25157	0	0.01219	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25164	25161	63	0.65186	10	1	3.00	4	0	69908	0.91461	0.99076	42.76311	45570.23
25165	25133	0	0.00591	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25165	25167	63	0.78159	10	1	3.00	4	0	66045	1.01851	0.93601	46.04350	51620.11
25166	8842	63	0.02569	10	1	3.00	4	0	69323	0.03559	0.98248	43.29822	1780.908
25166	25156	0	0.01039	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25167	5552	63	0.02776	10	1	3.00	4	0	66045	0.03617	0.93601	46.04350	1833.409
25167	25135	0	0.00997	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25168	25155	0	0.00890	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25168	25166	63	0.79287	10	1	3.00	4	0	69323	1.09872	0.98248	43.29822	54964.13
25169	25137	0	0.00976	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25169	25171	63	0.63853	10	1	3.00	4	0	59785	0.76324	0.84729	50.19609	38174.52
25170	5658	63	0.03014	10	1	3.00	4	0	58653	0.03558	0.83126	50.81755	1767.801
25170	25154	0	0.01338	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25171	5963	63	0.02824	10	1	2.75	4	0	59785	0.07854	1.27093	21.57495	1688.328
25171	25138	0	0.01562	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25172	25153	0	0.00943	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25172	25170	63	0.64319	10	1	3.00	4	0	58653	0.75941	0.83126	50.81755	37725.02
25189	1109	20	0.21562	2	10	1.00	0	0	963	0.64897	0.01637	19.93473	207.6421
25189	5029	45	0.13340	9	3	3.00	100	0	14976	0.19041	0.49939	42.03782	1997.798
25189	9386	45	0.13340	9	3	3.00	100	0	15778	0.19164	0.52615	41.76650	2104.785
27005	27006	0	0.32300	9	2	0.00	100	0	0	0.00000	0.00000	0.00000	0
27006	5020	0	0.61697	9	2	0.00	100	0	0	0.00000	0.00000	0.00000	0
27006	27005	0	0.32300	9	2	0.00	100	0	0	0.00000	0.00000	0.00000	0
27042	5519	45	0.09822	10	3	4.00	1	3	38766	0.18708	0.96954	31.50279	3807.597
27042	5523	45	0.04943	10	3	4.00	1	3	35403	0.08504	0.88542	34.87626	1749.97
27042	27043	25	0.10454	10	3	1.00	1	3	1740	0.25491	0.17408	24.60577	181.8996
27043	324	25	0.09062	2	10	1.00	1	3	1867	0.21888	0.03175	24.84224	169.1875
27043	5512	25	0.19897	10	3	1.00	1	3	730	0.48028	0.07305	24.85680	145.2481
27043	5516	25	0.20523	10	3	1.00	1	3	1242	0.49784	0.12428	24.73503	254.8957
27043	27042	25	0.10454	10	3	1.00	1	3	1314	0.25376	0.13149	24.71702	137.3656
30003	1115	25	0.18983	2	10	1.00	7	3	220	0.45594	0.00374	24.98133	41.7626
30003	5032	35	0.40063	9	7	1.00	100	3	194	0.68731	0.01373	34.97423	77.72222
30003	9595	35	0.23034	9	7	1.00	100	3	361	0.39543	0.02561	34.95004	83.15274
30004	68	25	0.06963	2	10	1.00	1	3	2821	0.16872	0.04798	24.76240	196.4262
30004	5871	35	0.02538	10	3	3.00	1	3	25396	0.05424	0.84687	28.07031	644.5505
30004	5872	35	0.10461	10	3	2.00	1	3	24184	0.46599	1.20968	13.46869	2529.888
30005	1514	20	0.14954	2	10	1.00	0	0	589	0.44951	0.01001	19.96003	88.07906
30005	24766	45	0.10452	9	3	3.00	100	0	19207	0.15538	0.64048	40.35807	2007.516
30005	24767	45	0.04823	9	3	3.00	100	0	18900	0.07145	0.63027	40.50343	911.547
30006	24781	50	0.07046	10	3	3.00	7	0	7599	0.08673	0.25341	48.74761	535.4255
30006	25056	50	0.08631	10	3	3.00	7	0	8328	0.10657	0.27773	48.59059	718.7897
30006	25059	25	0.06060	10	5	1.00	0	0	1564	0.14804	0.19000	24.56194	94.7784
30007	1507	20	0.04573	2	10	1.00	0	0	270	0.13731	0.00459	19.98164	12.3471
30007	1510	20	0.12566	2	10	1.00	0	0	44	0.37704	0.00075	19.99700	5.52904
30007	24778	25	0.05582	10	5	1.00	0	0	317	0.13433	0.03851	24.93320	17.69494
30007	25059	25	0.07223	10	5	1.00	0	0	540	0.17422	0.06564	24.87356	39.0042

CITY OF ROSEVILLE CALIFORNIA

DEVELOPMENT SERVICES DEPARTMENT – PLANNING DIVISION
311 Vernon Street, Roseville, CA 95678 (916) 774-5276

MEMORANDUM

To: Planning Commission

From: Greg Bitter, Planning Manager

Date: September 12, 2019

Re: Correspondence regarding the Creekview Specific Plan Amendment (PL18-0190)

On September 12, 2019, the City received a letter from Brookfield Sunset LLC (Attachment 1), regarding the proposed amendments to the Creekview Specific Plan Development Agreement (DA). Brookfield Sunset LLC is the developer of the Amoruso Ranch Specific Plan (ARSP) area, which is located immediately north of the Creekview Specific Plan (CSP). Specifically, the letter expressed concerns regarding amendments that: 1) impact and/or limit the ability of Amoruso Ranch to use right-of-way or public-purpose parcels within the CSP in order to advance the development of the ARSP, and 2) delay the availability and dedication of CSP Parcel C-81 to Roseville Electric for the development of an electric substation. The letter concluded with a request to continue the project to allow time to address these concerns.

Staff has the following responses to these concerns:

1) The City Engineer has confirmed that Irrevocable Offers of Dedication (IOD's) for Blue Oaks Boulevard and Westbrook Boulevard will be required to be dedicated with the first Creekview final map. This dedication will meet the requirements as outlined in Section 3.3.1 of the Creekview DA, and will not limit and/or impact the ability of the ARSP to rely on these sites.

2) Staff from Roseville Electric has worked with representatives of Brookfield Sunset LLC to ensure that development of the ARSP will not be delayed due to the proposed amendments to the Creekview Development Agreement, related to the provision of the electric substation parcel. Brookfield Sunset LLC has recently submitted an application to amend the ARSP, which includes an amendment to the ARSP DA. Draft language (Attachment 2) has been developed for the Development Agreement Amendment (DAA) that will allow ARSP to develop up to 500 dwelling units prior to the dedication of CSP Parcel C-81. There is also a minor addition to the Creekview DAA (Attachment 3) that will ensure the substation site is defined as a "public improvement". Staff is recommending the Planning Commission include this language with the proposed Creekview DAA.

Representatives of Brookfield Sunset LLC have indicated they are satisfied with the above responses and are no longer requesting a continuance of this project.

Please contact me at gbitter@roseville.ca.us or at 916-774-5294 if you have any concerns.

Brookfield Sunset LLC

September 11, 2019

Greg Bitter
City of Roseville
311 Vernon St.
Roseville, CA 95678

Re: Creekview Specific Plan Amendment (Item 6.2, 9/12 Planning Commission Mtg.)

Mr. Bitter:

As I shared with you in our discussion yesterday, there are several concerns that we feel need to be addressed regarding the Creekview Specific Plan Amendment project, in particular, the proposed Development Agreement Amendment, as well as the final mapping process on a go-forward basis , prior to the Creekview SPA application proceeding to hearing before the Planning Commission.

Although we support the Creekview project and have done so as it proceeded through the prior approval process, and in general, the proposed land use changes being considered, here are our specific concerns and/or questions:

1. **Road IOD's/Phasing:** The proposed phasing should not in any way supersede the ability of Amoruso Ranch to use right of way or public purpose parcels within the Creekview Specific Plan (CSP) pursuant to provisions in both the Creekview Development Agreement and the Amoruso Ranch Development Agreement, in particular, Sections 3.2 and 3.3.1 of the Creekview Development Agreement, and any other sections related to same. Most important of these is Blue Oaks Blvd, and Westbrook Blvd to the southern boundary of the Amoruso Ranch Specific Plan (ARSP). We have been in discussions with Anthem United for several years about our likely intent to tie into their first phase improvements if they haven't yet initiated their later phases. As an example, we've coordinated our sewer force main connection to their gravity system, and sought proposals for design work associated with closing the gap between the end of their first phase at Creekview Plaza, and extending Westbrook Blvd to the southern boundary of ARSP. The most recent discussions occurred from August 2018 through March of 2019. Although there is correspondence between Anthem and Brookfield confirming these discussions, we are now formally providing notice to both the City of Roseville, and Anthem United of our intent to construct public improvements within CSP. We would like confirmation that IOD's for Blue Oaks Boulevard and Westbrook Boulevard will be dedicated at the first Creekview final map which will close the gap between their first phase, and our southern boundary. This should also include any frontage necessary for the substation site (C-81) discussed below, and the access and construction easements the width of the

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ultimate road rights-of-way plus the lesser of 25 feet or to the back of the landscape corridor along the entire lengths of those two arterials, as required by Section 3.3.1 of the Creekview Development Agreement.

2. **Electric Substation Trigger Modification:** There are two concerns as relates to the electric substation located in CSP. The first relates to making sure that the right of way, and 0.9 acre parcel can be available to construct the frontage road, and pad grading necessary for Roseville Electric to do their design, and facility acquisition on a timely basis as required by the Creekview Development Agreement and the Amoruso Ranch Development Agreement. The second relates to the significant change proposed for the Creekview Development Agreement that calls for significantly delaying the Creekview threshold for delivering the graded and compacted substation site and access road to the substation site at the 500th residential building permit in the existing Creekview Development Agreement to the 923rd residential building permit in the proposed Development Agreement Amendment. The 500 unit trigger was also stated in the ARSP Development Agreement , and depends on the timely delivery of this substation site by Creekview in order to serve not only that plan but also Amoruso Ranch. Nearly doubling the trigger will potentially add two or more years to the delivery of the substation site plus the two year procurement process for the substation itself, thus resulting in the potential total delay of 4 or more years for energizing the facility so that electric service to Amoruso Ranch.

In summary, the development agreement changes have not been shared with us other than us reviewing the public agenda, and materials online. Since we have not had time to fully review the potential impacts to ARSP, we are requesting a continuance of this item to a later date. We have outreached to the City and Anthem United, and will continue to work towards a cooperative solution. As I stated previously, we are supportive of the Creekview Specific Plan, but need some mutual issues fully identified, and resolved prior to action. At the very least, we ask that the Planning Commission defer recommending approval of the raised 923 unit threshold to the City Council, and give the various parties time to work out a solution.

Please feel free to contact myself or our counsel Marcus Lo Duca regarding any questions.

Respectfully,

John W. Norman, VP

C: Charity Gold (City)
Marcus Lo Duca
Mike Meyers (CSP)
Brian Moore (CSP)
Alan Vail

2271 Lava Ridge Court, Suite 220, Roseville, CA 95661
916-783-1177 Fax: 916-783-1161

PROPOSED REVISED DEVELOPMENT AGREEMENT SECTION 3.11.3

3.11.3 CSP Electric Substation. Pursuant to the development agreement in the CSP, CSP landowners are required to dedicate to City, grade and provide access to a parcel in the CSP (designated Parcel C-81 in the Specific Plan) for an electric substation to serve the CSP (the "Substation Site"). Under the development agreement between CSP landowners and City, such Substation Site must be provided to City prior to issuance of the 500th residential building permit, or combination of building permits, in the CSP. Should the Substation Site not have been dedicated to City, graded with access provided at the time that Landowner wishes to proceed with development of the Project, Landowner shall have the right to cause such dedication, grading and provision of access to the Substation Site for City to construct the electric substation that will serve both the CSP and the Project. Where the CSP Developer has not provided the substation site and associated improvements required in the CSP development agreement, then, provided that Landowner provides an access road, power line, temporary easements, and substation site as defined in the CSP development agreement prior to the issuance of the 500th residential building permit within the ARSP, the City shall not restrict the issuance of any additional building permits in the ARSP beyond the 500 residential building permits noted herein on the basis of insufficient electrical service capacity for the balance of the Project. Should there be a delay by the CSP Developer or Landowner, as provided herein, in dedicating the substation site and associated improvements as required in the CSP development agreement, such delay shall result in the delay in the availability of power to the ARSP until such time as the substation is fully operational with the ability to serve the remainder of the ARSP. Landowner acknowledges that, in the absence of any available capacity utilizing temporary lines that could serve the Project on an interim basis, the CSP electric substation must be in operation and 12kV circuits extended to the Project for electric service to be provided to the Plan Area, subject to the provisions set forth above. In addition to the Substation Site, Landowner shall install an all-weather access road along the south side of Pleasant Grove Creek from the southeast corner of the CSP to the Westbrook Boulevard bridge crossing over Pleasant Grove Creek sufficient to allow the construction and maintenance of the 60kV overhead power line required to feed the CSP electric substation.

DRAFT

Staff is recommending the following modification to the Creekview Development Agreement Amendment (DAA) be included in any motion to forward the DAA to City Council.

3.2 Public Improvements to be Dedicated, Constructed or Financed by Developer. In conjunction with each phased Final Map, or as otherwise required by this Agreement, Developer agrees to dedicate, construct or acquire the improvements or facilities and to perform the obligations set forth in this Section 3, at its expense, subject only to reimbursements or credits specified in this Agreement. Prior to dedication of sites to City, Developer shall obtain and fulfill the terms of any state and federal permits needed for anticipated development (e.g., CoE 404 Permit(s), CDFG 1600 Streambed Alteration Agreements, RWQCB General Construction Permit as needed) and complete said development if said development is a Developer responsibility under this Agreement. At the time of City acceptance of any land dedications, the land shall be free and clear of environmental or other constraints or encumbrances (the "Encumbrances") inconsistent with the intended use of the Property (e.g., all wetlands shall be filled in accordance with applicable 404 Permits), unless expressly waived by the City. In the event, however, that the land dedication by Developer is triggered by the proposed construction by a third party of a public improvement (including the electric substation site (parcel C-81) identified in Section 3.11.3 of this Agreement) identified in this Agreement, such third party shall assume the obligation to assure that, at the time of City acceptance, the land dedicated is free and clear of all Encumbrances, unless expressly waived by the City. Developer agrees to cooperate with such third parties to use is best commercially reasonable efforts under the circumstances to remove all Encumbrances, subject to lender or mortgagee consent, as may be required. Such cooperation by Developer shall be at the sole cost to the third party requesting removal of the Encumbrances prior to dedication. Title shall be conveyed to City in fee simple and without restriction or limitation on use(s), unless approved otherwise by the City Attorney. Signage shall be installed in accordance with Section 3.24. With respect to the wetland obligation referenced in Section 2.7.1 above, the third party shall assume the obligation to remove such wetland environmental constraint on the Property to be dedicated to the City triggered by the third party's construction of the public improvement(s).

DPFG
DEVELOPMENT PLANNING & FINANCING GROUP, INC.

Memorandum

To:	Jeanine Thrash, City of Roseville
From:	Development Planning & Financing Group
Date:	September 11, 2019
Subject:	Creekview Specific Plan - Financing Plan Update Technical Memo

The following technical memorandum describes and evaluates the impact of the proposed Creekview Specific Plan (CSP) Specific Plan Amendment (SPA) on the CSP Public Facilities Financing Plan (PFFP or Financing Plan). Pursuant to Section 4.7 of the CSP Development Agreement (DA) this memorandum demonstrates that the proposed SPA results in a "financial commitment of the same or greater magnitude as those made by Developer," as described in the DA.

The CSP was approved in 2012 and includes 2,011 residential units, approximately 136 acres of open space, 15.7 acres of neighborhood parks, a 7-acre school site, 2.6 acres of utilities sites, and 19.3 acres of Community Commercial (CC) and Community Commercial/Business-Professional (CC/BP) uses (2012 CSP). The 2012 CSP was adopted in September 2012 and amended in 2016. The Creekview Financing Plan (dated April 2011) was approved with the 2012 CSP and is referred to herein as the 2012 PFFP.

A. Land Use

Amendments are proposed to the 2012 CSP to modify the land plan and arrange of land uses south of Pleasant Grove Creek (2019 CSP SPA). The proposed 2019 CSP SPA shifts 141 medium density residential (MDR) units to low density residential (LDR) but does not result in a change to the overall unit count. The 2019 CSP SPA also includes a reduction to the Community Commercial (CC) site size from 15.5 acres to 9.3 acres and eliminates the 3.8-acre Community Commercial/Business Professional (CC/BP) site.

The 2019 CSP SPA includes minor adjustments to acreages of non-residential land uses such as park and public/quasi-public uses. **Table 1** summarizes land uses for the approved 2012 CSP and proposed 2019 CSP SPA.

B. Backbone Infrastructure

Backbone infrastructure includes roadways, sewer, storm drainage, potable water, recycled water, and capital improvement projects (CIP) improvements to serve the CSP. The 2012 PFFP estimated the backbone infrastructure cost at $49M. The backbone network in the 2012 PFFP included improvements along Blue Oaks Boulevard, Westbrook Boulevard, Creekview Plaza, and Benchmark Drive.

In proposed 2019 CSP SPA, the total backbone infrastructure cost is estimated at $55M and includes the backbone infrastructure in the 2012 CSP as well as the addition of Creekpark Drive, as shown on **Figure 1**. The cost comparison for the 2012 CSP and the 2019 CSP SPA is shown in **Table 2**.

C. Public Facilities

The public facilities identified in the 2012 PFFP include neighborhood parks, Citywide parks, bike trails, and paseos.

With the 2019 CSP, estimated costs for neighborhood parks have increased from $4.6M to $6.4M and paseos increased from $324,000 to $3.4M, as shown in **Table 2**. These increases are partly due to changes to the land plan and the addition of Creekpark Drive which was not included as a backbone roadway in the 2012 PFFP. **Table 3** and **Table 4** allocate the costs across the land use categories to establish a building permit fee amount.

The Citywide Park and Bike Trail fee was $3,200 per unit in the 2012 PFFP. The ENR 20-City Average CCI was applied to the rate from July 2011 to July 2019 to establish the current fee amount of $4,086 per unit, as shown in **Table 5**. This fee includes both a city-wide park land in-lieu component in addition to the bike trail component that created the Citywide Park and Bike Trail Fee.

D. Development Impact Fees

Estimated development impact fees are shown in **Table 6** and **Table 7** and utilizes an average LDR, MDR, and HDR unit to estimate the building permit fees. Fees are listed in four main categories: building permit fees, City impact fees, development agreement fees, and school fees.

The total residential fee burden, including the SPRTA Tier II fee deferral is approximately $85,200 (LDR), $83,300 (MDR), and $49,300 (HDR). The total non-residential fee burden, including the SPRTA Tier II fee deferral is approximately $388,600 per acre or $35.68 per square foot for Community Commercial.

A fee burden comparison or the 2012 CSP and the 2019 CSP SPA is shown in **Table 8**. Building permit fees have increased from $6.1M to 9.3M, City impact fees have increased from $47.2M to $69.3M, development agreement fees have increased from $30.9M to $38.2M, and school fees have increased from $30.1M to $44.3M. After the assumed fee deferral to the extended-term CFD, the total fees in the 2012 CSP were $102.5M compared to $154.3M in the 2019 CSP SPA. In the 2019 CSP SPA, the extended-term CFD includes deferral of only the SPRTA Tier II fee where the 2012 CSP included deferral of the City-Wide Park and Bike Trail Fee, City Public Facilities Fee and the City Public Benefit Fee.

The West Plan Reimbursement Cost is included in the development impact fees. The West Plan Reimbursement amount and fee allocation were escalated by CCI, as shown in **Table 9.**

E. Fiscal Impact Analysis

An updated Fiscal Impact Analysis (FIA) (June 2019) compared the 2012 CSP with the 2019 CSP SPA. The 2012 CSP had an estimated annual surplus of $938,041 while the 2019 CSP SPA generates a yearly surplus of $806,297 (see **Appendix A**). Both land use configurations meet the City's policy of funding all required City services, and not creating a burden on the remainder of the City.

F. Funding Strategy

No modifications are proposed to the CSP funding strategy described in the 2012 PFFP. The City and Developer are working on the formation of a Community Facilities Districts (CFD) to finance a portion of the backbone infrastructure (Infrastructure CFD), a CFD to fund annual ongoing maintenance of roadways/parks/open space/landscaping/etc. (Maintenance CFD), and annexation of the CSP into the City Municipal Services CFD.

The Infrastructure CFD bond sizing is shown in **Table 10** and is in two parts: south and north of the Pleasant Grove Creek. The estimate of total bonds for the area south of the creek is $20.8M and north of the creek is $31.3M, for a total CFD of $52.1M.

The Maintenance CFD was estimated using the City's Annual Maintenance Costs for Maintenance CFDs report (December 2018) and quantities provided by project engineer, MacKay & Somps. The total annual cost is $712,495 and is spread over residential and non-residential land uses. **Table 11** details the quantities and costs and **Table 12** allocates the CFD rate to each land use.

The three CFDs reduce the overall owner equity needed to construct the CSP and provide annual funding for City services required by the CSP. With the 2019 CSP SPA, the CFDs, along with other property taxes and special taxes and assessments are estimated to result in a total tax burden as a percentage of home value of 1.6% for LDR and MDR, and a 1.8% for HDR. See **Table 13** for detailed calculations.

G. Conclusion

The proposed 2019 CSP SPA satisfies the obligation that any subsequent proposed development must have a "financial commitment of the same or greater magnitude as those made by Developer under this Agreement." The 2019 CSP SPA has greater funding obligations for backbone infrastructure, public facilities (including neighborhood parks, Citywide parks, bike trails, and paseos), and development impact fees, as summarized in **Table 14**. The total funding obligation in the 2012 CSP was $151.2M and the 2019 CSP SPA has a funding obligation of $209M.

The project also meets and exceeds the obligation for a net neutral cost effect on the City with a net positive fiscal impact based on the FIA.

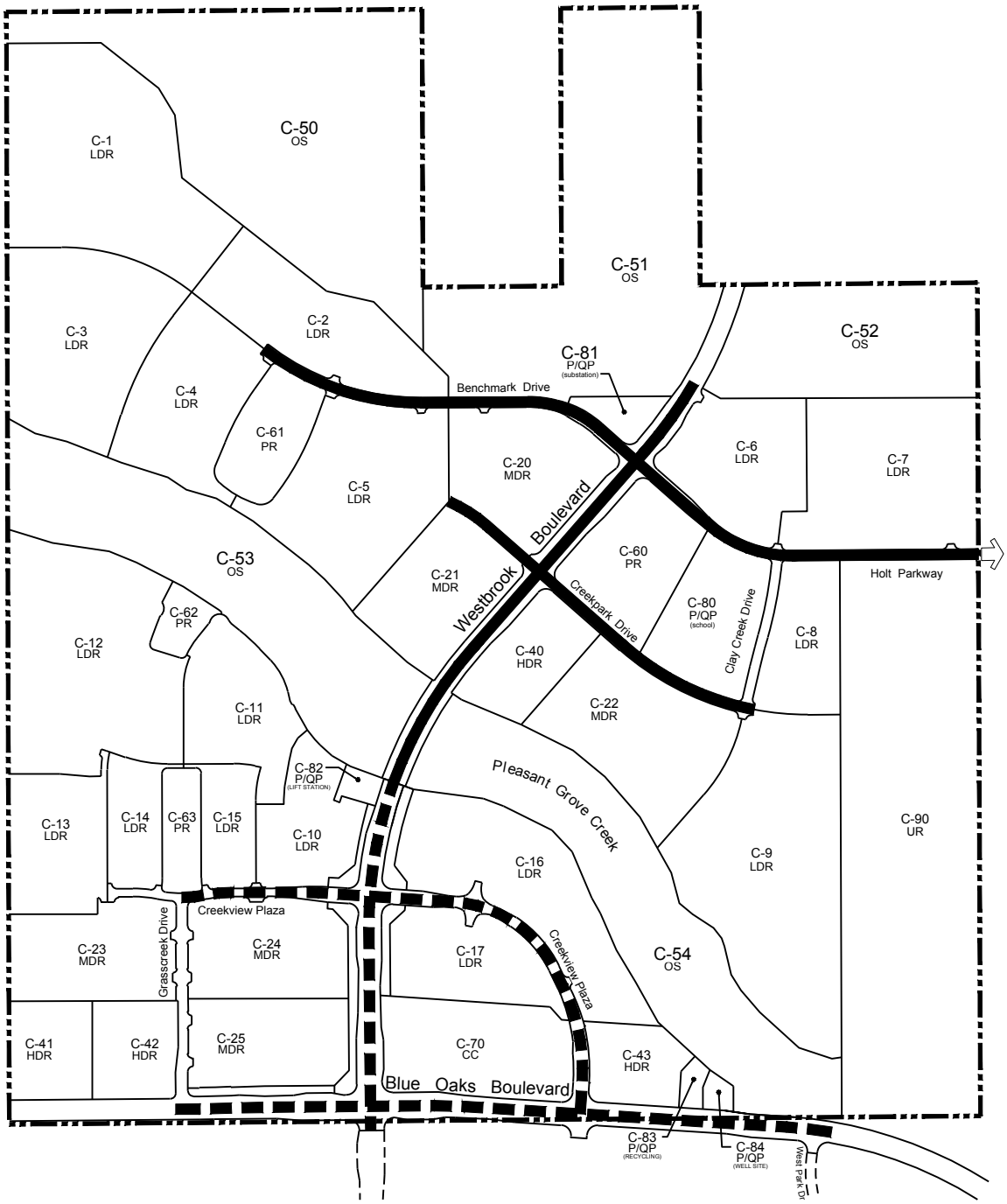

Figure 1
Backbone Infrastructure

LEGEND
PHASE A
BUILDOUT

Creekview

City of Roseville
Scale 1"=800'

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1552 Eureka Road, Suite 100, Roseville, CA 95661 (916) 773-1189

California
August 13, 2019
18431

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PRELIMINARY - Subject to Revision

Table 1
Creekview Technical Memorandum Public Facilities Financing Plan
Land Use Summary

Land Use	Approved CSP			Proposed CSP SPA		
	Acres	Units	Sq. Ft.	Acres	Units	Sq. Ft.
Developable						
Residential						
Low Density Residential	157.3	810	-	182.8	951	-
Medium Density Residential	66.0	654	-	51.2	513	-
High Density Residential	18.7	547	-	17.7	547	-
Subtotal Residential	**242.0**	**2,011**	**-**	**251.7**	**2,011**	**-**
Commercial						
Community Commercial	15.5	-	168,795	9.3	-	100,841
Community Commercial/Business Professional	3.8	-	41,382	-	-	-
Subtotal Commercial	**19.3**	**-**	**210,177**	**9.3**	**-**	**100,841**
Total Developable	**261.3**	**2,011**	**210,177**	**261.0**	**2,011**	**100,841**
Non-Developable						
Open Space	136.9	-	-	136.9	-	-
Parks	16.1	-	-	16.3	-	-
Public/Quasi-Public	2.6	-	-	2.7	-	-
School	7.0	-	-	7.0	-	-
Right-of-Way/Landscape Corridor	37.5	-	-	37.7	-	-
	200.1	**-**	**-**	**200.5**	**-**	**-**
Urban Reserve	**39.9**	**-**	**-**	**39.9**	**-**	**-**
Total Creekview Land Uses	**501.3**	**2,011**	**210,177**	**501.4**	**2,011**	**100,841**

Source: Anthem United, Draft Creekview Specific Plan Amendement (August 2019).

Table 2
Creekview Technical Memorandum Public Facilities Financing Plan
Summary of Estimated Infrastructure Improvement Costs

Item	Approved CSP	Proposed CSP SPA
Backbone Infrastructure		
Roadways	$21,620,721	$29,636,554
Sewer	$1,742,184	$5,893,441
Storm Drainage	$5,486,577	$4,435,522
Potable Water	$3,215,952	$5,240,566
Recycled Water	$4,150,539	$2,181,470
Subtotal Backbone Infrastructure	**$36,215,973**	**$47,387,553**
Capital Improvement Projects	**$12,474,281**	**$7,249,635**
Subtotal Infrastructure Improvements	**$48,690,254**	**$54,637,188**
Public Facilities		
Neighborhood Parks	$4,627,015	$6,441,459
Paseos	$324,342	$3,354,210
Subtotal Public Facilities	**$4,951,356**	**$9,795,669**
Total Improvements	**$53,641,610**	**$64,432,857**

Source: Creekview Financing Plan April 2011, MacKay & Somps Engineering July 22, 2019.

Note: All backbone infrastructure and paseo costs include estimates of a 20% contingency and 20% soft costs. Parks include a 15% contingency and 13% soft costs.

Table 3
Creekview Technical Memorandum Public Facilities Financing Plan
Public Facilities Cost Allocation: Neighborhood/Community Park Costs

	Land Uses		Cost Allocation Basis			Park Cost Allocation		
Item	Developable Acres	Units/ Sq. Ft.	Persons Per HH/ Emp. Per Acre	Total Persons/Emps.	Distribution of Persons	Assigned Cost	per Acre	per Unit/ Sq. Ft.
Formula	*A*	*B*	*C*	*D=B*C*	*E=D/Total Persons*	*F=Total Cost*E*	*G=F/A*	*H=F/B*
Residential		*units*	*persons per HH*					*per unit*
Low Density	182.8	951	2.54	2,416	53.5%	$3,447,462	$18,858	$3,625
Medium Density	51.2	513	2.17	1,113	24.7%	$1,588,775	$31,031	$3,097
High Density	17.7	547	1.80	985	21.8%	$1,405,222	$79,481	$2,569
Subtotal Residential	**251.7**	**2,011**		**4,513**	**100.0%**	**$6,441,459**		
Nonresidential		*sq. ft.*	*sq.ft. per employee*					*per sq. ft.*
Community Commercial	9.3	100,841	N/A	-	-	-	-	-
Community Commercial/BP	-	-	N/A	-	-	-	-	-
Subtotal Nonresidential	**9.3**	**100,841**		**-**	**-**	**-**		
Total Creekview	**261.0**			**4,513**	**100.0%**	**$6,441,459**		

Table 4
Creekview Technical Memorandum Public Facilities Financing Plan
Public Facilities Cost Allocation: Paseo Costs

Item	Land Uses: Developable Acres	Land Uses: Units/ Sq. Ft.	Cost Allocation Basis: Persons Per HH/ Emp. Per Acre	Cost Allocation Basis: Total Persons/Emps.	Cost Allocation Basis: Distribution of Persons	Paseo Cost Allocation: Assigned Cost	Paseo Cost Allocation: per Acre	Paseo Cost Allocation: per Unit/ Sq. Ft.
Formula	*A*	*B*	*C*	*D=B*C*	*E=D/Total Persons*	*F=Total Cost*E*	*G=F/A*	*H=F/B*
Residential		*units*	*persons per HH*					*per unit*
Low Density	182.8	951	2.54	2,416	51.6%	$1,729,881	$9,463	$1,819
Medium Density	51.2	513	2.17	1,113	23.8%	$797,222	$15,571	$1,554
High Density	17.7	547	1.80	985	21.0%	$705,118	$39,882	$1,289
Subtotal Residential	**251.7**	**2,011**		**4,513**	**96.4%**	**$3,232,221**		
Nonresidential		*sq. ft.*	*sq.ft. per employee*					*per sq. ft.*
Community Commercial	9.3	100,841	592	170	3.6%	$121,989	$13,174	$1.21
Community Commercial/BP	-	-	592	0	0.0%	$0	-	-
Subtotal Nonresidential	**9.3**	**100,841**		**170**	**3.6%**	**$121,989**		
Total Creekview	**261.0**			**4,684**	**100.0%**	**$3,354,210**		

Table 5
Creekview Technical Memorandum Public Facilities Financing Plan
Fee Revenue by Phase (Citywide Park and Bike Trail)

Item	Fee per Unit: Approved Rate	Fee per Unit: Escalated Rate[1]	Total Funding
Residential			
Low Density	$3,200	$4,086	$3,885,826
Medium Density	$3,200	$4,086	$2,096,140
High Density	$3,200	$4,086	$2,235,065
Subtotal Residential			**$8,217,031**
Nonresidential			
Community Commercial	n/a	n/a	$0
Community Commercial/BP	n/a	n/a	$0
Subtotal Nonresidential			**$0**
Total Fee Program Revenue (Citywide Park and Bike Trail)[2]			**$8,217,031**

Source: Creekview Public Facilities Financing Plan, April 2011.

Footnotes:

[1]Fee escalated by CCI to July 2019.

[2]Citywide Park and Bike Trail Fee includes citywide park development, citywide park land in-lieu and bike trail development.

Table 6
Creekview Technical Memorandum Public Facilities Financing Plan
Cost Burden: Residential

	Residential		
Item	LDR	MDR	HDR
Home Price	$575,000	$472,000	$226,000
Assumptions			
Unit Size (sq.ft)	2,400	1,400	1,000
Garage (sq.ft.)	400	300	200
Building Valuation	$277,000	$163,750	$116,500
Building Permit Fees			
Building Permit Fee	$1,422	$1,332	$1,294
Building Plan Check Fee (Production Unit)	$526	$493	$479
Planning Plan Check Fee	$17	$17	$72
Fire Systems Plan Check & Inspection Fees [4]	$1,926	$1,926	-
Technology Fee	$117	$113	$55
Fire Service Construction Fee	$1,385	$819	$583
General Plan Update Fee	$139	$82	$58
Strong Motion	$36	$21	$33
Building Standards Fee	$11	$7	$5
Subtotal Building Permit Fees	**$5,578**	**$4,809**	**$2,578**
City Impact Fees			
Electric Direct Install Fee	$2,825	$2,825	$850
Electric Backbone Impact Fee	$496	$496	$361
Regional Sewer Connection Fee	$7,854	$7,854	$7,854
Local Sewer Fee	$371	$371	$371
Water Domestic Connection Fee	$9,644	$9,644	$3,857
Water Irrigation Service Fee [1]	-	-	$2,103
Water Meter Fee	$521	$521	-
Water Meter Retrofit/Conservation Program	$181	$181	-
Traffic Mitigation Fee	$9,041	$9,041	$5,605
Highway 65 Fee	$337	$337	$209
SPRTA	$1,015	$1,015	$629
City/County Traffic Mitigation	$729	$729	$452
Drainage	$521	$521	$430
Placer Co. Capital Facilities Fee	$2,215	$2,215	$1,614
Solid Waste Impact Fee	$410	$410	$139
Construction Water Use Fee	$75	$75	-
Subtotal City Impact Fees	**$36,236**	**$36,236**	**$24,476**
Development Agreement Fees			
Public Benefit Fee	$1,280	$1,280	$845
Public Facilities Fee	$3,250	$3,010	$2,167
SPRTA Tier II Regional Traffic Fee	$7,049	$7,049	$4,370
Placer County Road Impact Fees	$156	$156	$97
City Park & Bike Trail Fee [3]	$4,086	$4,086	$4,086
Neighborhood Park Fees [3]	$3,625	$3,097	$2,569
West Plan Reimbursement Fee	$922	$622	$378
Subtotal Development Agreement Fees	**$20,368**	**$19,300**	**$14,512**
Total City Fees Due at Building Permit	**$62,182**	**$60,345**	**$41,566**
School Fees			
Roseville Joint Union High School [2]	$8,910	$8,910	$4,010
Roseville City School District [2]	$17,607	$17,607	$5,956
Subtotal School Fees	**$26,517**	**$26,517**	**$9,966**
Fee Deferral to Extended CFD Term	($3,525)	($3,525)	($2,185)
Total Cost Burden Per Unit (Rounded)	**$85,200**	**$83,300**	**$49,300**
Cost Burden as % of Unit Sales Price	**15%**	**18%**	**22%**

Source: City of Roseville 2019-2020 Development Fees.

[1] Assumes a 2" meter per acre for the high density residential irrigation.
[2] Assumes ARSP rates.
[3] Based on Creekview Technical Memorandum Public Facilities Financing Plan Update (2019). Financing Plan has not yet been implemented.
[4] With production units, this fee is only charged on the model.

Table 7
Creekview Technical Memorandum Public Facilities Financing Plan
Cost Burden: Nonresidential

Item	Nonresidential Community Commercial
Average Value per acre [1]	$2,994,750
Assumptions	
Total Size (sq.ft)	100,841
Total Acres	9.3
Building Valuation	$679,536
Building Permit Fees (per acre)	
Building Permit	$3,915
Building Plan Check Fee	$3,720
Planning Plan Check Fee	$558
Fire Systems Plan Check & Inspection Fees	$3,370
Technology Fee	$347
Fire Service Construction Fee	$3,398
General Plan Update Fee	$340
Strong Motion	$190
Building Standards Fee	$27
Subtotal Building Permit Fees (per acre)	**$15,865**
City Impact Fees	
Electric Direct Install	$32,126
Electric Backbone Impact Fee (SP 120/240v 200AMP)	$6,002
Regional Sewer Connection Fee	$29,174
Local Sewer Fee	$1,347
Water Domestic Connection Fee [1]	$51,113
Water Irrigation Connection Fee [1]	$16,395
Water Meter Fee	-
Water Meter Retrofit/Conservation Program	-
Traffic Mitigation Fee	$125,216
Highway 65 JPA Fee	$4,672
SPRTA	$14,058
City/County Traffic Mitigation	$10,102
Drainage	$6,762
Placer Co. Capital Facilities Fee	$3,703
Solid Waste Impact Fee	$3,703
Construction Water Use Fee	-
Subtotal City Impact Fees (per acre)	**$304,372**
Development Agreement Fees (per acre)	
Public Benefit Fee	-
Public Facilities Fee	$6,752
SPRTA Tier II Fee Regional Traffic Fee	$97,629
Placer County Road Impact Fees	$2,156
City Park & Bike Trail Fee	-
Neighborhood Park Fee	-
West Plan Reimbursement Fee	$4,032
Subtotal Development Agreement Fees (per acre)	**$110,568**
Total City Fees Due at Building Permit	**$430,804**
School Fees	
Roseville Joint Union High School	$2,614
Roseville City School District	$4,029
Subtotal School Fees	**$6,643**
Fee Deferral to Extended CFD Term	($48,814)
Total Cost Burden Per Unit (Rounded) (per acre)	**$388,600**

Source: City of Roseville 2019-2020 Development Fees.

[1] Assumes a 2" meter per acre.
[2] Assumes a 1" meter per acre.
[3] Based on Creekview Technical Memorandum Public Facilities Financing Plan Update (2019). Financing Plan has not yet been implemented.

Table 8
Creekview Technical Memorandum Public Facilities Financing Plan
Fee Buden Comparison

Item	Approved CSP	Proposed CSP SPA
Building Permit Fees		
Building Permit Fee	$2,504,213	$2,780,029
Building Plan Check Fee	$1,695,556	$1,049,639
Planning Plan Check Fee	$131,673	$68,614
Fire Systems Plan Check & Inspection Fees	-	$2,850,870
Technology Fee	-	$202,475
Fire Service Construction Fee	$1,732,392	$2,087,244
General Plan Update Fee	-	$208,724
Strong Motion	$37,122	$64,771
Building Standards Fee	-	$16,698
Subtotal Building Permit Fees	**$6,100,956**	**$9,329,064**
City Impact Fees		
Electric Direct Install Fee	$2,594,098	$4,898,232
Electric Backbone Impact Fee	-	$979,615
Regional Sewer Connection Fee	$13,233,454	$16,064,548
Local Sewer Fee	$645,128	$758,552
Water Domestic Connection Fee	$10,854,648	$16,701,903
Water Irrigation Service Fee	-	$1,302,389
Water Meter Fee	$858,774	$763,271
Water Meter Retrofit/Conservation Program	$150,825	$264,984
Traffic Mitigation Fee	$9,552,499	$17,461,436
Highway 65 Fee	$1,038,910	$651,516
SPRTA	$1,944,154	$1,960,362
City/County Traffic Mitigation	$905,165	$1,408,776
Drainage	$881,218	$1,060,570
Placer Co. Capital Facilities Fee	$3,525,655	$4,160,076
Solid Waste Impact Fee	$755,050	$710,559
Construction Water Use Fee	-	$109,800
Animal Control Fee	$294,242	-
Subtotal City Impact Fees	**$47,233,820**	**$69,256,589**
Development Agreement Fees		
Public Benefit Fee	$2,347,776	$2,336,135
Public Facilities Fee	$4,011,573	$5,882,751
SPRTA Tier II Regional Traffic Fee	$11,884,985	$13,614,375
Placer County Road Impact Fees	$921,119	$300,660
City Park & Bike Trail Fee	$6,435,200	$8,217,031
Neighborhood Park Fees	$4,627,015	$6,441,459
West Plan Reimbursement Fee	$651,376	$1,439,912
Subtotal Development Agreement Fees	**$30,879,044**	**$38,232,323**
Total City Fees Due at Building Permit	**$84,213,820**	**$116,817,976**
School Fees		
Roseville Joint Union High School	$11,878,947	$15,262,150
Roseville City School District	$18,260,363	$29,071,891
Subtotal School Fees	**$30,139,310**	**$44,334,042**
Fee Deferral to Extended CFD Term	($11,884,985)	($6,807,188)
Total Cost Burden	**$102,468,100**	**$154,344,800**

Table 9
Creekview Technical Memorandum Public Facilities Financing Plan
West Plan Reimbursement Costs

Item	Preliminary Cost Estimates	Escalated Cost Estimates[1]	Creekview Land Uses				
			Residential			Nonresidential	
			LDR	MDR	HDR	Community Commercial	Community Commercial/BP
Backbone Infrastructure			*per unit*			*per bldg. sq. ft.*	
Sewer	$400,116	$510,903	$272	$272	$186	$0.11	-
Potable Water	$634,735	$810,486	$567	$305	$167	$0.23	-
Recycled Water	$92,822	$118,523	$83	$45	$24	$0.03	-
Total Reimbursement	**$1,127,673**	**$1,439,912**	**$922**	**$622**	**$378**	**$0.37**	**-**

Source: Creekview Development Agreement, 2012.

Footnotes:

[1]Escalated by CCI to July 2019.

Table 10
Creekview Technical Memorandum Public Facilities Financing Plan
CFD Bond Sizing and Estimated Annual Bond Debt Service

LAND USE INFORMATION				TOTAL TAX RATE ANALYSIS						BOND SIZING ANALYSIS	
Plan	Units/Acre	Unit Size	Estimated Home Price (a)	Ad Valorem Tax Rate 1.086% (b)	Other Charges, Assessment and Special Taxes (c)	Proposed CFD Tax per Unit (d)	Total Tax per Unit	Total Tax Rate	Total Proposed CFD Revenues		
Phase 1										**Improvement Area 1**	**Escalating Special Tax (2%)**
Improvement Area 1 (South of Creek #1)										Total Proposed Annual CFD Revenue	
										110% coverage (initial year FY 19/20)	$ 560,364
Residential										Bond Amount 5.5% Interest,	
LDR (2,400 sf)	53	2,400	$ 499,924	$ 5,351	$ 881	$ 2,420	$ 8,652	1.73%	$ 128,260	30 Year Term, 29 Year Amortization	$ 10,110,000
LDR (2,800 sf)	53	2,800	$ 567,950	$ 6,090	$ 881	$ 2,420	$ 9,390	1.65%	$ 128,260		
LDR (3,200 sf)	54	3,200	$ 672,585	$ 7,225	$ 881	$ 2,420	$ 10,526	1.57%	$ 130,680		
MDR (1,800 sf)	40	1,800	$ 439,039	$ 4,690	$ 672	$ 1,910	$ 7,272	1.66%	$ 76,400		
MDR (2,200 sf)	40	2,200	$ 472,925	$ 5,058	$ 672	$ 1,910	$ 7,640	1.62%	$ 76,400		
MDR (2,600 sf)	40	2,600	$ 527,127	$ 5,646	$ 672	$ 1,910	$ 8,229	1.56%	$ 76,400		
MDR (Affordable)	-	1,800	$ 439,039	$ 4,690	$ 672	$ 955	$ 6,317	1.44%	$ -		
HDR (1,000 sf)	-	1,000	$ 336,342	$ 3,575	$ 451	$ 650	$ 4,676	1.39%	$ -		
HDR (1,200 sf)	-	1,200	$ 345,258	$ 3,672	$ 451	$ 650	$ 4,773	1.38%	$ -		
HDR (1,400 sf)	-	1,400	$ 357,294	$ 3,803	$ 451	$ 650	$ 4,904	1.37%	$ -		
HDR-A (1,000 sf)	-	1,000	$ 211,449	$ 2,219	$ 451	$ -	$ 2,671	1.26%	$ -		
HDR-A (1,200 sf)	-	1,200	$ 240,000	$ 2,529	$ 451	$ -	$ 2,980	1.24%	$ -	Underwriter Discount @ 2.0%:	$ (202,200)
HDR-A (1,400 sf)	-	1,400	$ 255,000	$ 2,692	$ 451	$ -	$ 3,143	1.23%	$ -	Reserve Fund (Annual Debt Service)	(943,540)
										Capitalized Interest (12 months)	(560,629)
	280	2,544	$ 537,431	$ 5,758	$ 791	$ 2,201	$ 8,751	1.63%	$ 616,400	Incidental Expense (includes City 1% Charge)	(351,100)
										Construction Proceeds	$ 8,052,532
								Total Annual Revenues	**$ 616,400**		
Phase 2										**Improvement Area 1**	**Escalating Special Tax (2%)**
Improvement Area 1 (South of Creek #2)										Total Proposed Annual CFD Revenue	
										110% coverage (initial year FY 20/21)	$ 685,635
Residential										Bond Amount 5.5% Interest,	
LDR (2,400 sf)	68	2,400	$ 509,922	$ 5,460	$ 916	$ 2,468	$ 8,844	1.73%	$ 167,851	30 Year Term, 29 Year Amortization	$ 15,795,000
LDR (2,800 sf)	67	2,800	$ 579,309	$ 6,213	$ 916	$ 2,468	$ 9,597	1.66%	$ 165,383		
LDR (3,200 sf)	67	3,200	$ 686,037	$ 7,371	$ 916	$ 2,468	$ 10,756	1.57%	$ 165,383		
MDR (1,800 sf)	10	1,800	$ 447,820	$ 4,785	$ 699	$ 1,948	$ 7,433	1.66%	$ 19,482		
MDR (2,200 sf)	21	2,200	$ 482,384	$ 5,161	$ 699	$ 1,948	$ 7,808	1.62%	$ 40,912		
MDR (2,600 sf)	21	2,600	$ 537,670	$ 5,761	$ 699	$ 1,948	$ 8,408	1.56%	$ 40,912		
MDR (Affordable)	10	1,800	$ 447,820	$ 4,785	$ 699	$ 974	$ 6,459	1.44%	$ 9,741		
HDR (1,000 sf)	72	1,000	$ 343,069	$ 3,648	$ 469	$ 663	$ 4,780	1.39%	$ 47,736		
HDR (1,200 sf)	73	1,200	$ 352,163	$ 3,747	$ 469	$ 663	$ 4,879	1.39%	$ 48,399		
HDR (1,400 sf)	73	1,400	$ 364,440	$ 3,880	$ 469	$ 663	$ 5,012	1.38%	$ 48,399		
HDR-A (1,000 sf)	81	1,000	$ 215,678	$ 2,265	$ 469	$ -	$ 2,734	1.27%	$ -		
HDR-A (1,200 sf)	80	1,200	$ 244,800	$ 2,581	$ 469	$ -	$ 3,051	1.25%	$ -	Underwriter Discount @ 2.0%:	$ (315,900)
HDR-A (1,400 sf)	-	1,400	$ 260,100	$ 2,748	$ 469	$ -	$ 3,217	1.24%	$ -	Reserve Fund (Annual Debt Service)	(1,474,226)
										Capitalized Interest (12 months)	(875,867)
	643	1,774	$ 410,416	$ 4,379	$ 632	$ 1,173	$ 6,184	1.46%	$ 754,198	Incidental Expense (includes City 1% Charge)	(407,950)
										Construction Proceeds	$ 12,721,058
								Total Annual Revenues	**$ 754,198**		
Subtotal Improvement Area 1	**923**							**1.51%**			**$ 20,773,589**

Table 10
Creekview Technical Memorandum Public Facilities Financing Plan
CFD Bond Sizing and Estimated Annual Bond Debt Service

LAND USE INFORMATION				TOTAL TAX RATE ANALYSIS						BOND SIZING ANALYSIS	
Plan	Units/Acre	Unit Size	Estimated Home Price (a)	Ad Valorem Tax Rate 1.086% (b)	Other Charges, Assessment and Special Taxes (c)	Proposed CFD Tax per Unit (d)	Total Tax per Unit	Total Tax Rate	Total Proposed CFD Revenues		
Phase 3 - Future Annexation Area										**Future Annexation Area Improvement Area TBD**	**Escalating Special Tax (2%)**
Improvement Area TBD (North of Creek #1)										Total Proposed Annual CFD Revenue	
										110% coverage (initial year FY 22/23)	$ 881,276
Residential											
LDR (2,400 sf)	57	2,400	$ 520,121	$ 5,570	$ 953	$ 2,518	$ 9,041	1.74%	$ 143,513	Bond Amount 5.5% Interest, 30 Year Term, 29 Year Amortization	$ 17,695,000
LDR (2,800 sf)	57	2,800	$ 590,895	$ 6,339	$ 953	$ 2,518	$ 9,809	1.66%	$ 143,513		
LDR (3,200 sf)	57	3,200	$ 699,757	$ 7,520	$ 953	$ 2,518	$ 10,991	1.57%	$ 143,513		
MDR (1,800 sf)	56	1,800	$ 456,776	$ 4,883	$ 727	$ 1,987	$ 7,597	1.66%	$ 111,281		
MDR (2,200 sf)	74	2,200	$ 492,031	$ 5,265	$ 727	$ 1,987	$ 7,980	1.62%	$ 147,050		
MDR (2,600 sf)	74	2,600	$ 548,423	$ 5,878	$ 727	$ 1,987	$ 8,592	1.57%	$ 147,050		
MDR (Affordable)	20	1,800	$ 456,776	$ 4,883	$ 727	$ 994	$ 6,603	1.45%	$ 19,872		
HDR (1,000 sf)	56	1,000	$ 349,930	$ 3,723	$ 488	$ 676	$ 4,887	1.40%	$ 37,871		
HDR (1,200 sf)	56	1,200	$ 359,206	$ 3,823	$ 488	$ 676	$ 4,988	1.39%	$ 37,871		
HDR (1,400 sf)	56	1,400	$ 371,729	$ 3,959	$ 488	$ 676	$ 5,124	1.38%	$ 37,871		
HDR-A (1,000 sf)	-	1,000	$ 219,992	$ 2,312	$ 488	$ -	$ 2,800	1.27%	$ -		
HDR-A (1,200 sf)	-	1,200	$ 249,696	$ 2,635	$ 488	$ -	$ 3,123	1.25%	$ -	Underwriter Discount @ 2.0%:	$ (353,900)
HDR-A (1,400 sf)	-	1,400	$ 265,302	$ 2,804	$ 488	$ -	$ 3,292	1.24%	$ -	Reserve Fund (Annual Debt Service)	(1,651,437)
										Capitalized Interest (12 months)	(981,220)
	563	2,082	$ 489,256	$ 5,235	$ 724	$ 1,722	$ 7,681	1.55%	$ 969,403	Incidental Expense (Includes City 1% Charge)	(426,950)
								Total Annual Revenues	**$ 969,403**	Construction Proceeds	$ 14,281,493
Phase 4 & 5 - Future Annexation Area										**Future Annexation Area Improvement Area TBD**	**Escalating Special Tax (2%)**
Improvement Area TBD (North of Creek #2)										Total Proposed Annual CFD Revenue	
										110% coverage (initial year FY 23/24)	$ 1,163,836
Residential											
LDR (2,400 sf)	138	2,400	$ 530,523	$ 5,683	$ 991	$ 2,568	$ 9,242	1.74%	$ 354,401	Bond Amount 5.5% Interest, 30 Year Term, 29 Year Amortization	$ 21,005,000
LDR (2,800 sf)	140	2,800	$ 602,713	$ 6,467	$ 991	$ 2,568	$ 10,026	1.66%	$ 359,537		
LDR (3,200 sf)	140	3,200	$ 713,753	$ 7,672	$ 991	$ 2,568	$ 11,231	1.57%	$ 359,537		
MDR (1,800 sf)	26	1,800	$ 465,912	$ 4,982	$ 756	$ 2,027	$ 7,765	1.67%	$ 52,700		
MDR (2,200 sf)	35	2,200	$ 501,872	$ 5,372	$ 756	$ 2,027	$ 8,155	1.62%	$ 70,942		
MDR (2,600 sf)	36	2,600	$ 559,391	$ 5,997	$ 756	$ 2,027	$ 8,780	1.57%	$ 72,969		
MDR (Affordable)	10	1,800	$ 465,912	$ 4,982	$ 756	$ 1,013	$ 6,751	1.45%	$ 10,135		
HDR (1,000 sf)	-	1,000	$ 356,929	$ 3,799	$ 507	$ 690	$ 4,996	1.40%	$ -		
HDR (1,200 sf)	-	1,200	$ 366,391	$ 3,901	$ 507	$ 690	$ 5,099	1.39%	$ -		
HDR (1,400 sf)	-	1,400	$ 379,163	$ 4,040	$ 507	$ 690	$ 5,237	1.38%	$ -		
HDR-A (1,000 sf)	-	1,000	$ 224,391	$ 2,360	$ 507	$ -	$ 2,867	1.28%	$ -		
HDR-A (1,200 sf)	-	1,200	$ 254,690	$ 2,689	$ 507	$ -	$ 3,196	1.25%	$ -	Underwriter Discount @ 2.0%:	$ (420,100)
HDR-A (1,400 sf)	-	1,400	$ 270,608	$ 2,862	$ 507	$ -	$ 3,369	1.24%	$ -	Reserve Fund (Annual Debt Service)	(1,960,452)
										Capitalized Interest (12 months)	(1,164,775)
	525	2,679	$ 594,274	$ 6,375	$ 943	$ 2,439	$ 9,757	1.65%	$ 1,280,220	Incidental Expense (Includes City 1% Charge)	(460,050)
								Total Annual Revenues	**$ 1,280,220**	Construction Proceeds	$ 16,999,624
Subtotal Improvement Area TBD	**1,088**							**1.60%**			**$ 31,281,116**
Total	**2,011**							**1.56%**			**$ 52,054,705**

Footnotes:
(a) Based on pricing from Developer.
(b) Ad Valorem taxes are calculated using Placer County Treasurer/Tax Collector (TRA: 005-073)
(c) Other charges and assessments based on information provided by Developer and tax bills.

Other Charges, Assessments, and Special Taxes (2019/2020)	SFD (LDR)	MDR	HDR
Placer Mosquito and Vector Control	$ 30.26	$ 30.28	$ 30.28
Placeholder City of Roseville Creekview CFD #2 (Services)[e]	$ 392.93	$ 335.69	$ 278.45
City of Roseville CFD #3 (Police/Fire)	$ 457.68	$ 306.16	$ 142.32
Total	**$ 880.87**	**$ 672.13**	**$ 451.06**

(d) Annual Special Tax Rate for Residential is based on information from other similar Specific Plans.
(e) DPFG has not done any phasing examples of how this might or potentially work.

Table 11
Creekview Technical Memorandum Public Facilities Financing Plan
Ongoing Maintenance and Landscape Costs

Item	Quantity	Cost per year	Total Annual Cost
Residential/Nonresidential Assessment			
Landscape Corridors	7.4	$11,664 per acre	$86,314
Paseos	7.1	$11,664 per acre	$82,814
Medians	2.6	$11,664 per acre	$29,762
Open Space Corridor	49.6	n/a	$45,466
Bike Trails	7,434	$1.11 per lf	$8,252
Access Gates	9	$200 per	$1,800
Entry Monuments [1]	9	$100 per	$900
Post & Cable Fencing	8,525	$0.30 per lf	$2,558
Masonry Walls	13,212.8	$0.06 per lf	$793
Leaf Pick-Up	4.0	$64.04 per mile	$259
Streetsweeping	12.1	$39.80 per mile	$482
Northern Preserve	87.2	$787 per acre	$68,669
Subtotal Costs			**$328,068**
Repair/Replacement (sinking fund) (5%)			$16,403
City Administration (13%)			$44,781
County Administration (1%)			$3,893
Annual Maintenance (Residential/Nonresidential)			**$393,145**
Residential Only Assessment			
Neighborhood Parks	8.8	$12,960 per acre	$114,048
Neighborhood School Parks	7.4	$13,806 per acre	$102,164
Stormwater Management	2,011.0	$25 per unit	$50,275
Subtotal Costs			**$266,487**
Repair/Replacement (sinking fund) (5%)			$13,324
City Administration (13%)			$36,376
County Administration (1%)			$3,162
Annual Maintenance (Residential Only)			**$319,349**
TOTAL MAINTENANCE COST			**$712,495**

Source: City of Roseville and Anthem United.

Footnotes:
[1] Placeholder cost estimate, needs confirmation from City.

Table 12
Creekview Technical Memorandum Public Facilities Financing Plan
Ongoing Operations and Maintenance Costs

	Land Uses		Cost Allocation Basis			Annual Maintenance Cost Allocation				
Item	Developable Acres	Units/ Sq. Ft.	Persons Per HH/ Sq. Ft. per Emp.	Total Persons/Emps.	Distribution of Persons	Res/Nonres. Cost	Residential Only Cost	**Total Cost**	per Acre	per Unit/ Sq. Ft.
Formula	*A*	*B*	*C*	*D=B*C*	*E=D/Total Persons*	*F=Cost*E*	*G = Allocated Cost*	*H = F + G*	*I =H/A*	*J=H/B*
Residential		*units*	*persons per HH*							*per unit*
Low Density	182.8	951	2.54	2,416	51.6%	$202,759	$170,915	$373,674	$2,044	$393
Medium Density	51.2	513	2.17	1,113	23.8%	$93,442	$78,767	$172,209	$3,363	$336
High Density	17.7	547	1.80	985	21.0%	$82,647	$69,667	$152,313	$8,615	$278
Subtotal Residential	**251.7**	**2,011**		**4,513**	**96.4%**	**$378,847**	**$319,349**	**$698,196**		
Nonresidential		*sq. ft.*	*sq.ft. per employee*							*per sq. ft.*
Community Commercial	9.3	100,841	592	170	3.6%	$14,298	$0	$14,298	$1,544	$0.14
Subtotal Nonresidential	**9.3**	**100,841**		**170**	**3.6%**	**$14,298**	**$0**	**$14,298**		
Total Creekview	**261.0**			**4,684**	**100.0%**	**$393,145**	**$319,349**	**$712,495**		

Table 13
Creekview Technical Memorandum Public Facilities Financing Plan
Residential Tax Burden

Item	Assumptions	Residential Units					
		LDR	MDR	MDR-Afford.	HDR	HDR-Afford.	HDR-Afford.[2]
Home Price Estimate[1]		$575,000	$472,000	$472,000	$226,000	$226,000	$226,000
Homeowner's Exemption		(7,000)	(7,000)	(7,000)	(7,000)	(7,000)	(7,000)
Assessed Value		$568,000	$465,000	$465,000	$219,000	$219,000	$219,000
Property Tax	1.0000%	$5,680	$4,650	$4,650	$2,190	$2,190	$2,190
Other Ad Valorem Taxes							
Rsvle City Elem. B&I 2002 Series A Non Refunding	0.005802%	$33	$27	$27	$13	$13	$13
Rsvle City Elem. B&I 2002 Series A&B Ref 2011	0.004318%	$25	$20	$20	$9	$9	$9
Rsvle High B&I 1992	0.012407%	$70	$58	$58	$27	$27	$27
Rsvle High B&I 2004 Series C Non Refunding	0.000926%	$5	$4	$4	$2	$2	$2
Rsvle High B&I 2004 A B & C Ref 2013	0.020975%	$119	$98	$98	$46	$46	$46
Rsvle High B&I 2016 Series A	0.009403%	$53	$44	$44	$21	$21	$21
Rsvle High B&I 2008 SFID #1 11A Non-Ref 2016B	0.001973%	$11	$9	$9	$4	$4	$4
Rsvle High B&I 2008 SFID #1 11A Ref 2016B	0.007467%	$42	$35	$35	$16	$16	$16
Rsvle High B&I 2008 SFID #1 Series 2017	0.022305%	$127	$104	$104	$49	$49	$49
Total Other Ad Valorem Taxes		**$486**	**$398**	**$398**	**$187**	**$187**	**$187**
Total Ad Valorem Taxes	**1.0856%**	**$6,166**	**$5,048**	**$5,048**	**$2,377**	**$2,377**	**$2,377**
Special Taxes and Assessments							
Placer Mosquito and Vector Control		$30	$30	$30	$30	$30	$30
City of Roseville Creekview CFD #2 (Maintenance/Services)		$393	$336	$336	$278	$278	$278
City of Roseville Creekview CFD #3 (City Services/Police/Fire)		$458	$306	$306	$142	$142	$142
Total Special Taxes and Assessments		**$881**	**$672**	**$672**	**$451**	**$451**	**$451**
Proposed Creekview Infrastructure CFD		**$2,420**	**$1,910**	**$955**	**$1,300**	**$650**	**$0**
Total Tax Burden		**$9,467**	**$7,630**	**$6,675**	**$4,128**	**$3,478**	**$2,828**
Tax Burden as % of Home Price		**1.6%**	**1.6%**	**1.4%**	**1.8%**	**1.5%**	**1.3%**

Source: Placer County, City of Roseville, and Anthem United.

Footnotes:

[1]Home prices provided by Developer and are consistent with the Creekview Fiscal Impact Analysis (2019)

[2]Very low affordable.

Table 14
Creekview Technical Memorandum Public Facilities Financing Plan
Estimated Total Funding Obligation

Item	Source	Buildout	
		Approved CSP	Proposed CSP SPA
Infrastructure Improvements			
Backbone Infrastructure	Table 2	$36,215,973	$47,387,553
Capital Improvement Projects	Table 2	$12,474,281	$7,249,635
Public Facilities	Table 2	$4,951,356	$9,795,669
Subtotal Infrastructure Improvements		**$53,641,610**	**$64,432,857**
Building Permit/Impact Fees	Table 8	$102,468,100	$154,344,800
Less Public Facilities (included above)		($4,951,356)	($9,795,669)
Subtotal Building Permit/Impact Fees		**$97,516,744**	**$144,549,131**
Total Funding Obligation		**$151,158,354**	**$208,981,988**

CITY OF ROSEVILLE CALIFORNIA

DEVELOPMENT SERVICES DEPARTMENT–PLANNING DIVISION

311 Vernon St, Roseville, CA 95678 (916) 774-5276

ADDENDUM TO CREEKVIEW SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT (SCH #02008032017, ADOPTED ON SEPTEMBER 19, 2012)

Project Title/File Number:	Creekview Specific Plan General Plan Amendment, Specific Plan Amendment, Rezone, and Tentative Subdivision Map Modification; File Number PL19-0190
Project Location:	The project site is located approximately 6 miles west of Interstate 80 and State Route 65, 10 miles northeast of the City of Sacramento, 10 miles east of State Route 99, 5 miles west of downtown Roseville, and four miles east of the Sutter County line. The site is on the north side of the future Blue Oaks Boulevard.
Project Description:	The applicant requests a **General Plan Amendment** and **Specific Plan Amendment** to the Creekview Specific Plan (CSP) to reduce the General Commercial land use designation from 15.5 acres to 9.2 acres, Community Commercial/Business Professional designation from 3.8 acres to zero acres, the Medium Density Residential designation from 66.0 acres to 51.2 acres, and the High Density Residential designation from 18.7 acres to 17.7 acres; and increase the acreage of Low Density Residential from 157.3 to 182.8; a **Specific Plan Amendment** to transfer 17 HDR units and 49 MDR units from parcels south of the creek to parcels north of the creek; a **Rezone** to eliminate the R1/DS and CC/BP zoning designation, decrease the R3 zoning by 1.02 acres and the CC/BP and CC zoning by 6.28 acres, and to add increase the RS/DS zoning designation to 51.72 acres; a **Development Agreement Amendment** to reflect these changes; and a **Tentative Subdivision Map Modification** to create a total of 1,218 total lots consisting of 1,133 single-family lots, a commercial lot, open space lots, park lots, paseo lots, landscape lots, right-of-way lots, and public facility lots.
Project Applicant:	Kris Steward, Phillips Land Law, Inc.
Property Owner:	Anthem United Creekview Developments, L.P.
Lead Agency Contact:	Charity Gold, Associate Planner, 916-774-5272

An Addendum to a previously certified and adopted negative declaration or environmental impact report may be prepared for a project if only minor technical changes or additions are necessary or none of the conditions calling for the preparation of a subsequent EIR or negative declaration have occurred (California Environmental Quality Act Guidelines [CEQA] Section 15164). Consistent with CEQA Guidelines Section 15164, the below analysis

has been prepared in order to demonstrate that none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR have occurred and that only minor technical changes or additions are necessary in order to deem the adopted negative declaration adequate to describe the impacts of the proposed project. CEQA Guidelines Section 15164 also states that an addendum need not be circulated for public review, but can be included in or attached to the adopted negative declaration for consideration by the hearing body. This Addendum focuses only on those aspects of the project or its impacts which require additional discussion.

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PROJECT DESCRIPTION

Project Location

The project site is located approximately six miles west of Interstate 80 and State Route 65, 10 miles northeast of the City of Sacramento, 10 miles east of State Route 99, five miles west of downtown Roseville, and four miles east of the Sutter County line. The site is on the north side of the future Blue Oaks Boulevard extension.

Background

2012 Project

On September 19, 2012 the City Council adopted a resolution certifying the Creekview Specific Plan Final Environmental Impact Report (FEIR) as adequate, complete, and in compliance with CEQA. Findings and a statement of overriding considerations were made for the Significant Impacts identified in the EIR and Mitigation Measures were adopted. The EIR identified Significant and Unavoidable Impacts which could not be reduced, Significant Impacts that could be reduced to Less Than Significant, and Less Than Significant Impacts that would occur as a result of the project. The project included the adoption of the Creekview Specific Plan (CSP) for approximately 501 acres of undeveloped land adjacent to the northwest boundary of the City of Roseville for which annexation was proposed. The Specific Plan included the following mix of land uses:

- 2,011 dwelling units
    - 836 Low Density Residential
    - 655 Medium Density Residential
    - 520 High Density Residential
- 19.3 acres Community Commercial (CC) and Community Commercial/Business Professional (CC/BP)
- 9.6 acres Public/Quasi-Public (Elementary School, Electric Substation, etc.)
- 15.7 acres Neighborhood Parks
- 136.2 acres Open Space

With approval of the CSP a Development Agreement was negotiated between the landowners and the City that set the terms, rules, conditions, regulations, entitlements, responsibilities, and other provisions relating to the development of then the plan area of a 30 year period.

2016 Project

On March 16, 2016 the City Council approved an amendment to the CSP to transfer residential units between 23 of the specific plan large lot parcels and to adjust the acreage of some of those large lot parcels. A Tentative Subdivision Map, Design Review for Residential Subdivision, and Tree Permit were approved. City Council recognized the exempt status of this project under Section 15182 and acknowledged that none of the conditions requiring a Subsequent, Supplemental, or Addendum to the Creekview EIR existed. The amended specific plan resulted in the following land use distribution:

- 2,011 dwelling units
    - 810 Low Density Residential
    - 654 Medium Density Residential
    - 547 High Density Residential
- 19.3 acres Community Commercial and CC/Business Professional
- 9.6 acres Public/Quasi-Public (Elementary School, Electric Substation, etc.)
- 15.7 acres Neighborhood Parks
- 136.2 acres Open Space

Environmental Setting

The project site is characterized by gently rolling topography and large, open annual grassland areas with valley oak riparian woodland habitat. The site's natural features include Pleasant Grove Creek, which traverses the southern portion of the site in a westerly direction, to the western edge of the project site.

University Creek, a small tributary to Pleasant Grove Creek is located in the northern portion of the site and runs in an east-west direction. Seasonal wetlands, including vernal pools and seasonal drainages, are scattered throughout the site, but are concentrated in the north.

Approximately 500 trees are present on the project site. The majority of the trees are located along the Pleasant Grove corridor through the middle of the Project Area, with a few scattered trees near the northern portion of the site. Most of the trees along Pleasant Grove Creek are cottonwoods, oaks and willows.

The land south of the creek is generally flat grassland areas. North of the creek the topography includes more rolling hills. Land north of the creek has been used for cattle grazing and agricultural enterprises. Most of the land located south of the creek has been idle since 1989. The site elevation ranges from approximately 75 to 95 feet above mean sea level.

Pursuant to the approved 2016 CSP, tree removal and grading have commenced for the portion of the project south of Pleasant Grove Creek and for a grading borrow area located north of the creek. Grading operations include construction of the Pleasant Grove Creek bypass channel on the CSP site and off-site on the Al Johnson Wildlife Area (AJWA). Construction is underway for the segment of Westbrook Boulevard north of Blue Oaks Boulevard to Creekview Plaza and the extension of Blue Oaks Boulevard along the project frontage to Westbrook Boulevard.

Proposed Project

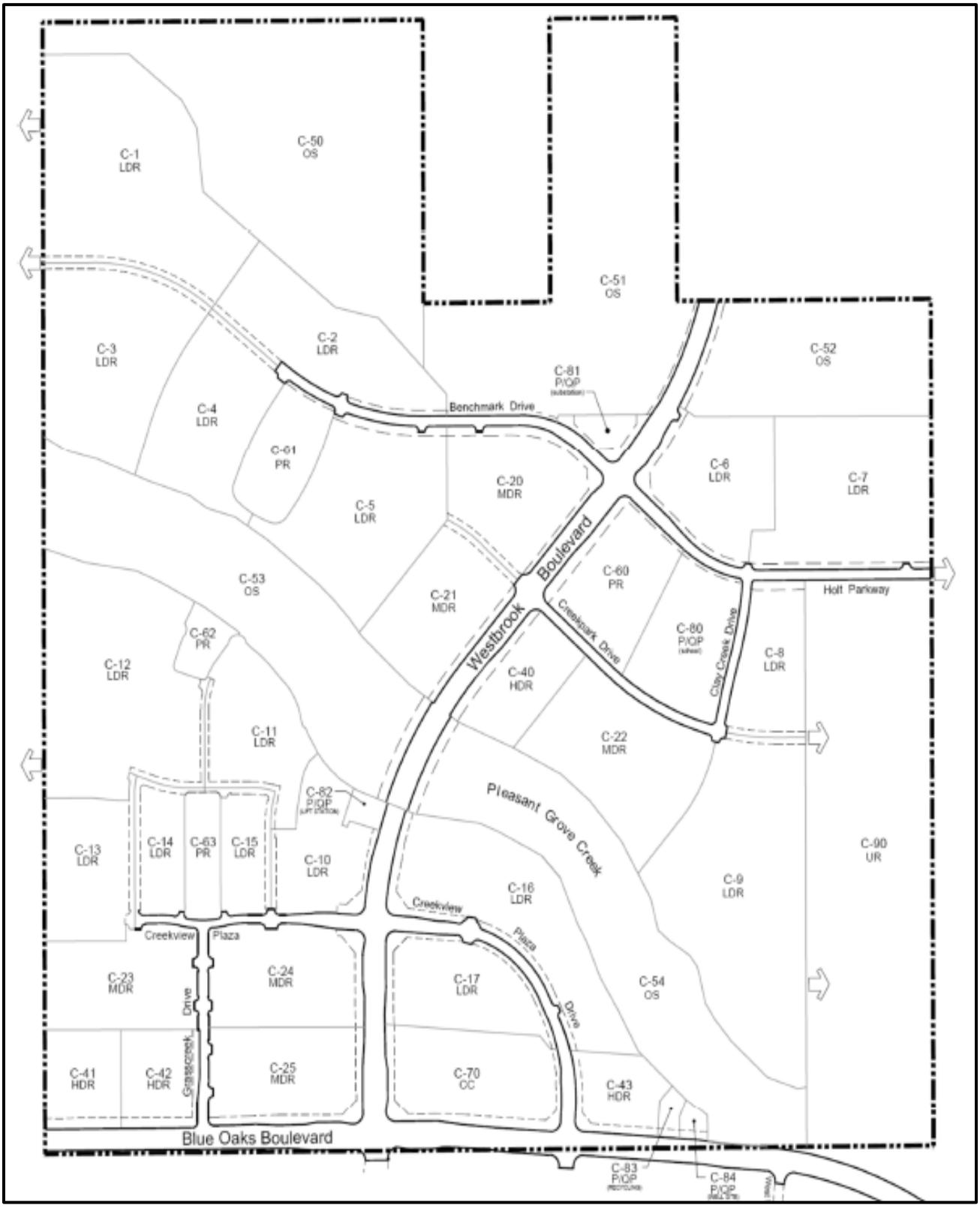
Presently, the applicant requests an amendment to the 2016 Creekview Specific Plan (CSP) (Creekview Specific Plan Specific Plan Amendment or CSP SPA) to redistribute the land uses and residential units within the approved 501 acre site and modify the large and small lot tentative maps. With the CSP SPA, the overall dwelling unit allocation will remain at 2,011 and 141 units will be transferred from Medium Density Residential (MDR) to Low Density Residential (LDR) villages. No changes are proposed to the number of High Density Residential (HDR) units. Lotting patterns of the LDR and MDR large lot parcels have been revised to reflect housing types. Acreage in Community Commercial (CC) will decrease by 6.3 acres and Community Commercial/Business Professional (CC/BP) uses will be eliminated. The applicant also requests an amendment to the Development Agreement to reflect the proposed changes to the project. The proposed land use distribution is summarized below and shown on the Land Use Plan in Figure 1.

- 2,011 dwelling units
    - 951 Low Density Residential
    - 513 Medium Density Residential
    - 547 High Density Residential
- 9.2 acres Community Commercial
- 9.6 acres Public/Quasi-Public (Elementary School, Electric Substation, etc.)
- 16.3 acres Neighborhood Parks
- 136.9 acres Open Space

The majority of the requested changes will occur in the portion the plan arealocated south of Pleasant Grove Creek. North of the creek a rezone is requested to align the zoning with the proposed lot type. The proposed

CSP SPA warrant some minor changes and additions to the EIR; however the changes are not substantial and none of the conditions described in Section 15162 apply.

Figure 1: Proposed Land Use Plan



PURPOSE AND SCOPE OF ADDENDUM

This Addendum has been prepared to identify and assess the anticipated environmental impacts of the above-described project. The document relies on previous environmental documents and site-specific studies prepared to address in detail the effects or impacts associated with the project as well as updated technical analyses, prepared by qualified consultants. This document has been prepared to satisfy the California Environmental Quality Act (CEQA), (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

Where, as here, an EIR addressing an earlier version of the project has been previously prepared and certified, the lead agency considers the relevance of that prior EIR in light of the current modified version of the project and changed circumstances since the time of the preparation of the prior EIR. Pursuant to CEQA Guidelines §15162-15163, if the lead agency determines, based on substantial evidence, that new information of substantial importance, or changes to the project or surrounding circumstances will require major revisions to the previous EIR due either to a new significant effect or a substantial increase in the severity of a previously identified significant effect on the environment, the lead agency is required to prepare a Subsequent EIR or an EIR Supplement to analyze the project at hand. Pursuant to CEQA Guidelines §15164, if the agency finds no basis for requiring the preparation of either a Subsequent EIR or an EIR Supplement, but some changes or additions are necessary, an Addendum shall be prepared.

The Creekview Specific Plan EIR was adopted by City Council on September 19, 2012. The document analyzed the impacts that would occur as a result of annexing the approximately 501-acre site to the City for urban development, adopting the Creekview Specific Plan (CSP), approving General Plan land use designation and text amendment, pre-zoning and the associated large lot map and development agreement. A copy of the CSP EIR is available for review at https://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774592. The EIR is also available for review during normal weekday business hours at the City of Roseville Development Services Department, 311 Vernon Street Roseville, CA.

In accordance with CEQA, it was determined that the CSP would result in significant impacts on the environment and a Final EIR was prepared for the project (SCH 02008032017). A Notice of Completion was filed with the State of California Office of Planning and Research. The FEIR was certified by the City Council on September 19, 2012.

The CSP EIR is used in the evaluation of this project. It should be noted that the CSP EIR included an analysis of a portion of the CSP identified as Urban Reserve. This addendum does not include an analysis of consistency with the Urban Reserve analysis as no changes to that portion of the plan area are proposed.

The City Council adopted a Statement of Overriding Considerations with certification of the EIR for the following significant and unavoidable impacts:

- Potential incompatibility from overflight operations
- Inducement of population growth
- Degradation of the existing visual character
- Light and glare
- Short-term construction emissions
- Long-term operational emissions
- Consistency with plans and policies
- Short-term construction emissions
- Subsurface archaeological, historical, or human remains (potentially significant and unavoidable)
- Construction noise
- Traffic noise

- Impacts on Placer County roadway segments and intersections
- Impacts to Sutter County roadway segments
- Impact to State Highways
- Increased demand at the landfill
- Landfill expansion
- Construction and demolition debris

The EIR identified project-specific mitigation measures for the CSP, which were adopted by the City Council with the CSP. The development footprint of the proposed project remains unchanged from what was analyzed in the EIR. The project consists mainly modifications to the amount and location of the approved land uses and text amendments to reflect those changes. In most cases the mitigation adopted with the CSP remains applicable; however, minor modifications are made to the measures where needed to reflect the revisions to referenced lot numbers.

ENVIRONMENTAL CHECKLIST FOR ADDENDUM ENVIRONMENTAL REVIEW

The purpose of this checklist is to evaluate the categories in terms of any "changed condition" (i.e. changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental result. A "no" answer does not necessarily mean there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed in prior environmental documents.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

Where Impact was Analyzed
This column provides a cross-reference to the pages of the prior environmental documents where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New Significant Impacts?
Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the current project will result in new significant impacts that have not already been considered and mitigated by the prior environmental review documents and related approvals, or will result in a substantial increase in the severity of a previously identified impact.

Any new Circumstances Involving New Impacts?
Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) which have occurred subsequent to the certification or adoption of prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impact.

Any new Information Requiring New Analysis or Verification?
Pursuant to Section 15162(a)(3)(A–D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified or adopted is available requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. Either "yes" or "no" will be answered to indicate whether there is new information showing that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental

documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. If "no," then no additional environmental documentation (supplemental or subsequent EIR) is required.

Mitigation Measures Implemented or Addressing Impacts
Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether the prior environmental documents provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A "yes" response will be provided in any instance where mitigation was included, regardless of whether the mitigation has been completed at this time. If "none" is indicated, this environmental analysis concludes a significant impact does not occur with this project, no mitigation was previously included, and no mitigation is needed.

DISCUSSION AND MITIGATION SECTIONS

Discussion
A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue and the status of any mitigation that may be required or has already been implemented.

Mitigation Measures
Applicable mitigation measures from the prior environmental review that apply to the project are listed under each environmental category.

Conclusions
A discussion of the conclusion relating to the analysis contained in each section.

CHECKLIST

I. Aesthetics

	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a. Have a substantial adverse effect on a scenic vista?	4.14-18	No	No	No	Compliance with the City's General Plan, Community Design Guidelines and the CSP Design Guidelines
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	4.14-18	No	No	No	Compliance with the City's General Plan, Community Design Guidelines and the CSP Design Guidelines
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	4.14-13	No	No	No	None Available
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	4.14-15	No	No	No	MM 4.14-1 Sight Lighting to Minimize Nuisance, MM 4.14-2 Low Glare Materials for New Development, and MM 4.14-3 Avoid Light Spill Over into Pleasant Grove Creek and Open Space Areas

Discussion: The CSP EIR concluded that the conversion of the site to urban uses was a significant and unavoidable impact for which no feasible mitigation was available and that that the change in the level of light and glare from the project would result in a significant and unavoidable impact even with mitigation measures requiring site lighting to minimize nuisance, low-glare materials for new development, and avoidance of light spill over into Pleasant Grove Creek and Open Space Areas.

The visual character of the CSP area is dominated by open, rolling grasslands, and is visible from a variety of short- and long-range viewpoints. The area to the east of the CSP area is partially developed with residential uses (approved Fiddyment Farms portion of the West Roseville Specific Plan). Development of the CSP would extend this urban edge. Although the CSP development would be visually compatible with surrounding developed and approved development to the east, it would substantially and permanently alter the existing visual character of the CSP area by introducing an extensive roadway network, houses, commercial uses and other urban facilities into an undeveloped area.

The development that will occur under the CSP SPA is generally consistent with the currently approved CSP as it relates to the aesthetics of the project and the effect of the project on adjacent uses within the project area. The roadway network will remain substantially the same with no change proposed east of Westbrook Boulevard. West of Westbrook Boulevard the roadway network would be modified by shifting Grasscreek Drive east approximately 339 feet toward Westbrook

Boulevard. This roadway will align with the proposed park on parcel C-63 and provide a direct link from Blue Oaks Boulevard to this park and the adjacent residential development. The location of the proposed 60kV overhead electrical transmission lines, previously proposed to be located along the south edge of the Pleasant Grove Creek open space corridor, will now extend west along the northern edge of Blue Oaks Boulevard and then north along the eastern edge of Westbrook Boulevard. This change is consistent with the location of the transmission lines east of the project site and will not result in any aesthetic impacts beyond those that were assumed in the CSP EIR. As stated in the CSP EIR, mitigation measures and implementation of General Plan policies and the CSP Design Guidelines would help to reduce the significant impacts, but not to less-than-significant levels. Impacts from the visual alteration of the site as well as light and glare impacts from the project are significant and unavoidable.

Mitigation Measures:

Mitigation Measure MM 4.14-3 has been revised to reflect the amended large lot parcel numbers. New parcels are shown in **bold** and eliminated parcels are shown in ~~strikethrough~~.

MM 4.14-1 ***Site Lighting to Minimize Nuisance (Impact 4.14-2- CSP)***

Light producing uses, such as ball fields, within the CSP Area shall be located and oriented to minimize visual impacts on adjacent residential areas. Lighting shall be shielded and designed to distribute light in the most effective and efficient manner, using the minimum amount of light to achieve the necessary illumination for the use, as defined by suggested lighting standards for competitive play.

MM 4.14-2 ***Low-Glare Materials for New Development (Impact 4.14-2- CSP)***

In order to reduce the effects of daytime glare from development of commercial or office uses within the CSP Area, building developers shall make use, when feasible, of low-glare materials.

MM 4.14-3 ***Avoid Light Spill Over into Pleasant Grove Creek and Open Space Areas (Impact 4.14-2- CSP) (Amended)***

Outdoor lighting shall be placed, designed and directed so as to avoid light spillover into the habitat of Pleasant Grove Creek and the Open Space Preserve areas located immediately adjacent to the open space and shown on the Land Use Map as parcels C-1 to C-7, C9 to C-12, **C-16**, C-20 to C-22, ~~C-23, C-24,~~ C-40, **C-43**, C-61, C-62, ~~C-71,~~ and C-81 to C-84.

II. Agricultural & Forestry Resources

	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	4.1-64	No	No	No	MM 4.1-2 Agricultural Conversion Policies
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	4.1-45, 4.1-57	No	No	No	None
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No Impact	No	No	No	Not Applicable
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	No	No	No	Not Applicable
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	4.1-64	No	No	No	MM 4.1-2 Agricultural Conversion Policies

Discussion:

The CSP EIR concluded that the conversion of 368 acres of grazing and cultivated land to developed uses would result in a significant impact that could be reduced to less than significant with mitigation requiring agricultural compensation and habitat preservation. Items c and d related to timberland and forest land were not part of the CEQA Guidelines when the CSP EIR was prepared and therefore were not discussed explicitly; however, according to the CSP EIR, the

project site is characterized as fallow agricultural land and no forestry or timberland resources are present. The proposed CSP SPAwill not result in any changes to the scope of the approved project and the prior conclusions of the CSP EIR remain appropriate. Project impacts remain less than significant.

Mitigation Measures:

MM 4.1-1 ***Agricultural Compensation (Impact 4.1-1 and 4.1-5 CSP)***

One acre of open space shall be preserved within Placer County for each acre of open space impacted within the Specific Plan area. This is to be accomplished through the recordation of conservation easements that result in the formation of preserve lands (each a "mitigation property or "preserve site" and collectively, "mitigation lands" or "preserve lands"). For purposes of mitigation for specific development project, the term "open space" shall include any and all undeveloped land proposed to be preserved by conservation easement or otherwise required by any governmental agency to be preserved for any reason, specifically including all lands preserved for habitat or agricultural mitigation as set forth below and lands in agricultural use. No additional agricultural mitigation is required beyond the 1:1 open space requirement as long as a substantial portion of the mitigation lands acquired, as determined by the Planning Director, are: (1) in agricultural production, (2) undeveloped and have an NRCS soils classification of the same or greater value than lands being affected within the specific plan property at issue, or (3) undeveloped and have the same or higher value CDC categorization as lands being affected within the specific plan property at issue.

In-kind mitigation is not required for agricultural land developed within the Specific Plan area.

MM 4.1-2 ***Agricultural Conversion Policies (Impact 4.1-5 Urban Reserve)***

Specific Plans and/or other development proposals for the Urban Reserve shall be developed to minimize loss of grassland and agricultural conversion. Measures should include policies to preserve like areas of open space/agricultural land that can provide preservation of grassland in perpetuity.

III. Air Quality

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Conflict with or obstruct implementation of the applicable air quality plan?	4.4-43	No	No	No	WMM 4.4-4 Project Measures to Reduce Operational Emissions; MM 4.4-1 Dust and Construction Control Measures

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	4.4-28, 4.4-32, 4.4-36	No	No	No	MM 4.4-1 Dust and Construction Control Measures; 4.4-2 A-H Short-term Construction Related Impacts WMM 4.4-4 Project Measures to Reduce Operational Emissions; WMM 4.4-6 Operational Emissions Policies
c) Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	4.4-28, 4.4-32, 4.4-36	No	No	No	WMM 4.4-4 Project Measures to Reduce Operational Emissions; WMM 4.4-6 Operational Emissions Policies
d) Expose sensitive receptors to substantial pollutant concentrations?	4.4-38	No	No	No	WMM 4.4-7 (a) Risk Assessment and Site Specific Measures; MM 4.4-3 Screening Health Risks
e) Create objectionable odors affecting a substantial number of people?	4.4-42	No	No	No	None

Discussion:

The air quality emissions provided in CSP EIR were estimated using URBEMIS 2007 Version 9.2.4. Using the modeled emissions, the CSP EIR concluded that the approved CSPwould result in significant and unavoidable impacts related to short-term construction, long-term operational, and consistency with plans and policies. Because the URBMIS model is no longer the Placer County Air Pollution ControlDistrict's (PCAPCD) preferred model for air quality analyses, an air quality analysis was prepared to compare the approved 2016 CSP and proposed CSP SPA using the PCAPCD's preferred California Emissions Estimator Model (CalEEmod) to better quantify the differences in emissions (Attachment 1; Air Quality Impact and Greenhouse Gas Analysis Creekview Specific Plan Amendment, July 2019). The following discussion summarizes the analysis as it relates to each checklist item.

a,b) An air quality analysis was prepared for the project by Raney Planning & Management, Inc. (Attachment 1) to compare the construction and operational emissions from the proposed CSP SPA to the approved 2016 CSP. The analysis quantified the CSP SPA's operational emissions using the CalEEMod software version 2016.3.2 with the model's inputs adjusted to reflect project-specific trip generation rates provided by Fehr and Peers (Attachment 3) and Roseville Electric's electricity consumption emissions intensity factor. The modeling assumed an operational year of 2026, when construction of all phases of the proposed CSP SPA will be complete and includes emissions estimates for the currently allowed development (2016 CSP) as well as the proposed project (CSP SPA).

Construction Emissions

Because the construction phasing plan has not changed and construction equipment emissions have substantially decreased since the original project approval construction emissions for the project would be equal to or less than what was previously modeled. The project would not result in construction emissions impacts beyond those that were previously disclosed. Impacts related to construction emissions remain significant and unavoidable in the short term.

Operational Emissions

Table 1 presents a comparison of the operational emissions associated with the approved 2016 CSP and the proposed CSP SPA to determine the net new emissions associated with the proposed CSP SPA. Traffic consultants, Fehr and Peers, provided project-specific trip generation and vehicle miles travelled (VMT) for both the approved 2016 CSP and 2019 CSP SPA.

Table 1
Total Operational Emissions

Pollutant	2016 CSP Projected Emissions (lbs/day)	2019 CSP SPA Projected Emissions (lbs/day)	Net New Emissions (lbs/day)	PCAPCD Significance Threshold (lbs/day)
ROG	125.66	118.56	-7.10	55
NO_X	193.33	175.58	-17.75	55
PM_{10}	16.03	15.95	-0.08	82

Source: CalEEMod, June 2019 (see Appendix A of Attachment 1).

As shown in Table 1, while the overall emissions associated with both the 2016 CSP and 2019 CSP SPA would exceed the PCAPCD significant thresholds, the CSP SPA would result in a reduction in emissions as compared to the development currently allowed in the 2016 CSP and no additional impact will occur and impacts related to air quality emissions remain significant and unavoidable.

Cumulative Emissions

c) The major pollutant concentrations of concern are localized CO emissions and toxic air contaminant (TAC) emissions. According to the air quality analysis performed for the CSP SPA, the proposed project would result in net reduction of 15.73 lbs/day maximum mobile source CO emissions and construction activities that have the potential to generate DPM emissions (considered TACs) are consistent with those analyzed in the CSP EIR. The CSP SPA would not result in an increased exposure of any sensitive receptors to substantial concentrations of any pollutants beyond what was disclosed in the CSP EIR and no new impacts related to CO emissions and TAC exposure will occur. Impacts remain less than significant.

d,e) Emissions of pollutants have the potential to adversely affect sensitive receptors within the project area. Pollutants of principal concern include emissions leading to odors, emissions of dust, or emissions considered to constitute air pollutants (air pollutants are discussed above). The project is required to comply with rules and regulations of the PCAPCD, which will ensure that the project does not result in dust emissions that would adversely affect adjacent uses. Furthermore, the proposed uses are not typically associated with substantial objectionable odors. With compliance with all applicable PCAPCD rules and regulations, as required, impacts remain less than significant.

Mitigation Measures:

WMM 4.4-4 ***Project Measures to Reduce Operational Emissions (Impact 4.4-2 and 4.4-6 CSP and Urban Reserve)***

Following receipt of an application for a Tentative Maps (excluding the large lot subdivision map), Design Review Permit, conditional use permits and/or all discretionary permits**,** as found to be in compliance with the 30% reduction analysis applicable for individual projects with the Specific Plan, the City will forward an early consultation notice to the Placer County Air Pollution Control District (PCAPD). Where the PCAPD provides comments on a specific development proposal, the City shall consult with PCAPD and the developer to incorporate measures recommended by the PCAPD and agreed to by the City into the project. Where the PCAPD does not provide comment on a specific development proposal, the City shall incorporate measures that reduce vehicle emissions and operation emissions from the proposed development. This measure will be implemented through project design, conditions of approval, noticing and disclosure statements, or through the City's plan check and inspection processes. This process is intended to ensure that best available and practical approaches are used to reduce operational emissions in specific tentative map and design review permit applications. The following is a listing of measures that shall be implemented for the purpose of reducing vehicle and operational emissions.

- Provide tree plantings that meet or exceed the requirements of the City's Community Design Guidelines to provide shading of buildings and parking lots.
- Landscape with native drought-resistant plants (ground covers, shrubs and trees) with particular consideration of plantings that are not reliant on gas-powered landscape maintenance equipment.
- Require all flat roofs on non-residential structures to have a white or silver cap sheet to reduce energy demand.
- Provide conductive/inductive electric vehicle charging station and signage prohibiting parking for non-electric vehicles within designated spaces within non-residential developments.

- Provide vanpool parking only spaces and preferential parking for carpools to accommodate carpools and vanpools in employment areas (e.g. community commercial, business-professional uses)

- All truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two-dock doors. Signs shall be posted stating "Diesel trucks are prohibited from idling more than five minutes and trucks requiring auxiliary power shall connect to the 110/208-vot outlets to run auxiliary equipment".

- Design streets to maximize pedestrian access to transit stops.

- Require site design to maximize access to transit lines, to accommodate bus travel, and to provide lighted shelters at transit access points.

- Develop the plan consistent with the higher residential densities (within approved residential density ranges of zone) provided around the village nodes and transit corridors.

- Include photovoltaic systems in project design and/or participate in Roseville Electric incentive programs for energy-efficient development where feasible.

Measures for Residential Units:

- Require electrical outlets be installed on the exterior walls of both the front and back of residences to promote the use of electric landscape maintenance equipment.

- Require installation of a gas outlet in the rear of residential buildings for use of outdoor cooking appliances, such as gas burning barbeques.

- Require installation of low nitrogen oxide (NOx) hot water heaters (beyond District Rule 246 requirements)

- Provide notice to homebuyers of incentive and rebate programs available through Roseville Electric or other providers that encourage the purchase of electric landscape maintenance equipment.

- Prior to approval of Tentative Maps: provide notice to homebuyers through CC&Rs or other mechanisms to inform them that only gas fireplaces would be permitted.

WMM 4.4-6 ***Operational Emissions Policies (Impact 4.4-2 CSP and Urban Reserve and 4.4-6 Urban Reserve)***

Specific plans and/or development proposals for the Urban Reserve shall include measures to reduce operational emissions. Such measures may include but would not be limited to transit and pedestrian-oriented facilities (e.g., park and ride lots, bus stops), bike trails and facilities,

energy-saving measures in buildings, as well as the measures described in WM 4.4-4. Appropriate measures shall be selected in consultation with the city and PCPCD.

WMM 4.4-7 (a) - ***Risk Assessment and Site Specific Measures (Impact 4.4-4 CSP and Urban Reserve)***

Users that could generate toxic air contaminants will be required to submit a Permit to Operate to the PCAPCD. The District will review the use and if a proposed project would cause the combined emissions of TACs to exceed the risk standard of ten in one million at residences or public uses (schools, parks, etc), additional modeling and/or environmental review would be required to demonstrate emissions from that use or other uses would be reduced so that the standard is not exceeded. For example, an applicant could propose to retrofit an existing operation in order to lower the total TAC emissions in the CSP area.

MM 4.4-1 ***Dust and Construction Control Measures (Impact 4.4-1 CSP)***

In accordance with the Placer County Air Pollution Control District (PCAPCD), the applicant shall comply with all applicable rules and regulations as listed above (e.g., Rule 202, 218 and 228). In addition, prior to the approval of a discretionary permit, the applicant(s) shall implement the following measures unless superseded by state or other more stringent standards:

A. Construction equipment exhaust emissions shall not exceed Placer County APCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours. *(Based on APCD Rule 202)*

B. The contractor shall suspend all grading operations when fugitive dust exceeds Placer County APCD Rule 228 (Fugitive Dust) limitations. The prime contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed Placer County APCD Rule 228 Fugitive Dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours. *(Based on APCD Rule 228)*

C. During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. *(Based on APCD Rule* 228 / *section 401.2)*

D. During construction, no open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. *(Based on APCD Rule 310)*

E. A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions Rule 217. *(Based on APCD Rule 217).*

F. Processes that discharge 2 pounds per day or more of air contaminants, as defined by Health and Safety Code Section 39013, to the atmosphere may require a permit. Permits may be required for both construction and operation. Developers/contractors should contact

the District prior to construction and obtain any necessary permits prior to the issuance of a Building Permit. *(Based on the California Health & Safety Code section 39013:* http://www.leginfo.ca.gov

The following mitigation measures shall be implemented to reduce short-term construction-related air quality impacts. In addition, dust control measures are required to be implemented by all projects in accordance with the City of Roseville Grading Ordinance, and the PCAPCD Fugitive Dust Rule 228.

MM 4.4-3 Screening Health Risks (Impact 4.4-4 CSP)

For those projects which include stationary sources (i.e. gasoline dispensing facility, auto painting, dry cleaning, large HVAC units, etc.), the applicant shall obtain an Authority to Construct (ATC) permit prior to the issuance of a Certificate of Occupancy NOTE: A third party detailed Health Risk Assessment may be required as a part of the permitting process.

If significant acute, chronic, or carcinogenic health risks are predicted, then measures shall be identified that reduce all health risks to less than significant levels. Such analysis and mitigation may include:

- Land use and site design requirements including building setbacks and building orientation.
- Consideration of the distance between industrial uses (emissions) and the location of potential sensitive receptors and implementation of setbacks to maximize distance.

Application of scrubbers or other modifications to uses to further reduce emissions.

MM 4.4-4 Operational Emissions (Impact 4.4-2 CSP)

The proposed project exceeds the cumulative air quality thresholds as established by the APCD (a maximum of 10 pounds per day of ROG and/or NOx) In order to mitigate the projects contribution to long-term emission of pollutants, the applicant shall either:

a. Establish mitigation on-site by incorporating design features within the project. This may include, but not be limited to: "green" building features such solar panels, energy efficient heating and cooling, exceeding Title 24 standards, bike lanes, bus shelters, etc. NOTE: The specific amounts of "credits" received shall be established and coordinated through the Placer County Air Pollution Control District.

b. Establish mitigation off-site within the same region (i.e. east or west Placer County) by participating in an offsite mitigation program, coordinated through the Placer County Air Pollution Control District. Examples include, but are not limited to participation in a "Biomass" program that provides emissions benefits; retrofitting, repowering, or replacing heavy duty engines from mobile sources (i.e. busses, construction equipment, on road haulers); or other program that the project proponent may propose to reduce emissions.

c. Participate in the Placer County Air Pollution District Offsite Mitigation Program by paying the equivalent amount of money, which is equal to the projects contribution of pollutants (ROG and NOx), which exceeds the cumulative threshold of 10 pounds per day. The estimated payment for the proposed project is based on $14,300 per ton for a one year period. The actual amount to be paid shall be determined, and satisfied per current California Air Resource Board guidelines, at the time of recordation of the Building Permit.

d. Any combination of a, b, or c, as determined feasible by the Director of APCD.

NOTE: All mitigation measures (either a, b, c, or d) must be satisfied prior to issuance of a Building Permit. It is the applicant's responsibility to forward written proof of satisfaction of this condition to APCD.

IV. Biological Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	4.8-48, 4.8-51, 4.8-53, 4.8-56, 4.8-57, 4.8-68, 4.8-70, 4.8-71, 4.8-72, 4.8-73	No	No	No	MM 4.8-1 (a) No Net Loss of Wetlands; MM 4.8-1 (b) Wetland Avoidance/Mitigation Plan; MM 4.8-4 Onsite and Offsite Preservation of Grassland Habitat MM 4.8-7 Off-site Surveys; MM 4.8-1 (a) Ensure No Net Loss of Wetlands; MM 4.8-1 (b) Wetland Avoidance/Mitigation Plan; MM 4.8-2 Relocate Western Spadefoots; MM 4.8-3 Avoid Nesting Sites; MM 4.8-4 Off-site and On-site Preservation of Grassland Habitat; MM 4.8-5 Wildlife Movement Protection Policies; MM 4.8-6 Habitat Restoration/Onsite Preservation
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	4.8-61, 4.8-66	No	No	No	MM 4.8-4 On-site and Off-site Preservation of Grassland Habitat MM 4.8-5 Wildlife Movement Protection Policies; MM 4.14-3 Avoid Light Spillover

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	4.8-42,	No	No	No	MM 4.8-1 (a) Ensure No Net Loss of Wetlands; MM 4.8-1 (b) Wetland Avoidance/Mitigation Plan
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	4.8-62	No	No	No	MM 4.8-5 Wildlife Movement Protection Policies; MM 4.14-3 Avoid Light-Spillover
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	4.8-65, 4.8-74	No	No	No	None Tree Preservation Ordinance
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	4.8-75	No	No	No	None

Discussion:

The CSP EIR identified significant impacts to biological resources due to the conversion of a substantial amount of undeveloped land to urban uses. Mitigation measures were adopted to reduce impacts to wetlands, vernal pool crustaceans, and their habitat, special status plants, western spadefoot, Swainson's hawk, burrowing owl, and other protected raptors nesting and foraging habitat, grassland habitat, resident and migratory wildlife species, riparian habitat to less-than-significant levels. Because the CSP SPA does not expand the limits of the development footprint or the project's physical impact boundary, no additional analysis is required. The mitigation measures adopted with certification of the CSP EIR remain applicable and no additional impacts will occur. Impacts remain less than significant upon compliance with the applicable mitigation measures.

Mitigation Measures:

MM 4.8-1 (a): ***Ensure No Net Loss of Wetlands (Impacts 4.8-1, 4.8-2, 4.8-3, 4.8-4 and 4.8-11-CSP)***

The City shall not issue a grading permit for the CSP project unless a Clean Water Act Section 404 permit is first obtained from the USACE [or an equivalent approval for waters of the state is obtained from the RWQCB] The Clean Water Act Section 404 permit process (including Section 7 Consultation under FESA) is the standard method for developing mitigation for projects that affect wetlands and vernal pool species such as special-status plants, vernal pool crustaceans, and western spadefoots. Through this process, project applicants will be required to obtain the necessary permits and approvals to implement their proposed project while remaining in compliance with the Clean Water Act and FESA. If a 404 permit is not obtained, the City shall not issue a grading permit for the CSP project. The obligation to obtain the 404 permit will ensure no net loss to federally protected wetlands. Even after obtaining such a permit, however, the applicants must demonstrate to the City's Planning Director that they have also achieved no net loss of wetlands. Mitigation shall consist of a combination of the preservation of on-site vernal pool habitat and the acquisition of off-site property with existing vernal pool habitat for preservation.

Mitigation shall include off-site creation and/or restoration of vernal pool habitat, and/or participation in a mitigation credit program from a wetlands mitigation bank approved by the USACE and USFWS. These banks charge fees in exchange for credits that are based upon the mitigation obligation of the applicant. If the applicant chooses to buy mitigation credits, the applicant shall pay fees that shall be used to restore, create, enhance, and/or preserve wetlands at an established mitigation bank. The credits shall be in direct proportion to the wetland impacts resulting from the project. The project applicants have identified appropriate off-site mitigation in the form of preservation and restoration, as shown in Figure 4.8-3. This restoration mitigation, coupled with on-site creation, will be a component of the required compensation for the project.

All wetland restoration and creation shall be conducted in a manner consistent with applicable USACE and USFWS mitigation guidelines and policies.

Additionally, mitigation shall include off-site creation and/or restoration of vernal pool habitat, and/or participation in a mitigation credit program from a wetlands mitigation bank approved by the Corps and USFWS. These banks charge fees in exchange for credits that are based upon the mitigation obligation of the applicant. The fee is used for wetlands that have been restored, created, enhanced, and/or preserved at an established mitigation bank. The credits shall be in direct proportion to the wetland impacts resulting from

the project. The project applicants have identified appropriate off-site mitigation as shown in Figure 4.8-3. This restoration coupled with on-site creation will be a component of the required compensation for the project.

All wetland restoration and creation shall be conducted in a manner consistent with applicable Corps of Engineers and USFWS mitigation guidelines and policies.

MM 4.8-1 (b) ***Wetland Avoidance/Mitigation Plan (Impact 4.8-1, 4.8-2, 4.8-3 and 4.8-11- CSP)***

For any wetlands to be restored or created outside of an approved mitigation bank, Applicant shall submit a Wetland Mitigation Plan to mitigate for impacts to wetlands that describes the specific method(s) to be implemented to mitigate any on- or off-site project related impacts. This detailed Wetland Mitigation Plan shall be prepared in accordance with applicable USACE and USFWS policies and regulations, and the City of Roseville Grading and Erosion Control Ordinance. A copy of the 404 permit, the biological opinion, and the Wetland Mitigation Plan shall be provided to the City at the time of specific entitlements (grading permit, tentative map, etc), and the Wetland Mitigation Plan shall ensure the following to the satisfaction of the City:

- Describe the location of the proposed wetland mitigation site(s), including a detailed map showing the acreage, distribution, and type of wetlands to be restored/created to ensure no net loss in wetland habitat acreage, values and functions. The compensation wetlands shall be designed, at a minimum, to meet or exceed the functions of the existing wetlands to be impacted.

- Include a monitoring plan to assess whether the compensation wetlands are functioning as intended. Specific performance standards for hydrologic, floral, and faunal parameters shall be proposed to determine success of the created wetlands. The monitoring plan shall specify the corrective measures/ modifications to be implemented in the event that monitoring indicates that the performance standards are not being met.

- Include a long-term maintenance plan for the wetland preservation/mitigation areas describing the measures to be implemented to assure that they are maintained as wetland habitat in perpetuity.

- Require that fencing be installed around all existing wetlands that are within fifty feet of any haul route, spoil zone, stockpile zone, creation zone, or other construction area. The fencing shall be of high visibility material. Fencing shall be placed no closer than 10-feet to the delineated, verified perimeter of wetlands. This fencing shall be maintained until all adjacent construction activities are completed.

- A qualified biological resources monitor, approved by the City, shall be on the site(s) at all times when working in the open space corridor or other sensitive areas to ensure compliance with identified mitigation for the duration of all the proposed activities. The biological resources monitor shall submit bi-annual compliance reports to City monitor for review for a period of five years after completion of construction or until all performance standards have been satisfied.

- The wetland mitigation site(s) shall be surveyed by a qualified biologist, no more than 30 days prior to the start of construction, for the presence of raptor and federal and state listed bird nesting sites, unless it is determined that construction will occur

outside of the breeding season for all species likely to occur on site or observed present. If active nesting sites are observed, all state and federal guidelines pertaining to active nesting sites shall be strictly adhered to in consultation with a qualified biologist.

- Applicant shall grant full access to the wetland mitigation site(s) to the City for the monitoring of construction activities and mitigation compliance. Access shall be granted during all construction activities and the City monitor may issue stop work orders if mitigation non-compliance is identified.

- Applicant shall specify measures for reuse or disposal of excavated material that is suitable for use in the project area. The plan should minimize the elapsed time between excavation and reuse and provide adequate stockpile coverage and protection from wind and water erosion during the entire storage period. If excavated material is unsuitable for reuse at the project area, the plan shall include specific information regarding the eventual reuse or disposal site, transportation method(s), disposal reuse management, and schedule.

- The Wetland Avoidance Mitigation Plan shall include a spill prevention and response plan to the satisfaction of the City.

- All disturbed areas shall be re-vegetated by the following methods: hydro seeding, drill seeding, or spreading of upland seed bearing soil. The method of re-vegetation shall be approved by a qualified wetland specialist and the City.

- The applicant shall apply non-toxic soil stabilizers according to manufacturer's specifications to all inactive construction areas. Non-toxic binders shall be applied to exposed areas after cut and fill operations and hydro seeded areas. The wetland mitigation site shall be watered as directed by the City of Roseville Public Works Department. The frequency shall be based on the type of operation, and soil and wind exposure.

- To reduce air emissions, idling time for all construction vehicles shall be limited to a maximum of 10 minutes. Additionally, the City may curtail construction during high ambient pollutant concentrations, including but not limited to, ceasing construction during peak-hour vehicular traffic on adjacent or nearby roadways. Additionally, all land clearing, grading, earth moving or excavation activities shall be suspended when winds exceed 15 mph.

- The applicants shall ensure that all inactive storage/stock piles are adequately covered, and that all trucks hauling dirt, sand, soil, or other loose materials also are adequately covered or maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and top of the trailer) in accordance with the requirements of the California Vehicle Code (CVC) section 23114.

MM 4.8-2: ***Relocate Western Spadefoots (Impact 4.8-4 and 4.8-11- CSP)***

The location of pools that are occupied by western spadefoot shall be determined through surveys conducted during the appropriate season (generally February), by a qualified biologist. Those pools that are found to support western spadefoot shall be avoided if feasible. If avoidance is not feasible, then the CDFW shall be consulted for its recommendation with respect to an adult or larval or egg masses capture and relocation plan. Although there is no set protocol for this type of activity, the capture and relocation of reptile and amphibian species from areas that will be destroyed to areas of unoccupied suitable habitat is a fairly standard part of both USFWS and CDFW procedures and recommendations for mitigating impacts. When done in combination with habitat restoration and preservation,

the procedure is known to be successful in preserving displaced populations. These measures would mandate that, where habitat avoidance is infeasible, western spadefoots displaced from pools that are destroyed during construction shall be relocated to protected areas of suitable habitat.

MM 4.8-3 ***Avoid Nesting Sites (Impact 4.8-6 and 4.8-11 CSP)***

To ensure that fully protected bird and raptor species are not injured or disturbed by construction in the vicinity of nesting habitat, the project applicant shall implement the following measures:

Raptors

a) When feasible, all tree removal shall occur between August 30th and February 15th to avoid the breeding season of any raptor species that could be using the area, and to discourage hawks from nesting in the vicinity of an upcoming construction area.

b) For Swainson's hawk, if avoidance of tree removal outside the breeding season is not feasible, and a nest is present, the applicants would be required to obtain a 2081 permit from CDFW to mitigate for potential "take" under CESA. If no nesting is occurring, a take permit would not be required.

c) Prior to the beginning of mass grading, including grading for major infrastructure improvements, during the period between February 15th and August 30th, all trees and potential burrowing owl habitat within 350 feet of any grading or earthmoving activity shall be surveyed for active raptor nests or burrows by a qualified biologist no more than 30-days prior to disturbance. If active raptor nests or burrows are found, and the site is within 350-feet of potential construction activity, a highly visible temporary fence shall be erected around the tree or burrow(s) at a distance of up to 350-feet, depending on the species, from the edge of the canopy to prevent construction disturbance and intrusions on the nest area.

d) Preconstruction and non-breeding season exclusion measures shall be developed in consultation with CDFW, and shall preclude burrowing owl occupation of the portions of the project site subject to disturbance such as grading. Burrowing owls may be passively excluded from burrows in construction areas by placing one-way doors in the burrows according to CDFW protocol. The one-way doors must be in place for a minimum of three days. All burrows that may be occupied by burrowing owls regardless of whether they exhibit signs of occupation must be cleared with the one way doors. Burrows that have been cleared through the use of the one-way doors shall then be closed or backfilled to prevent owls from entering the burrow.

e) No construction vehicles shall be permitted within restricted areas (i.e., raptor protection zones) unless directly related to the management or protection of the legally protected species.

f) If a legally protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30th or until the adults and young of the year are no longer dependent on the nest site as determined by a qualified biologist.

Black Rails and Tri-colored Blackbirds

Prior to earth moving that would disturb marsh habitat, a qualified biologist shall conduct surveys to determine whether the California black rail or Tri-colored blackbird is present. If either of these species is found, all earth moving within 250 feet shall stop and measures, including establishing nest protection buffers along both sides of Pleasant Grove Creek during the nesting season (generally February 1 through August 31st) shall be implemented.

Rookeries

No heron rookeries are present within the plan area. Prior to earthmoving that would disturb marsh habitat or tree removal of the eucalyptus grove, pre-construction surveys should be conducted to verify that no rookeries have been established. If rookeries are present all earth moving within 250-feet shall stop, during the breeding season.

MM 4.8-4 ***Off-site and On-site Preservation of Grassland Habitat (Impact 4.8-2, 4.8-4, 4.8-6, 4.8-7 and 4.8-11-CSP)***

Swainson's Hawk

a) CDFW recommends that projects that result in the loss of potential foraging habitat for Swainson's hawk (which includes grasslands) within 10-miles of an active nest site provide mitigation for that loss. To the extent feasible, strategies for preserving on-site grasslands as raptor and migratory bird foraging habitat will be addressed in the Operations and Maintenance Plan prepared pursuant to the Section 404 Permit. Some of these strategies could include; but are not necessarily limited to, grazing for grassland management, monitoring for biological values, and adaptive management. Mitigation for Swainson's hawk foraging habitat would concurrently mitigate for loss of habitat for a number of other wildlife species in the region such as burrowing owl, red-tailed hawk, white-tailed kite, northern harrier, Ferruginous hawk, and logger-head shrike among others.

   Based on information obtained through consultation with CDFW and otherwise, a Swainson's Hawk Grassland Habitat Mitigation Plan shall be developed to mitigate for the loss of grassland foraging habitat, consistent with the ratios set forth in Table 4.8-5. Areas within Placer County including the This would reduce the impacts to Swainson's Hawk to a **less than significant** level.

TABLE 4.8-5 (of CSP EIR)
SWAINSON'S HAWK MITIGATION RATIOS
(IN ACRES)

Distance from Nest (miles)	Potential On-site Foraging Habitat Impacted	Mitigation Ratio	Mitigation Acres	Total Net Foraging Habitat Required	On-site Open Space Preservation
0-1	368	1:1	368	368	136

Long-billed Curlew, Burrowing Owls

Mitigation for the Swainson's hawk would ensure that adequate grassland is preserved at ratios identified in Table 4.8-5. For foraging within one mile of an active nest, mitigation would be 1:1. Greater than a mile would be at an amount of .75:1. This would set aside adequate grassland that would reduce impacts from loss of grasslands to these species to a **less than significant** level.

MM 4.8-5 ***Wildlife Movement Protection Policies (Impact 4.8-8, 4.8-10 and 4.8-11-CSP and 4.8-10 Urban Reserve)***

To protect the long term habitat of the stream channels and the WAPA corridor and their potential use by wildlife as movement corridors, the project applicants shall ensure that movement corridors are not obstructed. Through compliance with Section 1600 of the CDFW Code, the applicant(s) will enter into a Streambed Alteration Agreement prior to conducting any construction activities within a stream corridor, which sets forth mitigation measures that the applicant must implement. These measures shall include, but not be limited to; the use of either bridges or culverts that are large enough that wildlife have enough space to pass through road crossings without having to travel over the road surface, the implementation of bank stabilization measures, and/or restoration and re-vegetation of stream corridor habitat that has been damaged due to the project's construction. Furthermore, the recreational trails shall be lined by post and rail fence and signage would be used to direct trail users to stay within the designated trail corridor. The trails would be closed after dark and no exterior lighting would be used.

MM 4.8-6 ***Habitat Restoration/Onsite Preservation (Impact 4.8-11-CSP)***

Wetlands will be preserved within and along the preserved open space corridors (as shown in Figure 2-7, Project Description). As indicated there are opportunities to create an additional acre of wetlands onsite. The wetlands shall be constructed during the dry season when surface water generally is not present. Design features shall be implemented in order to avoid ponding conditions during the late spring and summer to minimize mosquito breeding. Other design features specified in the hydrology report (Appendix O) shall be implemented to ensure channel stability and reduce potential for siltation and intensive maintenance obligations.

To protect the long term viability of the channel improvements, the following policies shall be implemented:

a) The project applicants shall provide permanent post and cable fencing and/or a landscape barrier to discourage access to the riparian habitat by humans or pets. The fencing and/or landscape barrier shall be placed at the boundary of the open space and developed area. The proposed recreation trails shall be on the project side of the fence/landscape barrier. The posts shall be constructed of wood or other natural materials and shall allow for the viewing of habitat while discouraging access.

b) Interpretive signs shall be posted along the border of the area to educate the public and route access away from sensitive areas. These information signs will be posted at intervals of not less than ¼ mile or as deemed appropriate by the City of Roseville Parks and Recreation Director. The signs shall provide information on the objectives of the creek and habitat protection and benefits of the project for storm detention and water quality. Signs should also include information regarding the importance of restricting access by household pets.

MM 4.8-7 ***Off-site Surveys (Impact 4.8-11- CSP)***

Prior to construction of any off-site infrastructure, a qualified biologist shall perform detailed, and if necessary, focused biological surveys of any undisturbed areas that would be affected by infrastructure development. Because infrastructure for the proposed project would be located in road right-of-way, or undeveloped land similar to the project site, the biological resources that would be expected to occur would not differ substantially from those identified in this EIR. If it is determined that wetland resources or sensitive species would be impacted MM 4.8-1 (a) and (b) and MM 4.8-2 shall be implemented, as appropriate to the resource. If it is determined that active nests exist within the off-site improvement location, MM 4.8-3 shall be implemented as appropriate to the species. MM 4.8-4 shall be implemented to address grassland impacts. If it is determined the off-site improvement is located within or adjacent to a wildlife movement corridor, MM 4.8-5 shall be implemented.

V. Cultural, Archeological, or Paleontological Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Cause a substantial adverse change in the significance of an historic resource as defined in Section 15064.5?	4.9-16, 4.9-19	No	No	No	MM 4.9-3 Conduct Appropriate Off-site Studies
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	4.9-19	No	No	No	MM 4.9-1 Cease Work Consult with Qualified Archaeologist; MM 4.9-3 Conduct Appropriate Off-site Studies
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	4.9-17, 4.9-19	No	No	No	MM 4.9-2 Cease Work and Consult with Qualified Paleontologist; MM 4.9-3 Conduct Appropriate Off-site Studies
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	4.9-14	No	No	No	MM 4.9-1 Cease Work Consult with Qualified Archaeologist

Discussion:

The project site, as well as the adjacent Al Johnson Wildlife Area (AJWA) site, were surveyed for cultural resources by Peak & Associates in 2006 and 2010. No evidence of cultural resources were identified on or off the site. Though no known resources were found on the site the CSP EIR concluded that the potential to damage subsurface resources during grading, excavation, and construction was potentially significant but that this impact could be mitigated to less than significant. Additionally, mitigation was adopted to require surveys for off-site cultural resources prior to construction of off-site infrastructure. Because the proposed project does not expand the limits of the development footprint or the project's physical impact boundary, no additional analysis is required. The mitigation measures adopted with certification of the CSP EIR remain applicable and no additional impacts will occur. Impacts remain potentially significant and unavoidable.

Mitigation Measures:

MM 4.9-1: ***Cease Work and Consult with Qualified Archaeologist (Impacts 4.9-1 and 4.9-4 – CSP)***

	Should any cultural resources, such as structural features, any amount of bone or shell, artifacts, human remains, or architectural remains, be encountered during any subsurface development activities, work shall be suspended within 100-feet of the find. The City of Roseville Planning and Public Works Staff shall be immediately notified. At that time, the City of Roseville shall coordinate any necessary investigation of the site with qualified archaeologists as needed, to assess the resource (i.e., whether it is an "historical resource" or a "unique archaeological resource") and provide proper management recommendations should potential impacts to the resources be found to be significant. Possible management recommendations for important resources could include resource avoidance or, where avoidance is infeasible in light of project design or layout or is unnecessary to avoid significant effects, data recovery excavations. The contractor shall implement any measures deemed feasible and necessary by City staff, in consultation with the archaeologists, to be to avoid or minimize significant effects to the cultural resources. In addition, pursuant to Section 5097.98 or the California Public Resources Code, and Section 7050.5 of the California Health and Safety Code, in the event of the discovery of human remains, the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.
MM 4.9-2	***Cease Work Until Review Conducted by Qualified Paleontologist and Recommendations Implemented (Impacts 4.9.3 and 4.9.4-CSP)*** Should any evidence of paleontological resources (e.g., fossils) be encountered during grading or excavation, work shall be suspended within 100 feet of the find, and the City of Roseville shall be immediately notified. At that time, the City shall coordinate any necessary investigation of the site with a qualified paleontologist to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance, if feasible in light of project design or layout, or data recovery excavations. The contractor shall implement any measures deemed feasible and necessary by City staff in consultation with the paleontologist for the protection of the paleontological resources.
MM 4.9-3	***Conduct Appropriate Off-Site Studies (Impact 4.9-4 – CSP)*** Prior to undertaking construction of off-site infrastructure, the City shall determine whether or not cultural resource surveys have been undertaken for any areas to be disturbed during construction. If surveys were conducted, the City shall document that any identified resources were treated as recommended in the studies. If no studies or surveys were conducted, the City shall ensure that a qualified archaeologist conducts the appropriate level of study. If resources are found, recommendations, including the possible management recommendations listed in MM 4.9-1 and MM4.9-2, shall be implemented to ensure that the resources are avoided, protected and/or recorded, as determined to be feasible and appropriate by City staff.

VI. Geology and Soils

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:		No	No	No	
i) Ruptures of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	4.7-23	No	No	No	None
ii) Strong seismic ground shaking?	4.7-23	No	No	No	None
iii) Seismic-related ground failure, including liquefaction?	4.7-23	No	No	No	None
iv) Landslides?	4.7-23	No	No	No	None
b) Result in substantial soil erosion or the loss of topsoil?	4.7-19; 4.7-22	No	No	No	None
c) Be located in a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	4.7-21	No	No	No	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	4.7-21	No	No	No	None

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	4.7-2	No	No	No	None

Discussion:

The CSP EIR determined that impacts related to the loss of soil, soil erosion from grading, expansive soils, and seismic activity were less than significant and no mitigation was required. No change to the proposed development footprint will occur as a result of the proposed CSP SPA and no additional impacts to the geology or soils in the plan area will occur as a result of this project. Impacts remain less than significant.

Mitigation Measures: None Required.

VII. Greenhouse Gases

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	4.5-33	No	No	No	MM 4.5-1 Air Quality Measures and MM 4.5-2 Additional Measures to Reduce GHG Emissions
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	4.5-37	No	No	No	None

Discussion:

The CSP EIR concluded that impacts related to the project's emissions of greenhouse gases were significant and unavoidable and mitigation measures were adopted to reduce the project's greenhouse gas emissions and resultant impacts. The changes introduced by the CSP SPA and/or new circumstances relevant to the project would not, as compared to the CSP EIR, result in a new significant impact or significant impacts that are substantially more severe than significant impacts previously disclosed. In addition, there is no new information indicating that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. In fact, as presented in the air quality analysis and illustrated in Table 2 below, the CSP SPA will result in a reduction of greenhouse gas emissions as compared to the

approved project. The mitigation measures adopted with certification of the CSP EIR remain applicable and no additional impacts will occur. The prior conclusions of the CSP EIR remain applicable.

Table 2
2016 Unmitigated Project Operational GHG Emissions vs. CSP SPA 2019 Unmitigated Project Operational GHG Emission

Emission Source	2016 CSP Annual GHG Emissions ($MTCO_2e$/yr)	2019 CSP SPA Annual GHG Emissions ($MTCO_2e$/yr)	Net Change ($MTCO_2e$/yr)
Area	1,459.04	1,459.03	-0.01
Energy	6,332.60	5,865.71	-469.89
Mobile	5,280.63	4,878.83	-401.80
Solid Waste	1,101.74	1,025.89	-75.85
Water	511.60	434.72	-76.88
TOTAL ANNUAL GHG EMISSIONS	**14,685.61**	**13,664.18**	**-1,024.43**

Source: Air Quality Impact and Greenhouse Gas Analysis; July 2019 (Attachment 1).

Mitigation Measures:

MM 4.5-1 ***Air Quality Measures* (*Impact 4.5-1 CSP and Urban Reserve*)**

Implement Mitigation Measure 4.4-1. Implementation of the Air Quality Mitigation Measure 4.4-1, listed in Section 4.4 *Air Quality*, would reduce operational and construction-related emissions of criteria air pollutants and precursors, and would also act to reduce GHG emissions associated with project construction and operation. Mitigation Measure 4.4-1 is relevant to Impact 4.5-1 because both criteria air pollutant and GHG emissions are frequently associated with combustion byproducts.

MM 4.5-2 ***Additional Measures to Reduce GHG Emissions (Impact 4.5-1- CSP and Urban Reserve)***

Development within the CSP area as a whole shall demonstrate that GHG emissions from project construction and operation will be reduced by 30% from business-as-usual emissions levels projected for 2025. Reductions in GHG emissions from the base-case "business-as-usual" scenario[1] shall be calculated and applied to specific development within the CSP in accordance with the handbook *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA, August 2010. or as may be subsequently revised or updated.) ("CAPCOA Handbook"). GHG emissions reduction credit shall be given both for Specific Plan-wide mitigation measures and project design features that reduce GHG emissions, as well as for additional specific measures implemented for each increment or phase of development within the Specific Plan in order to achieve the full 30% reduction.

[1] The CAPCOA Handbook defines the "business as usual" scenario to mean "the normal course of business or activities for an entity or project before the imposition of greenhouse gas emission reduction requirements or incentives.".

In conjunction with each phase of development within the CSP area, the developer shall prepare and submit a Greenhouse Gas Reduction Plan for City review and approval. Each Greenhouse Gas Reduction Plan shall demonstrate how the proposed development phase will achieve a 30% reduction in GHG emissions, through a combination of Specific Plan-wide and project-specific emissions reduction measures. Each Greenhouse Gas Reduction Plan shall identify the base case "business-as-usual" level of GHG emissions in accordance with the CAPCOA Handbook, along with a description of each proposed GHG reduction measures and the calculated emissions reduction attributable to each measure. Emissions reductions shall be calculated for each measure in the manner provided by the CAPCOA handbook. A developer may propose, and the City may approve, the implementation of an emission reduction measure not identified in the CAPCOA Handbook, if the effectiveness of the proposed measure in reducing GHG emissions can be demonstrated and quantified to the satisfaction of the City.

Following approval of the Greenhouse Gas Reduction Plan by the Planning Director, the emissions reduction measures identified in the approved Greenhouse Gas Reduction Plan shall be adopted as enforceable conditions of approval by the City for the development phase in question.

Specific development shall rely on the CAPCOA Handbook and other effective and accepted methods for reducing greenhouse gas emissions, including recommended measures by the PCAPCD, unless and until regulatory measures are adopted that impose different requirements. The following measures are examples of the types of feasible mitigation measures that may be implemented and the percentage of greenhouse gas emissions from particular project sources that would be expected to be reduced from business as usual:

- Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 (as of 2007) by 35%).
- Implement roundabouts. (30% intersection emissions reduction)
- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations) (0.5-1.5% emissions reduction).
- Incorporate bicycle lanes, routes, and intersection improvements into street systems within the Specific Plan (1% emissions reduction).
- For commercial land uses, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience (1% emissions reduction).
- Create Class II bicycle lanes and walking paths directed to the location of schools, parks and other destination points (1% emissions reduction).
- Construction of transit facility/amenity (bus shelters, bicycle lockers/racks, etc.) for existing public and private transit (0.5% emissions reduction).

In addition, the PCAPCD recommends the following measures that may be implemented:

Prior to the approval of a building permit for residential structures, construction of each dwelling include the following design features (a-d or e) in order to reduce energy consumption. Floor plans submitted to the Building Division shall demonstrate compliance with each requirement listed in a-e or as an alternative to a-d meet the requirements of option "e" as follows:

a) An AC unit which exceeds the Seasonal Energy Efficiency Ratio (SEER) by two points in effect at the time of the building permit submittal shall be installed in each residential dwelling. Floor plans submitted to the Building Division must clearly show that this condition is being met.

b) Include energy-efficiency heating and efficient ventilation methods on all new residential units. Furnaces to be low-NOx with an AFUE of 94 percent.

c) A "whole house fan" shall be installed within each residential dwelling. Floor plans submitted to the Building Division must clearly show that this condition is being met.

d) All dwellings shall have installed a "tankless" water heater or high-efficiency water heater with an external insulation of an R-value of 16 and an efficiency value of 0.65.

Or in place of a-d, the builder may choose to install solar panels or photovoltaic roofing tiles. Prior to the issuance of a building permit for residential structures, Building Plans shall show provisions for the installation of solar panels or photovoltaic roofing tiles.

VIII. Hazards and Hazardous Materials

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	4.10-22	No	No	No	None
b) Create a significant hazard to the public or the environment though reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	4.10-30	No	No	No	None

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within on-quarter mile of an existing or proposed school?	4.10-26	No	No	No	None
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	4.10-28	No	No	No	MM 4.10-1 Identify and Remediate Soil Contamination
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	4.10-1	No	No	No	None
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area?	4.10-1	No	No	No	None
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	4.10-25	No	No	No	None
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	4.10-25	No	No	No	None

Discussion:

The CSP EIR concluded that compliance with the City's existing General Plan policies, Stormwater Management program, Household Hazardous Waste program, as well as Roseville Fire Department Standards and federal and State laws and regulations would ensure that impacts related to hazards and exposure to hazardous materials were less than significant and no mitigation was required. Mitigation requiring remediation of existing soil contamination was required to ensure the potentially significant impacts due to exposure to contaminated soil were less than significant. The mitigation measures adopted with certification of the CSP EIR remain applicable and no additional impacts will occur. Impacts remain less than significant.

In the proposed CSP SPA, the location of the proposed 60kV overhead electrical transmission lines, previously proposed to be located along the south edge of the Pleasant Grove Creek open space corridor, will now extend west along the northern edge of Blue Oaks Boulevard and then north along the eastern edge of Westbrook Boulevard. This change will place the 60kV line adjacent to the rear yards of the residential lots backing on to the eastern side of Westbrook Boulevard

south of Pleasant Grove Creek instead of the rear yards of the residential lots adjacent to the Pleasant Grove Creek open space corridor. The change to the location of this transmission line will not result in any new impacts that were not previously disclosed. As stated in the CSP EIR, mitigation measures and consistency with existing regulations and policies will ensure that impacts remain less than significant.

Mitigation Measures:

MM 4.10-1 ***Identify and Remediate Soil Contamination* (*Impact 4.10-4-soil contamination, tank or well sites, lead based paint and/or asbestos-CSP)***

Prior to site development in the CSP, recommended testing and remediation by the applicant, if needed, shall occur. Groundwater wells shall be properly closed.

If evidence of soil contamination, septic tanks, or other underground storage tanks are encountered in the CSP area, work shall cease until the area can be tested, and, if necessary, contaminated materials shall be removed and properly disposed or remediated, and regulatory site closure obtained. Remediation activities could include removal of contaminated soil, and/or treatment. The City shall ensure that any necessary investigation and/or remediation activities are coordinated with the Roseville Fire Department, Placer County Division of Environmental Health, and if needed, other appropriate federal, state and local agencies. Once a site is remediated to the satisfaction of the appropriate regulatory agency, construction can continue.

IX. Hydrology and Water Quality

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Violate any water quality standards or waste discharge requirements?	4.13-35	No	No	No	MM 4.13-1 Implementation of Construction Activity Stormwater Protection Standards

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	4.12.1-74, 4.12.1-78;	No	No	No	None
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?	4.13-20, 4.13-22	No	No	No	None
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site?	4.13-20, 4.13-22	No	No	No	None
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted water?	4.13-28	No	No	No	WMM 4.12-2 Pay Fair Share of Roseville Regional Stormwater Retention Facility Improvements
f) Otherwise substantially degrade water quality?	4.13-35	No	No	No	MM 4.13-1 Implementation of Construction Activity Stormwater Protection Standards
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	4.13-30	No	No	No	None
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	4.13-30	No	No	No	None

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	4.13-4	No	No	No	None
j) Inundation by seiche, tsunami, or mudflow?	4.13-20	No	No	No	None

Discussion:

The CSP EIR concluded that significant impacts due to alteration of the stormwater runoff pattern into Pleasant Grove Creek and increased stormwater runoff volume could be reduced to less than significant with the implementation of mitigation measures requiring a fair share payment toward the region's planned stormwater retention facility improvements; and that significant impacts related to construction erosion and runoff could be reduced to less than significant with mitigation requiring construction activity stormwater protection standards. Significant impacts to surface water quality from urban stormwater runoff could be reduced to less than significant with mitigation requiring compliance with the NPDES and implementation of Stormwater Management measures.

A technical memorandum to the CSP Drainage and Stormwater Master Plan was prepared to evaluate the CSP SPA (Attachment 2). The technical memorandum evaluated the differences between the approved CSP (2016) and the CSP SPA and analyzed the effects of the proposed land use changes on planned drainage and stormwater facilities within the watershed. As discussed in Attachment 2, the proposed conversion of commercial and business professional land uses to single-family uses on the south side of Pleasant Grove Creek will reduce the overall amount of pervious surfaces in this portion of the plan area resulting reduced runoff from the site. The planned drainage and stormwater improvements are sufficient to accommodate the proposed land use changes. In fact, the reduction of flows into the Pleasant Grove Creek bypass channel may help with hydromodification compliance at the project's west boundary. The stormwater facilities as approved in the CSP Drainage and Stormwater Master plan remain sufficient.

The proposed CSP SPA and resulting changes to the anticipated runoff will not result in additional impacts that have not already been addressed in the CSP EIR. The CSP SPA will not result in development outside those areas previously identified and the intensity of development will be reduced. The mitigation measures adopted with certification of the CSP EIR remain applicable and will ensure that impacts remain less than significant.

Mitigation Measures:

MM 4.13-1 ***Implementation of Construction Activity Stormwater Protection Standards (Impact 4.13-5- CSP and Urban Reserve)***

Prior to the issuance of a City grading permit and the commencement of construction activities, compliance with the State's General Construction permit, the City of Roseville's Construction Standards and the City's Stormwater BMP Guidance Manual shall be met. This compliance shall include the creation of a Storm Water Pollution Prevention Plan (SWPPP) that will identify the site, the location of sensitive habitats or watercourses, drainage areas, discharge locations, soil disturbance areas, and the locations of all runoff, erosion control, and sediment control Best Management Practices (BMPs). Ongoing monitoring shall be conducted, and adjustments to the SWPPP shall be implemented when needed to address changes in the field as construction activities evolve.

MM 4.13-2 ***Stormwater Management Development Standards (Impact 4.13-6 - CSP and 4.13-5 – Urban Reserve)***

	At the tentative map or site development stage, development shall be conditioned to include source control and treatment control measures, including but not limited to LID strategies and BMP treatment as required by the City's then current design standards and the City's then current General Phase II Water Quality Permit issued by the State. The measures shall include, but are not limited to, the measures identified above and in Table IV.B.2 *Applicable LID Measures by Development Type*, found in the *Creekview Drainage and Stormwater Master Plan* found in O of this report.
MM 4.13-3	***Storm Water Quality Policies* (*Impact 4.13-5 and Impact 4.13-6- Urban Reserve)*** Specific Plans and/or other development proposals for the Urban Reserve shall identify measures to reduce water quality impacts as a result of construction. Future development shall include low impact development (LID) measures. LID improvements shall be required to be constructed as a condition of approval of the proposed development.

X. Land Use and Planning

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Physically divide an established community?	4.1-45	No	No	No	None
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	4.1-45, 4.1-52, 4.1-62; 4.6-36	No	No	No	None
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	4.1-66	No	No	No	None

Discussion:

The approved (2016) CSP includes a mix of residential, commercial, office, open space, park and public/quasi-public uses designed to incorporate elements that are consistent with SACOG Blueprint Objectives such as compact development, a variety of housing and transportation choices, and substantial natural resource conservation. Because the plan area has been designed consistent with the SACOG Blueprint, would be internally compatible, does not conflict with the alignment of Placer Parkway, and is consistent with the City's General Plan, the CSP EIR determined that impacts related to conflicts with land use and conservation plans were less than significant.

The land use changes proposed with the CSP SPA would reorient the land uses planned south of Pleasant Grove Creek while leaving the land uses north of the creek unchanged. The LDR units within the plan area will be increased by moving 141 units from MDR parcels to LDR parcels; however the overall unit amount will remain unchanged at 2,011. To accommodate the additional LDR units, additional LDR acreage will be added south of the creek by reducing the Community Commercial (CC) acreage from 15.5 to 9.2 and eliminating 3.8 acres of Community Commercial/Business Professional (CC/BP) land use.

For the most part, the proposed changes associated with the CSP SPA consist of minor adjustments to the location of the land uses. On the east side of Westbrook Boulevard the modifications include replacing the MDR parcels with LDR parcels, the CC/BP parcel with a HDR parcel, and a portion of the CC parcel with a LDR parcel. These changes will place residential uses (Parcel C-17) immediately adjacent to commercial uses (Parcel C-70). The CSP Design Guidelines have been amended to address this interface with the addition of sound attenuating features, landscaping and a paseo. On the west side of Westbrook Boulevard the park site (Parcel C-63) has been modified from a horizontal shape surrounded by MDR land uses to a vertical shape surrounded by LDR uses and Grasscreek Drive has been shifted east to align with the park. The combination of uses west of Westbrook Boulevard are considered internally compatible. Consistency with the CSP Design Guidelines and the Community Design Guidelines will limit conflicts between these uses and no new impacts are anticipated that were not previously disclosed. Impacts remain less than significant.

Mitigation Measures: None required.

XI. Mineral Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	4.7-11	No	No	No	None

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	4.7-11	No	No	No	None

Discussion:

The project site is identified as an area of no known mineral occurrence by the California. No impacts will occur.

Mitigation Measures: None required.

XII. Noise

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigation Measures Implemented or Addressing Impacts.
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	4.6-17; 4.6-21; 4.6-3; 4.6-25; 4.6-26; 4.6-28; 4.6-31; 4.6-33	No	No	No	MM 4.6-1 Construction Noise Reduction; MM 4.6-2 Commercial Noise Controls; MM 4.6- 3: Traffic Noise Attenuation; MM 4.6-3 Traffic Noise Attenuation;
b) Generation of excessive ground borne vibration of ground borne noise levels?	4.6-17	No	No	No	MM 4.6-1 Construction Noise Reduction

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	4.6-17	No	No	No	None

Discussion:

The CSP EIR determined that short-term impacts from noise generated during construction of infrastructure projects within the CSP area were significant and unavoidable even after mitigation measures were applied. Because the CSP SPA does not expand the limits of the development footprint or the project's physical impact boundary, no additional analysis is required. The mitigation measures adopted with the CSP EIR remain applicable and no additional impacts will occur. Remaining impacts related to construction noise impacts remain significant and unavoidable. The EIR determined that impacts from new noise generating uses introduced as a result of the approved CSP, such as commercial uses, would result in a significant impact that could be reduced to less than significant with mitigation. The mitigation measures adopted with certification of the CSP EIR will apply to noise generating uses within the CSP SPA and no new impacts that were not previously disclosed will occur. Impacts remain less than significant.

The CSP EIR also analyzed noise impacts related to placing residential uses within proximity to noise generating uses such as roadways and the Roseville Energy Park (REP). Though the previous document analyzed the effects of transportation noise and noise from the Roseville Energy Park (REP) on the proposed residential uses, the CEQA checklist items related to noise impacts have been updated and that analysis in no longer required. No additional analyses of the impact from existing and future noise sources on residential properties is required. Though not required as part of the CEQA analysis, this issue will be addressed in staff's evaluation of the requested planning entitlements.

The CSP EIR also analyzed the project's consistency with General Plan Noise Element Policy C-6 related to placing noise sensitive receptors within the Roseville Energy Park's 45 dB and 50 dB noise contours. The CSP EIR determined that this was a significant impact that would be reduced to less than significant with approval of the proposed General Plan Amendment that would allow the noise levels at municipal power plants to exceed the allowable noise levels by 10 dB. The proposed modifications to the land use plan would place residential uses within the 50 dB contour where commercial/office uses had previously been planned with the approved CSP (2016). Under the proposed CSP SPA, the 3.8-acre Community Commercial/Business Professional parcel planned immediately north of the Blue Oaks Boulevard and the REP would be replaced with a HDR parcel (Parcel C-43) which would introduce residential uses at a location previously planned for non-residential uses, within the 50 dB contour. Although additional residential uses would be introduced within the 50 dB contour, this conflict was previously identified in the CSP EIR. Furthermore, as amended, the General Plan allows municipal power plants to exceed the allowable noise levels and no conflict exists. No new impact that was not previously disclosed would occur and the impact remains less than significant.

Mitigation Measures:

MM 4.6-1: ***Construction Noise Reduction (Impact 4.6-1-CSP and Urban Reserve)***

MM 4.6-1(a): Construction activities shall comply with the requirements of the City of Roseville Noise Ordinance.

MM4.6-1(b): Locate fixed construction equipment such as compressors and generators as far as possible from sensitive receptors. Shroud or shield all impact tools, and muffle or shield all in-take and exhaust ports on power construction equipment.

MM 4.6-1(c): Designate a construction disturbance coordinator and conspicuously post the Coordinator's contact information around the project site and in adjacent public spaces. The disturbance coordinator will receive all public complaints about construction noise disturbances, and will be responsible for determining the cause of the complaint, and implementing any feasible measures to be taken to alleviate the problem.

MM 4.6-1(d): Well drilling shall occur prior to construction of the adjacent subdivision, to the extent feasible. If construction timing for the wells occurs after subdivision construction, then measures to reduce noise shall include; hanging flexible sound control curtains around the drilling apparatus, and the drill rig, to the degree feasible as determined by the Environmental Utilities Director, if located within 1,000-feet of an occupied residence.

MM 4.6-2: ***Commercial Noise Controls (Impact 4.6-2-CSP)***

For all commercial uses within 150 feet of residential uses, the developer shall implement the following or equally effective measures:

- Where commercial land uses adjoin residential property lines, the following measures shall be included in the design of the commercial use. If the primary noise sources are parking lot noise, HVAC equipment and light truck deliveries, then 6-7 foot tall masonry walls shall be constructed to provide adequate isolation of parking lot and delivery truck activities. HVAC equipment shall be located either at ground level, or when located on roof-tops the building facades shall include parapets for shielding.

- Where commercial uses adjoin common residential property lines, and loading docks or truck circulation routes face the residential areas, the following mitigation measures shall be included in the project design:

    - Loading docks and truck delivery areas shall be a minimum distance of 30 feet from residential property lines;

    - Property line barriers shall be 6 to 8 feet in height. Circulation routes for trucks shall be located a minimum of 30-feet from residential property lines;

    - All heating, cooling and ventilation equipment shall be located within mechanical rooms where possible;

    - All heating, cooling and ventilation equipment shall be shielded from view with solid barriers;

    - Emergency generators shall comply with the local noise criteria at the nearest noise-sensitive receivers;

    - In cases where loading docks or truck delivery circulation routes are located less than 100 feet from residential property lines, an acoustical evaluation shall be submitted to verify compliance with the City of Roseville Noise Level Performance Standards.

MM 4.6- 3: ***Traffic Noise Attenuation (Impact 4.6-7 and 4.6-8 CSP)***

MM 4.6-3(a): In areas requiring sound attenuation, noise barrier walls shall be constructed of concrete panels, concrete masonry units, earthen berms, or any combination of these materials. Wood is not recommended for construction due to eventual warping and degradation of acoustical performance.

MM 4.6-3(b): Tentative map applications for residential uses located along Blue Oaks Boulevard, Westbrook Boulevard, Holt Parkway, Benchmark Drive and Creekview Plaza shall include an analysis of interior noise levels. The analysis and report shall be conducted by a qualified

acoustical engineer and shall specify the measures required to achieve compliance with the City of Roseville 45 dB Ldn interior noise level standard.

XIII. Population and Housing

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, though extension of roads or other infrastructure)?	4.2-18	No	No	No	None
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	4.2-17	No	No	No	None
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	4.2-17	No	No	No	None

Discussion:

The CSP EIR concluded that the project would result in significant and unavoidable growth inducing impacts which were attributed to the physical impacts of development on natural environmental resources. Because the CSP SPA does not expand the limits of the development footprint or the project's physical impact boundary no additional analysis is required. This impact remains significant and unavoidable. Impacts related to displacement of existing housing and people were identified as less than significant because there is no existing housing on the site. No changes in circumstance related to existing housing and people have occurred and no additional analysis is required for the CSP SPA. Impacts remain less than significant.

Mitigation Measures: None required.

XIV. Public Services

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any the public services:					
a) Fire protection?	4.11-11	No	No	No	None
b) Police protection?	4.11-5	No	No	No	None
c) Schools?	4.11-21	No	No	No	MM 4.11-3 Safe Routes to School
d) Parks?	4.11-25	No	No	No	None
e) Other public facilities?	None	No	No	No	None

Discussion:

The CSP EIR evaluated the increased demands for fire services, police services, schools, and parks as a result of the new residential population. Impacts were determined to be less than significant for fire, police, and parks because the project includes mechanism for construction and funding of the facilities need to provide these services. The EIR identified potentially significant impacts related to providing safe routes to school, but determined that those impacts could be reduced to less than significant with mitigation requiring that the applicant work with the school districts to provide safe routes to school. The proposed project does not change the prior analysis conclusions, because the overall number of residential units will not be affected by the proposed CSP SPA. In addition, the project was routed to the affected City's departments for review and no comments related to service provision were received.

The proposed CSP SPA would not result in new significant impacts that are substantially more severe than impacts previously disclosed relative to public services. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or

alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative.

Mitigation Measures:

MM. 4.11.3 ***Safe Routes to School (Impact 4.11-3 CSP)***

The applicants shall work with the school districts to identify safe routes to school. The school districts should encourage an appropriate mechanism for transporting students to schools, both within the specific plan area and outside the project area. Bus programs would reduce traffic congestion and reduce potential air quality impacts.

XV. Recreation

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated?	4.11-31	No	No	No	None
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	4.11-31	No	No	No	None

Discussion:

The CSP EIR evaluated the increased demands for park and recreation services as a result of the new residential population. Impacts were determined to be less than significant because the project includes mechanism for construction and funding of the facilities need to provide these services. The physical impacts of construction of these facilities were addressed in separate chapters of the CSP EIR as appropriate. The proposed CSP SPA meets the City's standards for City-wide parks, neighborhood parks, and open space and no additional impacts will occur as a result of the project. Impacts remain less than significant.

Mitigation Measures: None required.

XVI. Transportation/Traffic

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) 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?	4.3-77, 4.3-77; 4.3-79; 4.3-99; 4.3-104; 4.3-164;	No	No	No	MM 4.3-2 Pay Fair Share Toward Transit Improvements; MM 4.3-7: Contribute Fair Share Costs to State Interchanges; MM 4.3-8: Contribute Fair Share Costs to State Roadway Segments

b) 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?	4.3-57; 4.3-77; 4.3-80; 4.3-81; 4.3-83; 4.3-87; 4.3-90; 4.3-92; 4.3-95; 4.3-98; 4.3-113; 4.3-147; 4.3-149; 4.3-151; 4.3-153; 4.3-155; 4.3-157; 4.3-158; 4.3-160;	No	No	No	MM 4.3-2 Pay Fair Share Toward Transit Improvements; MM-4.3-3, Placer County: Contribute Fair Share Costs to Roadways; MM-4.3-3 Placer County Intersections: Pay Fair Share Cost of Improvements; MM 4.3-4 Pay Fair Share of Improvements (Walerga Road); MM 4.3-5 Contribute Fair Share Costs to Sacramento County Facilities; MM 4.3-6 Contribute Fair Share Costs to Sutter County Facilities; MM 4.3-1 Pay Fair Share Improvements to the CIP
c) 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?	4.3-18	No	No	No	None
d) Substantially increase hazards due to a design feature(s) (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	4.3-2	No	No	No	None
e) Result in inadequate emergency access?	4.3-2	No	No	No	None
f) Conflict with adopted policies, plans, or programs supporting public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	4.3-144; 4.3-146;	No	No	No	MM 4.3-2 Pay Fair Share Toward Transit Improvements

Discussion:

A Traffic Impact Analysis was prepared for the CSP EIR to analyze the impacts of the proposed urban development including the addition of new and extended roadways. The analysis included a quantification of traffic from the CSP under existing and future (2025) conditions. The EIR identified significant impacts related to transit services that would be reduced to less than significant with fair share payment toward planned improvements; and significant impacts from

increased traffic volumes on roadways and intersection delays within the City of Roseville that would be reduced to less than significant with mitigation requiring fair share payment toward CIP improvements.
Impacts to roadways and intersections within Sacramento County and the Cities of Lincoln and Rocklin were identified as less than significant.

Significant impacts to Sutter County roadways, Placer County roadways and intersections, and increased traffic volumes on State Highways were identified and mitigation was adopted to require fair share payment for cost of improvement on the affected infrastructure; however, due to uncertainty related to the feasibility and timing of those improvements given that they improvements are outside the City's jurisdiction, the EIR concluded that the impact would remain significant and unavoidable even with mitigation requiring fair share payment toward roadway improvements.

The proposed CSP SPA includes an update to the circulation network south of Pleasant Grove Creek. The project includes minor revisions to the internal roadway network and will shift Grasscreek Drive east. Grasscreek Drive is considered a collector that provides north south access to the development west of Westbrook Boulevard from Blue Oaks Boulevard. A Technical Memorandum was prepared by Fehr and Peers (Attachment 3) to compare the proposed changes in land use and circulation associated with the CSP SPA to the existing approved CSP (2016). The analysis compared the trip generation anticipated from the proposed CSP SPA to the trip generation anticipated under the current scenario (2016 CSP) and determined that due to anticipated reduction in trips, traffic volumes in the vicinity of the project would be reduced during both peak hours and daily.

The City of Roseville 2035 travel demand model was used to estimate the expected change to vehicle miles traveled (VMT) that result from the proposed land use changes in the CSP SPA. Due to the proposed elimination of CC/BP land uses and the reduction in CC land uses with the CSP SPA, the proposed project will result in a reduction in VMT (5,374,879) as compared to the existing condition (2016 CSP VMT 5,378,872). As detailed in the technical memorandum, only a small portion of the trips to and from the CC/BP land use are fully contained with the CSP and most connect to destinations in other parts of the region. Eliminating this destination also eliminates those trips resulting in a reduction. Given the anticipated reduction in peak and daily trips as well as the reduction to VMT, no additional impacts are anticipated and the conclusions and mitigation measures from the CSP EIR remain applicable.

Mitigation Measures:

MM 4.3-1 ***Roseville Intersections*: *Pay Fair Share of Improvements in the CIP (Impact 4.3-1, 4.3-14 CSP and Urban Reserve)***

Improvements would be necessary to the following intersections, as part of the project to achieve acceptable service levels under the 2025 CIP plus Project scenario. However, as noted, many intersections cannot be mitigated because of constraints.

1. **Blue Oaks Boulevard and Diamond Creek Boulevard** This intersection currently has a southbound left turn lane and a southbound shared left/thru/right lane. It could be mitigated by changing the southbound shared left/thru/right lane to a shared thru/right lane and adding a separate southbound right turn lane. This improvement is feasible and will be added to the City of Roseville's Capital Improvement program. Development within the Creekview Specific Plan Area will be required to pay fair share costs for this improvement.

2. **Pleasant Grove Boulevard and Fiddyment Road -** This intersection could be mitigated by adding a second westbound through lane. This improvement is feasible and will be added to the City of Roseville's Capital Improvement program. Development within the Creekview Specific Plan Area will be required to pay fair share costs for this improvement.

3. **Pleasant Grove Boulevard and Washington Boulevard -** This intersection could be mitigated by adding a fourth eastbound through lane. Due to the proximity of homes in the area and the associated right-of-way that would be required, this mitigation is not feasible.

4. **Roseville Parkway and Chase Drive -** This intersection could be mitigated by adding a second westbound left-turn lane. The improvement would require the addition of a second southbound receiving lane. Due to the proximity of homes in the area and the associated right-of-way that would be required, this mitigation is not feasible.

5. **Woodcreek Oaks Boulevard and Baseline Road -** This intersection could be mitigated by adding a second westbound left turn lane. This improvement is feasible and will be added to the City of Roseville's Capital Improvement program. Development within the Creekview Specific Plan Area will be required to pay fair share costs for this improvement.

6. **Industrial Avenue and Alantown Drive -** This intersection could be mitigated by adding a second southbound through lane. This improvement is feasible and will be added to the City of Roseville's Capital Improvement program. Development within the Creekview Specific Plan Area will be required to pay fair share costs for this improvement.

The CSP will develop over a period of years. Therefore, these impacts would occur over a period of time. As with other improvements in the 2025 CIP, the City will monitor traffic conditions and determine when specific improvements are needed. The City of Roseville's traffic impact fees should be revised to include the CSP area. Specific Plans and/or development proposals shall provide for fair share contributions of the cost of the improvements through the updated traffic impact fees.

MM 4.3-2 ***Transit Services: Pay Fair Share Toward Transit Improvements*** **(Impacts 4.3-2 and 4.3-16 CSP)**

CSP shall contribute its fair share towards the capital improvements for expanded transit services to the project area. This includes bus turn-outs, shelter pads, shelters, and a transfer station. The amount of transit services needed would be identified in an updated Short Range Transit Plan and updated Long Range Transit Master Plan prepared for the Project.

MM 4.3-3 ***Placer County Intersections*****:** ***Pay Fair Share of Improvements including Improvements to the Following Intersections*** **(Impacts 4.3-7 and 4.3-18 CSP and Urban Reserve)**

- Fiddyment and Athens: This intersection is not included in the City/County fee program.

Consistent with Placer County's Mitigation Measure 4.7-2a for the Placer Vineyards Specific Plan and Mitigation Measure 6.12-1 for the Regional University Specific Plan, the City of Roseville, in working with Placer County to provide funding for improvements not already subject to an existing inter-agency fee program, shall negotiate in good faith with Placer County to enter into additional fair and reasonable arrangements with the intention of achieving within a reasonable time period after approval of the Creekview Specific Plan commitment for the provision of adequate fair share mitigation from the Specific Plan for significant impacts on Placer County roadways. In reaching an accommodation with Placer County, the City and Placer County, in order to better ensure an effective sub-regional approach to mitigating transportation-related impacts, may choose to include within the same agreements or Joint Powers Authority additional public

agencies with whom it must work to mitigate transportation-related impacts, such as Sacramento County, Sutter County, and Caltrans. As the City strives to achieve agreement(s) with one or more of these other agencies, the City shall insist that "fair share" fee obligations be reciprocal, in the sense that the other local agencies, in accepting fair share contributions from the CSP developers, must agree to require new development occurring in their own jurisdictions to make fair share contributions towards mitigating the significant effects of such development on the City's transportation network. Any such arrangement(s), with just Placer County or with additional agencies, shall account for existing inter-agency fee programs in order to avoid requiring redundant mitigation or fee payments exceeding fair share mitigation levels.

The City intends that its arrangement(s) with Placer County and any other agencies shall permit the participating agencies flexibility in providing cross-jurisdictional credits and reimbursements consistent with the general "fair share" mitigation standard, and require an updated model run incorporating the best available information in order to obtain the most accurate, up-to-date impact assessment feasible and to generate the most accurate, up-to-date estimates of regional fair share contributions. These arrangements, moreover, should also include provisions that allow for periodic updates to the traffic modeling on which fair share payment calculations depend in order to account for (i) newly approved projects cumulatively contributing to transportation-related impacts and that therefore should contribute to the funding of necessary improvements (e.g., the Curry Creek Community Plan in Placer County), (ii) additional physical improvements necessitated in whole or in part by newly approved projects, (iii) changing cost calculations for the construction of needed improvements based on changes in the costs of materials, labor, and other inputs.

The City of Roseville will monitor traffic volumes and coordinate with the County regarding traffic mitigation fees to fund regional improvements.

M 4.3-4 ***Placer County Segments*: Pay Fair Cost of Improvements (Impact 4.3-7 CSP and Urban Reserve)**

- Walerga Road south of Baseline: This segment is not included within the existing City/County Fee Program.

The City shall determine the means of providing the project's fair share to fund these improvements with Placer County through the inter-agency agreement or other arrangement required by Mitigation Measure 4.3-3. Widening of Walerga Road south of Baseline to six lanes is identified in the Dry Creek Community Plan.

M 4.3-5 ***Sacramento County Facilities: Contribute Fair Share Costs to Sacramento County Facilities*** **(Impact 4.3-9, CSP and Urban Reserve)**

- Walerga Road

Consistent with Placer County's Mitigation Measure 4.7-2a for the Placer Vineyards Specific Plan and Mitigation Measure 6.12-1 for the Regional University Specific Plan, which require Placer County to attempt to enter into an agreement with Sacramento County in order to mitigate the significant effects of the those two Placer County projects within Sacramento County, the City of Roseville shall negotiate in good faith to enter into a fair agreement with Sacramento County regarding Creekview's fair share mitigation for this improvement. In reaching an accommodation with Sacramento County, the City and Sacramento County, in order to better ensure an effective sub-regional approach to mitigating transportation-related impacts, may choose to include within the same agreements or Joint Powers Authority additional public agencies with whom it must work to mitigate transportation-related impacts, such as Placer County, Sutter County, and

Caltrans. As the City strives to achieve agreement(s) with one or more of these other agencies, the City shall insist that "fair share" fee obligations be reciprocal, in the sense that the other local agencies, in accepting fair share contributions from the CSP developers, must agree to require new development occurring in their own jurisdictions to make fair share contributions towards mitigating the significant effects of such development on the City's transportation network. Any such arrangement(s), with just Sacramento County or with additional agencies, shall account for existing inter-agency fee programs in order to avoid requiring redundant mitigation or fee payments exceeding fair share mitigation levels. The City intends that its arrangement(s) with Sacramento County and any other agencies shall permit the participating agencies flexibility in providing cross-jurisdictional credits and reimbursements consistent with the general "fair share" mitigation standard, and require an updated model run incorporating the best available information in order to obtain the most accurate, up-to-date impact assessment feasible and to generate the most accurate, up-to-date estimates of regional fair share contributions. These arrangements, moreover, should also include provisions that allow for periodic updates to the traffic modeling on which fair share payment calculations depend in order to account for (i) newly approved projects cumulatively contributing to transportation-related impacts and that therefore should contribute to the funding of necessary improvements (e.g., the Curry Creek Community Plan in Placer County), (ii) additional physical improvements necessitated in whole or in part by newly approved projects, (iii) changing cost calculations for the construction of needed improvements based on changes in the costs of materials, labor, and other inputs. Implementation of MM 4.3-5 would reduce impacts to a less than significant level; however, these improvements lie outside the jurisdiction of the City of Roseville.

MM 4.3-6 ***Sutter County Facilities: Contribute Fair Share Costs to Sutter County Facilities (Impact 4.3-10 CSP and Urban Reserve)***

- Riego Road and Pleasant Grove South:

The City of Roseville shall negotiate in good faith to enter into a fair agreement with Sutter County regarding Creekview's fair share mitigation for this improvement. In reaching an accommodation with Sutter County, the City and Sutter County, in order to better ensure an effective sub-regional approach to mitigating transportation-related impacts, may choose to include within the same agreements or Joint Powers Authority additional public agencies with whom it must work to mitigate transportation-related impacts, such as Placer County, Sacramento County, and Caltrans. As the City strives to achieve agreement(s) with one or more of these other agencies, the City shall insist that "fair share" fee obligations be reciprocal, in the sense that the other local agencies, in accepting fair share contributions from the CSP developers, must agree to require new development occurring in their own jurisdictions to make fair share contributions towards mitigation the significant effects of such development on the City's transportation network. Any such arrangement(s), with just Sutter County or with additional agencies, shall account for existing inter-agency fee programs in order to avoid requiring redundant mitigation or fee payments exceeding fair share mitigation levels. The City intends that its arrangement(s) with Sutter County and any other agencies shall permit the participating agencies flexibility in providing cross-jurisdictional credits and reimbursements consistent with the general "fair share" mitigation standard, and require an updated model run incorporating the best available information in order to obtain the most accurate, up-to-date impact assessment feasible and to generate the most accurate, up-to-date estimates of regional fair share contributions. These arrangements, moreover, should also include provisions that allow for periodic updates to the traffic modeling on which fair share payment calculations depend in order to account for (i) newly approved projects cumulatively contributing to transportation-related impacts and that therefore should contribute to the funding of necessary improvements (e.g., the Curry Creek Community Plan in Placer County), (ii) additional physical improvements necessitated in whole or in part by newly approved projects, (iii) changing cost calculations for the construction of needed improvements based on changes in the costs of materials, labor, and other

inputs. Implementation of MM 4.3-6 would reduce impacts to a less than significant level; however, these improvements lie outside the jurisdiction of the City of Roseville.

MM 4.3-7 ***State Facilities Interchanges: Contribute Fair Share Costs to State Roadway Segments*** **(Impact 4.3-12 and 27 CSP and Urban Reserve**)

- I-80 Eastbound at Taylor Road/Eureka Boulevard:

The City of Roseville is currently moving forward with the design for improvements at this interchange as part of the CIP. The funding for the improvement is currently included within the City's Capital Improvement Program and development within the Creekview's Specific Plan Area will be required to pay fair share costs for these improvements.

MM 4.3-8 ***State Facilities Segments: Contribute Fair Share Costs to State Roadway Segments*** **(Impact 4.3-13 and 4.3-27 CSP and Urban Reserve)**

No specific improvements have been identified to mitigate project impacts on I-80, SR 70/99, or SR 65; however, the City is willing to work with Caltrans & the Placer County Transportation Planning Agency (PCTPA) to establish a regional approach to institute a fee program for the purpose of funding improvements on these facilities. If and when Caltrans and the City enter into an enforceable agreement, the Project shall pay impact fees to the City of Roseville in amounts that constitute the Project's fair share contributions to the construction of transportation facilities and/or improvements, consistent with the Mitigation Fee Act (Gov. Code, § 66000 et seq.).

The City shall determine the means of providing the project's fair share of the funds for these improvements to Caltrans through the inter-agency agreement or other arrangement.

XVII. Tribal Cultural Resources

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	4.9-16	No	No	No	None
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 the lead agency shall consider the significance of the resource to a California Native American tribe.	Not Applicable	No	No	No	

Discussion:

In addition to archeological resources, tribal cultural resources are also given particular treatment. Tribal cultural resources are defined in Public Resources Code Section 21074, as either 1) a site, feature, place, geographically-defined cultural landscape, sacred place, or object with cultural value to a California Native American Tribe, that is listed or eligible for listing on the California Register or Historical Resources, or on a local register of historical resources or as 2) a resource determined by the lead agency, supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code section 5024.1(c), and considering the significance of the resource to a California Native American Tribe. This section was added to the CEQA Guidelines after the certification of the Creekview EIR, but cultural resources were addressed in that document.

Mitigation Measures: None

XVIII. Utilities and Service Systems

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	4.12.3-16; 4.12.3-23	No	No	No	MM 4.12.3-1 Treatment Plant Capacity; MM 4.12.3-2 Treatment Plant Expansion
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	4.12.3-14; 4.12.3-14; 4.12.3-21; 4.12.1-69; 4.12.1-71	No	No	No	MM 4.12.3-2 Treatment Plant Expansion
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	4.13-28	No	No	No	WMM 4.12-2 Pay Fair Share of Roseville Regional Stormwater Retention Facility Improvements

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	4.12.1-49; 4.12.1-54	No	No	No	None
e) Result in a determination by the wastewater treatment provider which serves the project that it has adequate capacity to serve the project's projected demand in addition of the provider's existing commitments?	4.12.3-16;	No	No	No	MM 4.12.3-1 Treatment Plant Capacity
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	4.12.4-10; 4.12.4-12; 4.12.4-14; and 4.12.4-15	No	No	No	WMM 4.11-7 Expand the WRSL Landfill; WMM 4.11-7 Expand the WRSL Landfill; WMM 4.11-11 Divert Construction Debris
g) Comply with federal, state, and local statutes and regulations related to solid waste?	4.12.4-5; 4.12.4-15	No	No	No	WMM 4.11-11 Divert Construction Debris

Discussion:

Wastewater

The CSP EIR determined that the impact related to the expansion of the PGWWTP facility and service area needed to accommodate growth from the project would result in a significant impact that could be reduced to less than significant with mitigation measures requiring expansion of the service area, connection fees, and a fair share payment for environmental review. The significant physical impacts related to construction of new facilities would be reduced to less than significant with implementation of mitigation measures identified in the Wastewater Master Plan EIR.

Water Supply

The total projected potable water demand for the originally approved project is 58,099 acre feet per year (AFY). As presented in the CSP EIR, the City's normal/wet year water supply from the American River of 58,900 AFY would meet the project's water demand with a surplus of 801 AFY. In dry years, the City supplements the water supply from the American River with ground water and maintains its supply. Furthermore, the capacity of the existing water treatment plant exceeds the anticipated buildout demand. The CSP EIR determined that the existing supply and treatment plant would serve the CSP and that impacts were less than significant.

A technical memorandum was prepared for the proposed project to determine how the proposed modification would affect the overall water demand for the project. The memorandum determined that the proposed land use changes would result in a 2 AFY annual water demand reduction.

Solid Waste

The CSP EIR determined that the solid waste generated by the CSP would exceed the ultimate capacity of the landfill by 501 tons per day ultimately reducing the lifetime of the landfill by 3 months and that this resulted in a Significant Impact. Although the CSP is required to pay collection fees toward expansion of the landfill the impact was determined to be Significant and Unavoidable because the City cannot guarantee expansion of the landfill. Additionally, impacts to biological and agricultural resources associated with the future expansion of the landfill and impacts from the increased construction and demolition debris expected from the project were identified as Significant and Unavoidable even with the adoption of mitigation measures.

Conclusion

The proposed project would not result in a new significant impacts that are substantially more severe than impacts previously disclosed. In addition, there is no new information of substantial importance showing that the project would have one or more significant effects not previously discussed or that any previously examined significant effects would be substantially more severe than significant effects shown in the previous EIR. Nor is there new information of substantial importance showing (i) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative or (ii) that mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects, but the proponents decline to adopt the mitigation measure or alternative. The CSP SPA will not result in development outside those areas previously identified for development and, with the CSP SPA, the intensity of development will be reduced. The prior conclusions and mitigation measures of the CSP EIR remain applicable.

Mitigation Measures:

MM 4.12.3-1 ***Treatment Plant Capacity (Impacts 4.12.3-2 CSP)***

Prior to issuance of building permits for development in the CSP area, the applicant shall demonstrate to the City that the SPWA has approved expansion of the SPWA 2005 Service Area Boundary to include the CSP. All applicants shall participate financially in the construction of additional wastewater treatment capacity sufficient to accommodate projected flows through payment of connection fees. Applicant shall also participate on a fair share basis in other financial mechanisms for any additional environmental review required to secure approvals necessary to increase wastewater discharges from the plant, including approval by the SPWA for expansion of the service area boundary. It is recognized that the CSP applicant will rely on the City (on behalf of the SPWA partners) to construct regional treatment and regional transmission facilities needed to treat and discharge wastewater produced within the service area boundary. In the event the City is unable to obtain all required permits (e.g. NPDES permit and WDRs) or is unable to complete the required facility expansion(s), development within the service area boundary may continue until existing capacity has been exhausted, at which time any remaining development shall be curtailed until such time as sufficient wastewater treatment and discharge capacity becomes available.

MM 4.12.3-2 ***Treatment Plant Expansion (Impacts 4.12.3-3 CSP and Urban Reserve, Impact 4.12.3-4 CSP)***

The applicant and/or the City, as specified, shall implement all relevant construction related mitigation measures for expansion of the PGWWTP listed in certified Final EIR Appendix J and all water quality and aquatic resource mitigation measures applicable to this project as listed in certified Final EIR Table 4.12.3-5.

WMM 4.11-7 ***Expand the WRSL Landfill (Impact 4.12.4-2 and 4.12.4-3 – CSP and Urban Reserve)***

Development in the CSP Area and Urban Reserve shall pay collection fess to the City of Roseville, a portion of which shall be used to service bonds necessary to fund landfill expansion.

Since preparation of the WRSP FEIR, the City has implemented a green waste program whereby all new residential customers receive green waste bins. Therefore this mitigation measure is no longer required because it is a standard operating procedure.

WMM 4.11-11 ***Divert Construction Debris (Impact 4.12.4-4 – CSP and Urban Reserve)***

Developers of the CSP and Urban Reserve areas shall ensure a 50% diversion of development's construction waste stream from landfill disposal. In Developer contracts with construction contractors and their sub-contractors, the Developer shall require that the amount of construction waste be diverted from landfill disposal by no less than 50%. The Developer shall further require that contractors and sub-contractors submit records of diversion and disposal to the City's Environmental Utilities Department in order to verify compliance with this requirement.

XIX. Other Considerations

Since the publication of the EIR, the Office of Planning and Research (OPR) has updated CEQA Guidelines Appendix G (Environmental Checklist Form). These updates address legislative changes to CEQA, clarify language, and update language consistent with case law. None of the changes to the checklist require new analysis related to impacts which were not known or which could not have been known at the time the CSP EIR was prepared. The majority of the checklist changes clarify language, reorganize existing language, or eliminate analysis requirements. For analysis requirements which have been eliminated, this is in response to case law affirming that analysis must focus on impacts caused by the project, not impacts to the project. An example of each of these types of changes is included below:

- Cultural Resources (a): Cause a substantial adverse change in the significance of an historic resource ~~as defined in~~ pursuant to Section 15064.5?

  The replacement of "as defined in" with "pursuant to" is a phrasing change which has no impact on required analysis.

- Cultural Resources (c) has been moved to Geology and Soils (f).

  Moving the topical section of this analysis requirement (which is related to paleontological resources) from Cultural Resources to Geology and Soils has no impact on required analysis.

- Noise (b): ~~Exposure of persons to or g~~eneration of excessive ground borne vibration of ground borne noise levels?

  The above changes redirect the analysis from considering overall exposure of persons to ground borne vibration, and focus the analysis on any ground borne vibration generated by a project. This same change is reflected in all other checklist questions related to noise. Therefore, the CSP EIR and this Addendum includes more analysis than is currently required, because it included analysis related to exposing neighboring areas to noise, but also analyzed the effect of noise on the proposed uses; the latter analysis is no longer required.

The updated CEQA Guidelines Appendix G also includes two new sections (Tribal Cultural Resources and Energy) and includes new and modified requirements as part of the Transportation/Traffic section. Although Tribal Cultural Resources section is new, the analysis of this impact area was included in the CSP EIR as part of the Cultural Resources section. The new Energy section was formerly included in CEQA Guidelines Appendix F, but has been moved into the Appendix G, so while it is new to the checklist it is not new to the CEQA Guidelines. The changes to the Transportation/Traffic section—which is now called simply Transportation—refocuses the analysis on vehicle miles traveled (VMT). However, while

OPR has promulgated these changes, the legislation requiring the use of VMT in CEQA analysis specifies that the requirement for lead agencies to use VMT goes into effect on July 1, 2020. Therefore, a VMT analysis is not currently required, and has not been included in this Addendum.

Based on the foregoing, none of the modifications to CEQA Guidelines Appendix G require new analysis related to impacts which were not known or which could not have been known at the time the EIR was prepared. Therefore, an Addendum is the appropriate environmental document to describe the impacts of the proposed project.

XX. Mandatory Findings of Significance

	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Implemented or Addressing Impacts.
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, threatened or rare species, or eliminate important examples of the major periods of California history or prehistory?	See prior sections	No	No	No	See prior sections
b) Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	See prior sections	No	No	No	See prior sections
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	See prior sections	No	No	No	See prior sections

Discussion: Based on the environmental analysis of this Addendum, the proposed project will not have the potential to result in any of the mandatory findings of significance, and will in general result in reduced impacts compared to previous analyses.

ENVIRONMENTAL DETERMINATION:

In reviewing the site specific information provided for this project and acting as Lead Agency, the City of Roseville, Development Services Department, Planning Division has analyzed the potential environmental impacts created by this project and determined that the findings of CEQA Section 15162 concerning the decision not to prepare a subsequent EIR or negative declaration and the findings of CEQA Section 15164 concerning the decision to prepare an Addendum can be made. As supported by substantial evidence within the Addendum to the Creekview Specific Plan Final Environmental Impact Report (SCH # 02008032017, adopted September 19, 2012), the Lead Agency makes the following findings:

[**X**] No substantial changes are proposed in the project which would require major revisions of the previous EIR.

[**X**] No substantial changes have occurred with respect to the circumstances under which the project is undertaken.

[**X**] There is no new information of substantial importance which was not known and could not have been known with the exercise of due diligence at the time the previous EIR was certified as complete.

[**X**] Only minor technical changes or additions are necessary in order to deem the adopted environmental document adequate.

Addendum Prepared by:

_____

Charity Gold, Associate Planner
City of Roseville, Development Services–Planning Division

Attachments:

1. Air Quality Impact and Greenhouse Gas Analysis Creekview Specific Plan Amendment, Raney Planning & Management, July 2019
2. Addendum #1 to the Drainage and Stormwater Master Plan for the Creekview Specific Plan, MacKay & Somps, August 12, 2019.
3. Technical Memorandum: Transportation Impact Assessment of Proposed Land Use Amendment to Creekview Specific Plan, Fehr & Peers, June 28, 2019.

Air Quality Impact and Greenhouse Gas Analysis

Creekview Specific Plan Amendment

Prepared for:

ANTHEM UNITED CREEKVIEW DEVELOPMENTS LP

JULY 2019

Prepared by:

RANEY
PLANNING & MANAGEMENT, INC.

1501 SPORTS DRIVE, SUITE A • SACRAMENTO • CA • 95834
OFFICE 916.372.6100 • FAX 916.419.6108
INFO@RANEYMANAGEMENT.COM

Introduction

This Air Quality Impact and Greenhouse Gas Analysis identifies and analyzes the potential environmental impacts of the modifications to the original Creekview Specific Plan (CSP) related to air quality and greenhouse gas (GHG) emissions. The modifications to the project will hereby referred to as the proposed project. The information and analysis in this document is organized in accordance with the checklist in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. If the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures that should be applied to the project are prescribed. All modeling results are included as Appendix A to this document.

Project Background

The CSP consists of 501 acres north and west of the West Roseville Specific Plan (WRSP) in the City of Roseville, California (see Figure 1). The CSP is bound by the planned extension of Blue Oaks Boulevard (along the Phillip Road alignment) within the WRSP on the south, the Fiddyment Ranch portion of the WRSP to the east, the City of Roseville's Johnson Wildlife Area property to the west, and agriculturally-zoned properties within unincorporated Placer County to the north (see Figure 2). Pleasant Grove Creek bisects the vacant project site flowing southeast. North and west of the site is vacant land, and southeast and southwest of the site is an existing residential development. The land directly to the south includes the Roseville Energy Park and the Pleasant Grove Waste Water Treatment Plant (WWTP). Directly east of the project site is vacant land and east of the vacant land is a residential subdivision currently under development.

In 2012, the proposed project was approved for development of 2,011 residential units and included community commercial, community commercial/business park, school, park, open space, quasi-public and urban reserve uses. The approved land use of the CSP consisted of 157.30-acres of Low Density Residential (LDR), 66.00-acres of Medium Density Residential (MDR), 18.70-acres of High Density Residential (HDR), 15.50-acres of Community Commercial (CC), 3.80-acres of Community Commercial/Business Professional (CC/BP), and 240-acres of open space and other public uses (see Figure 3). In 2013, a Large Lot Tentative Map was approved to subdivide the 501-acre CSP into 53 large lots, consistent with the adopted 2012 CSP land use plan. Following the approval of the Large Lot Tentative Map, a Specific Plan Amendment was proposed to shift residential units among large lots while maintaining the approved land use pattern and acreage. The modification was subsequently approved in 2016 along with a Small Lott Tentative Subdivision Map, Design Review for Residential Subdivision, and a Tree Permit. A summary of the approved residential units from the 2012 project plans compared to the 2016 project plans is presented in Table 1 below.

Table 1
2012 Approved Residential Unit Count vs. 2016 Approved Residential Unit Count

2012 CSP		**2016 SPA**	
Uses	**Units**	**Uses**	**Units**
LDR	836	LDR	810
MDR	655	MDR	654
HDR	520	HDR	547
TOTAL UNITS	**2,011**	**TOTAL UNITS**	**2,011**

Figure 1
Regional Project Location

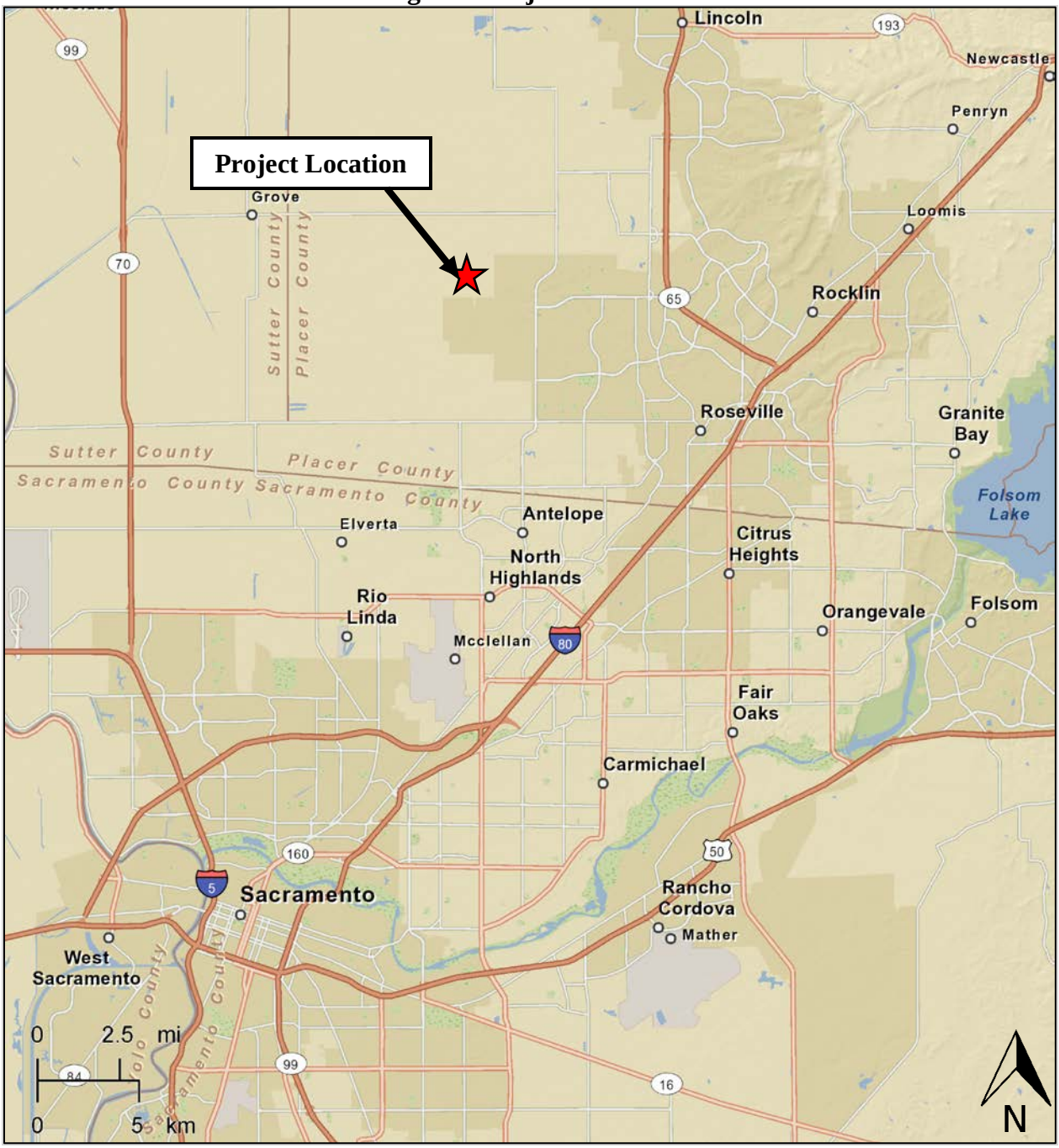


Figure 2
Project Vicinity Map

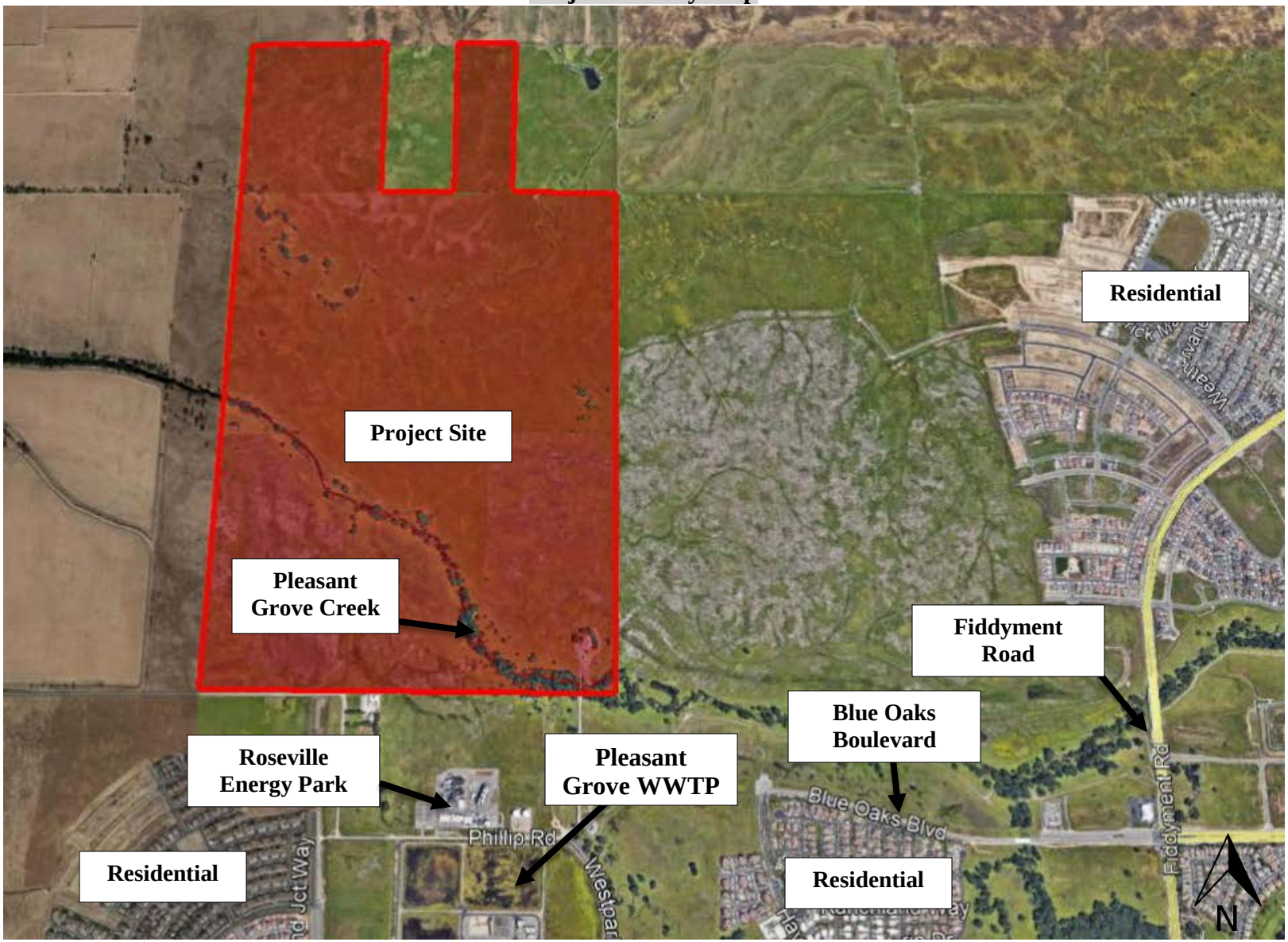
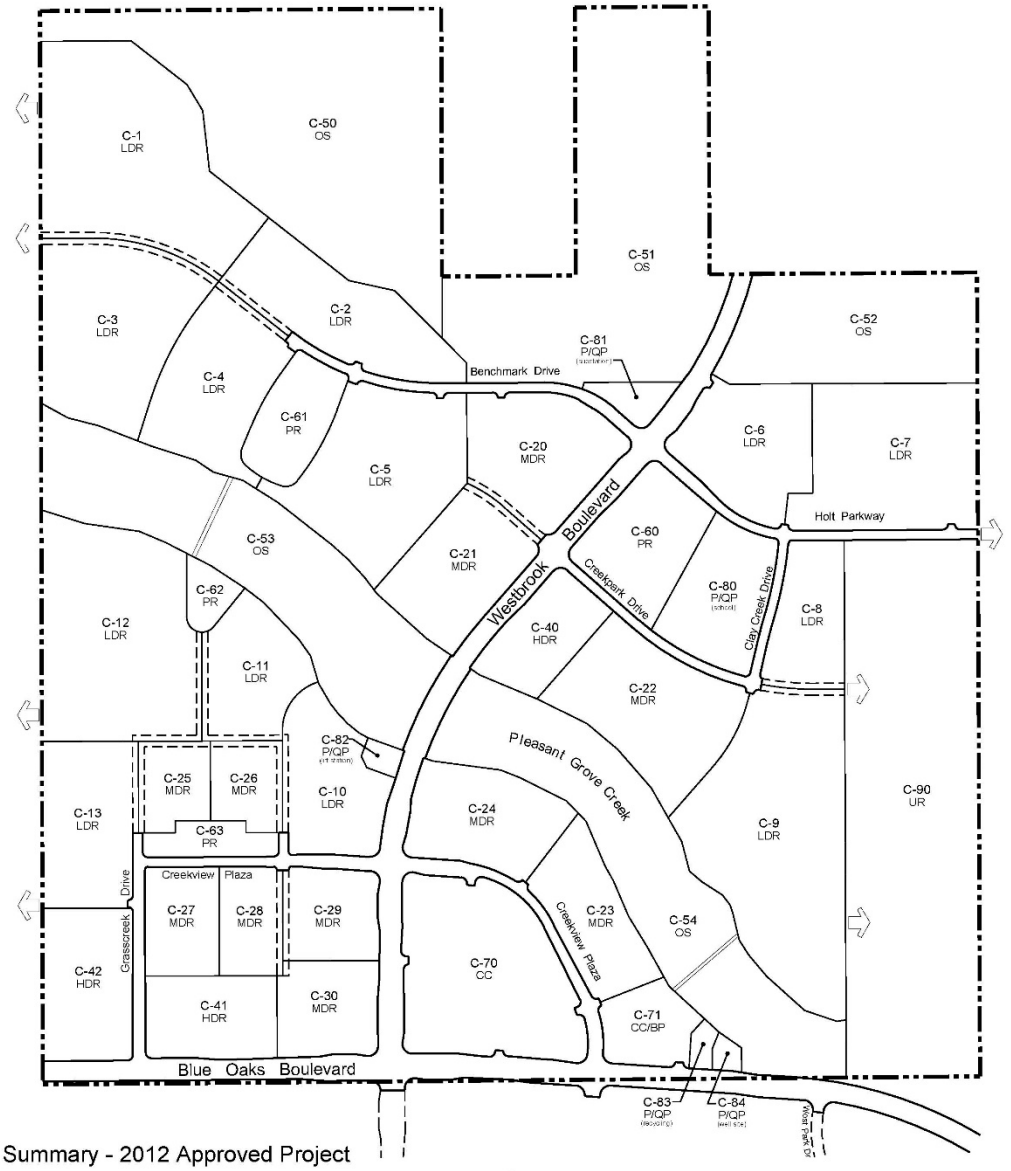
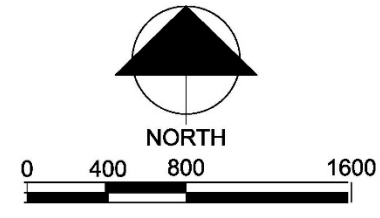


Figure 3
2012 CSP Approved Land Use Plan



Land Use Summary - 2012 Approved Project

Land Use		Acres	Units
Residential			
Low Density Residential (LDR)		157.30 ac.	810 du
Medium Density Residential (MDR)		66.00 ac.	654 du
High Density Residential (HDR)		18.70 ac.	547 du
	Subtotal	242.00 ac.	2,011 du
Service & Employment			
Community Commercial (CC)		15.50 ac.	
Community Comm./Business Prof. (CC/BP)		3.80 ac.	
	Subtotal	19.30 ac.	
Open Space & Public			
Open Space (OS)		136.90 ac.	
Park (PR)		16.10 ac.	
Public/Quasi-Public (P/QP)		9.60 ac.	
Urban Reserve (UR)		39.90 ac.	
Right of Way (ROW)		37.50 ac.	
	Subtotal	240.00 ac.	
TOTAL		**501.30 ac.**	**2,011 du**



Creekview Specific Plan
Existing Land Use Plan (2012)

Project Summary

The proposed project consists of amendments to the CSP (2019 SPA) to align residential housing types to meet market demand and to reduce the burden of Phase 1 infrastructure. All modifications to circulation, lotting, parcel sizes, and configurations are proposed for only the parcels south of Pleasant Grove Creek. Additionally, the 2019 SPA includes text amendments to the CSP, Development Standards, and Design Guidelines to describe and implement the proposed land use revisions described below.

Revised Land Use Plan

The 2019 SPA proposes modifications to the land use plan (see Figure 4); however, the 2019 SPA does not propose to change the development footprint or size of the CSP.

The HDR parcels south of Pleasant Grove Creek are proposed for adjustment. HDR Parcel C-42 is reoriented and enlarged slightly to increase frontage along Blue Oaks Boulevard and HDR Parcel C-41 was moved east of Westbrook Boulevard. Additionally, the 2019 SPA includes a 3.9-acre parcel, HDR Parcel C-43, east of Creekview Plaza. Due to the above adjustments, 17 HDR units are proposed to be shifted to HDR Parcel C-40 north of the creek; however, the shape and size of Parcel C-40 remains the same.

With respect to Service and Employment, the CC parcel is proposed to be reduced from 15.5 acres to 9.3 acres and the 2019 SPA includes elimination of the CC/BP land use. The reduction of commercial land uses is due to a surplus of land designated or commercial uses within a short distance of the CSP, thus, reducing the demand for commercial uses. The 3.8-acre CC/BP parcel north of Blue Oaks Boulevard is now proposed as HDR.

With respect to Open Space and Public, the 2019 SPA includes an increased total park acreage by 0.2 acres and increased ROW by 0.2 acres. The 2019 SPA would maintain the current OS and P/QP parcels in size and placement. Additionally, the 2019 SPA includes relocation of the transit transfer center previously planned north of Commercial Parcel C-70 to the east side of C-70 on Creekview Plaza, north of Blue Oaks Boulevard.

A summary of the currently approved land use map versus the proposed land use map that includes the proposed amendments is provided in Table 2 on the following page.

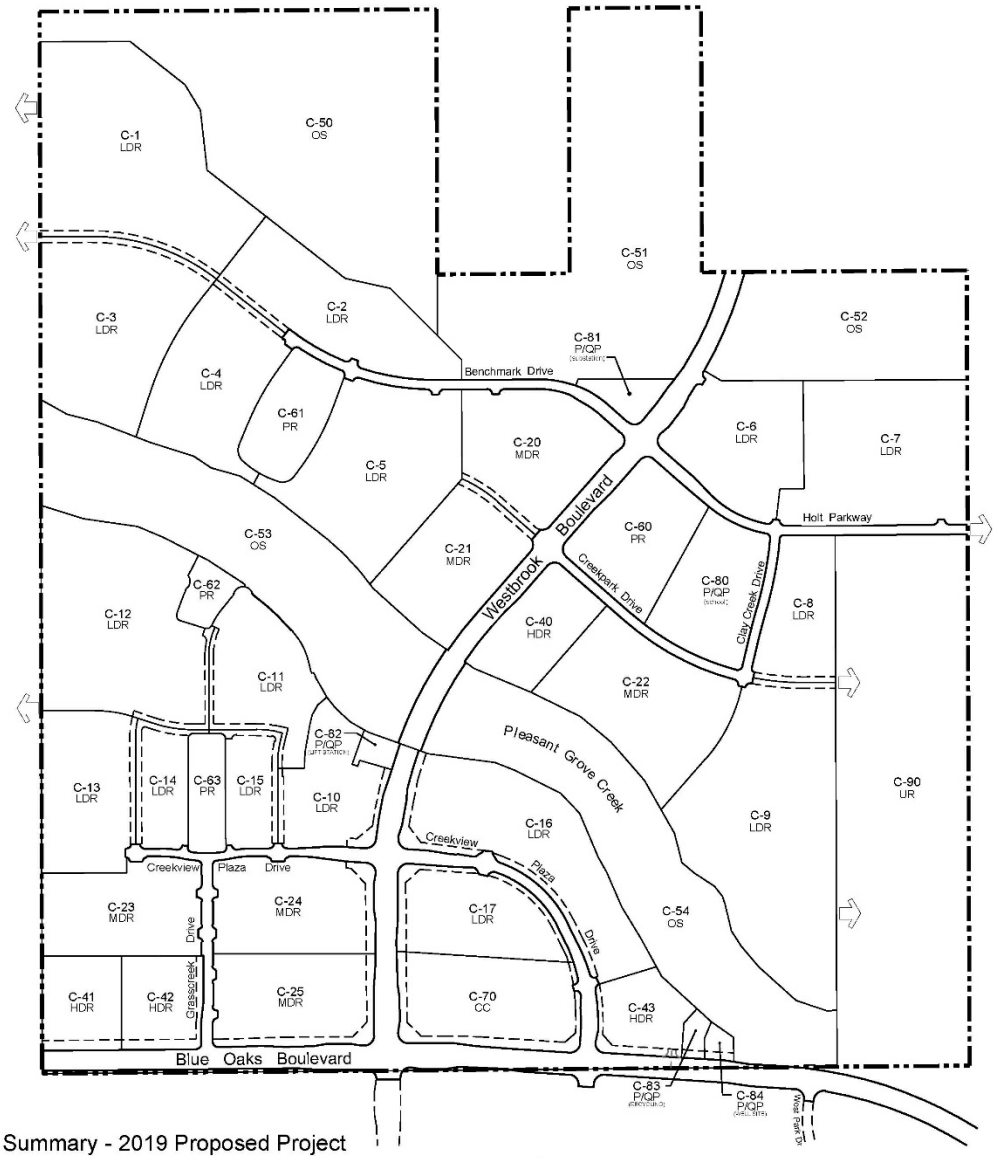
Table 2 2012 Approved Land Uses vs. 2019 Proposed Land Uses			
Approved Land Uses 2012		**Approved Land Uses 2016**	
Uses	**Acres**	**Uses**	**Acres**
Residential			
LDR	157.3	LDR	182.74
MDR	66.0	MDR	51.20
HDR	18.7	HDR	17.68
Residential Sub-Total	242.0	**Residential Sub-Total**	251.62
Service and Employment			
CC	15.5	CC	9.26
CC/BP	3.8	CC/BP	0
Service and Employment Sub-Total	19.3	**Service and Employment Sub-Total**	9.26
Open Space and Public			
Open Space (OS)	136.9	OS	136.90
Park (PR)	16.1	PR	16.27
Public/Quasi-Public (P/QP)	9.6	P/QP	9.65
Urban Reserve (UR)	39.9	UR	39.90
Right-of-Way (ROW)	37.5	ROW	37.70
Open Space and Public Sub-Total	240	**Open Space and Public Sub-Total**	240.42
TOTAL ACRES	**501.3**	**TOTAL ACRES**	**501.30**

Residential Unit Count and Distribution

The 2019 SPA includes adjustments to the residential unit and distributions due to residential parcels being reconfigured west and east of Westbrook Boulevard and south of the Pleasant Grove Creek. Additionally, the 2019 SPA revised land uses resulting in the addition of LDR parcels increasing the LDR residential unit count and distribution. A summary of the approved residential unit count from the 2016 SPA compared to the proposed residential unit count as part of this proposed 2019 SPA is presented in Table 3 below.

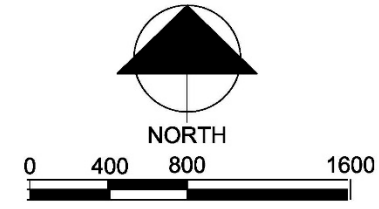
Table 3 2016 Approved Residential Unit Count vs. 2019 Proposed Residential Unit Count			
2016 SPA		**2019 SPA**	
Uses	**Units**	**Uses**	**Units**
LDR	810	LDR	954
MDR	654	MDR	510
HDR	547	HDR	547
TOTAL UNITS	**2,011**	**TOTAL UNITS**	**2,011**

Figure 4
2019 SPA Proposed Land Use Plan



Land Use Summary - 2019 Proposed Project

Land Use		Acres	Units
Residential			
Low Density Residential (LDR)		182.74 ac.	954 du
Medium Density Residential (MDR)		51.20 ac.	510 du
High Density Residential (HDR)		17.68 ac.	547 du
	Subtotal	251.62 ac.	2,011 du
Service & Employment			
Community Commercial (CC)		9.26 ac.	
	Subtotal	9.26 ac.	
Open Space & Public			
Open Space (OS)		136.90 ac.	
Park (PR)		16.27 ac.	
Public/Quasi-Public (P/QP)		9.65 ac.	
Urban Reserve (UR)		39.90 ac.	
Right of Way (ROW)		37.70 ac.	
	Subtotal	240.42 ac.	
TOTAL		**501.30 ac.**	**2,011 du**



Creekview Specific Plan
Proposed Land Use Plan (2019)

Construction and Design

The following is a discussion of the project construction phases and site features associated with the proposed project modifications.

Construction Phases

Construction of the CSP is anticipated to occur over three phases, A, B and C. As part of the 2019 SPA, the phasing plan has been modified to reflect the revisions to the land use plan; however, the area of disturbance in each phase remains the same.

Phase A includes the development of all parcels and associated infrastructure south of Pleasant Grove Creek and consists of 66.5 acres of LDR, 23.5 acres of MDR, 12.5 acres of HDR, 9.3 acres of CC, 4.0 acres of PR, 49.7 acres of OS, and 1.8 acres of P/QP.

Phase B includes the development of all parcels and associated infrastructure in the northeast corner of the project site (C-52, C6, C-7, and C-8) and consists of 27.6 acres of LDR and 15.1 acres of OS.

Phase C includes the development of the remaining parcels and infrastructure north of Pleasant Grove Creek and consists of 88.6 acres of LDR, 27.7 acres of MDR, 5.2 acres of HDR, 12.2 acres of PR, and 7.9 aces of P/QP.

Site Development Features

It should be noted that the proposed project would incorporate a variety of sustainable design features, which would include, but not necessarily be limited to, the following:

- Land use plan with compact form and higher density uses, consistent with the SACOG Blueprint and the City's Blueprint Implementation Strategies, proximate to transit services, schools, and parks;
- Development of a commercial center that provides services proximate to residential areas to reduce reliance on vehicles;
- Provision of a park and ride lot, electric charging stations, bus transfer station, bus stops, and right of way for future bus rapid transit;
- Provision of traffic calming measures and streets designed to maximize connectivity,
- Provision of physical improvements, such as sidewalk improvements, walkway enhancements, landscaping, pavement markings, and bicycle parking that would act as incentives for pedestrian and bicycle modes of travel;
- Provision of a planned pedestrian and bike network containing Class I and Class II facilities;
- Connection of the site with a regional bikeway/pedestrian trail system;
- Improvements to the existing bikeway/pedestrian trail network, including landscape treatment and widening in some locations; and
- Provision of direct, safe, attractive pedestrian access from project land uses to transit stops and adjacent development.

Furthermore, due to the project location, the following site features are inherent in the proposed project design:

- Within walking distance to public transportation;
- Existing network of pedestrian and bicycle connections;
- Near major transportation route (i.e., SR 65);
- Near residential development; and
- Near existing commercial uses, including retail and restaurants.

Sources

1. California Air Pollution Control Officers Association. *Quantifying Greenhouse Gas Mitigation Measures*. August 2010.
2. California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
3. California Air Resources Board. *Ambient Air Quality Standards*. May 04, 2016.
4. California Air Resources Board. *First Update to the Climate Change Scoping Plan*. May 15, 2014.
5. California Air Resources Board. *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Documen*t. August 19, 2011.
6. Fehr and Peers. *Transportation Impact Assessment of Proposed Land Use Amendment to Creekview Specific Plan.* June 28, 2019.
7. Placer County Air Pollution Control District. *CEQA Air Quality Handbook.* November 21, 2017.
8. Placer County Air Pollution Control District. *Placer County Air Pollution Control District Policy. Review of Land Use Projects Under CEQA.* October 13, 2016
9. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. December 2009.
10. Sacramento Metropolitan Air Quality Management District. *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 SIP Revisions).* September 26, 2013.

III. AIR QUALITY. *Would the project:*		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	✖	☐
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	✖	☐
c.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	✖	☐
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	✖	☐

Discussion

a,b. The proposed project site is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter ($PM_{2.5}$) and the State particulate matter 10 microns in diameter (PM_{10}) standards, as well as for both the federal and State ozone standards. The federal Clean Air Act requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the national ambient air quality standards (NAAQS). The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. In compliance with regulations, the PCAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the NAAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

The current applicable air quality plan for the proposed project area is the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (Ozone Attainment Plan), adopted September 26, 2013. The U.S. Environmental Protection Agency (USEPA) determined the motor vehicle emission budgets in the Plan to be adequate and made such findings effective August 25, 2014. On January 9, 2015, the USEPA approved the 2013 Ozone Attainment Plan.

The 2013 Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the CAA requirements, including the NAAQS. It should be noted that in addition to strengthening the 8-hour ozone NAAQS, the USEPA also strengthened the secondary 8-hour ozone NAAQS, making the secondary standard identical to the primary standard. The SVAB remains classified as a severe nonattainment area with an attainment deadline of 2027. On October 26, 2015, the USEPA released a final implementation rule for the revised

NAAQS for ozone to address the requirements for reasonable further progress, modeling and attainment demonstrations, and reasonably available control measures (RACM) and reasonably available control technology (RACT). With the publication of the new NAAQS ozone rules, areas in nonattainment must update their ozone attainment plans and submit new plans by 2020/2021.

General conformity requirements of the regional air quality plan include whether a project would cause or contribute to new violations of any NAAQS, increase the frequency or severity of an existing violation of any NAAQS, or delay timely attainment of any NAAQS. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the PCAPCD adopts recommended thresholds of significance for emissions of PM_{10}, and ozone precursors – reactive organic gases (ROG) and oxides of nitrogen (NO_X). On October 13, 2016, the PCAPCD adopted updated significance thresholds for the aforementioned pollutants.

The significance thresholds, expressed in pounds per day (lbs/day), listed in Table 4 are the PCAPCD's recently updated thresholds of significance for use in the evaluation of air quality impacts associated with proposed development projects. The City of Roseville, as lead agency, uses the PCAPCD's recommended thresholds of significance for CEQA evaluation purposes. Thus, if the proposed project's emissions exceed the pollutant thresholds presented in Table 4, the project could have a significant effect on air quality, the attainment of federal and State AAQS, and could conflict with or obstruct implementation of the applicable air quality plan.

Table 4
PCAPCD Thresholds of Significance

Pollutant	Construction Threshold (lbs/day)	Operational Threshold (lbs/day)
ROG	82	55
NO_X	82	55
PM_{10}	82	82

Source: Placer County Air Pollution Control District. Placer County Air Pollution Control District Policy. Review of Land Use Projects Under CEQA. October 13, 2016

The proposed project's operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2016.3.2 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, compliance with the California Building Standards Code (CBSC), etc. Where project-specific information is available, such information should be applied in the model. For the proposed project, project-specific trip generation rates provided by traffic consultants were input into the model. The emissions intensity factor for electricity consumed at the project site was updated to reflect Roseville Electric's progress towards achieving the State's Renewable Portfolio Standards (RPS). All CalEEMod results are included in Appendix A.

The proposed project's potential air quality impacts associated with construction and operations are discussed in further detail below. A discussion of the proposed modifications' contribution to cumulative air quality conditions is provided below as well.

Construction Emissions

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction worker commutes, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes particulate matter (PM) emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site, and the vicinity of the site, until all construction has been completed, construction is a potential concern because the proposed project is in a non-attainment area for ozone and PM_{10} and $PM_{2.5}$.

The proposed project would be required to comply with all PCAPCD rules and regulations for construction, which would be noted on City-approved construction plans. The applicable rules and regulations would include, but not be limited to, the following:

- Rule 202 related to visible emissions;
- Rule 217 related to cutback and emulsified asphalt paving materials;
- Rule 218 related to architectural coatings;
- Rule 228 related to fugitive dust; and
- Rule 501 related to general permit requirements.

The proposed project's compliance with the above PCAPCD rules would minimize construction-related emissions. For example, Rule 228 includes implementation of dust control measures, such as minimizing track-out on to paved public roadways, limiting vehicle travel on unpaved surfaces to 15 miles per hour, and stabilization of storage piles and disturbed areas. A Dust Control Plan must also be submitted to the PCAPCD per Rule 228 prior to the start of earth-disturbing activities.

Construction of the proposed project would not change the three project phases and the construction disturbance area in each phase is consistent with the currently approved CSP. Therefore, the construction emissions for the 2019 SPA would be consistent with the emissions that would occur with the current CSP. Thus, the proposed project's construction emissions were not modeled as part of this analysis. It should be noted that given the passage of time, construction equipment has generally become more efficient in design resulting in reduced emissions during construction. As such, the proposed project's construction emissions can be assumed to be equal to or less than what was previously anticipated for the CSP. Because the proposed project would not result in emissions beyond what has already been anticipated for the CSP, construction emissions

would not result in any additional or more severe impacts associated with construction air quality emissions.

Operational Emissions

Operational emissions of ROG, NO_X, and PM_{10} would be generated by the proposed project from area, energy, and mobile sources. Area sources include architectural coating vapors, landscape maintenance equipment exhaust, and use of consumer products (e.g., deodorants, cleaning products, spray paint, etc.). Energy sources include electricity and natural gas consumption. Mobile-source emissions would result from the future employee and patron vehicle trips. As stated above, the proposed project would be required to comply with all applicable PCAPCD rules and regulations, including the following related to operations:

- Rule 205 related to nuisances;
- Rule 231 or Rule 247 related to commercial water heaters and boilers; and
- Rule 502 related to review of new sources of emissions.

The modeling assumes an operational year of 2026, when all three phases of the proposed project are complete. The modeling includes emissions estimates for the currently allowed development (2016 CSP) as well as the proposed project (2019 SPA). Table 5 presents a comparison of the operational emissions associated with the 2016 CSP and the proposed project to determine the net new emissions associated with the proposed amendment. Traffic consultants, Fehr and Peers, provided project-specific trip generation and vehicle miles travelled (VMT) for both the 2016 CSP and 2019 SPA.

Table 5
Total Operational Emissions

Pollutant	2016 CSP Projected Emissions (lbs/day)	2019 SPA Projected Emissions (lbs/day)	Net New Emissions (lbs/day)	PCAPCD Significance Threshold (lbs/day)
ROG	125.66	118.56	7.10	55
NO_X	193.33	175.58	17.75	55
PM_{10}	16.03	15.95	0.08	82

Source: CalEEMod, June 2019 (see Appendix A).

As shown in Table 5, while the overall emissions associated with both the 2016 CSP and 2019 SPA would exceed the PCAPCD significant thresholds, the proposed project would result in a reduction in emissions as compared to the development currently allowed in the CSP. Therefore, because the proposed project's operational emissions would result in an emissions reduction, the proposed project would not be considered to conflict with air quality plans during project operations beyond what has already been anticipated from the CSP.

Cumulative Emissions

A cumulative impact analysis considers a project over time in conjunction with other past, present, and reasonably foreseeable future projects whose impacts might compound those of the project being assessed. Due to the dispersive nature and regional sourcing of air pollutants, air pollution is already largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant.

To improve air quality and attain the health-based standards, reductions in emissions are necessary within nonattainment areas. The project is part of a pattern of urbanization occurring in the greater Sacramento ozone nonattainment area. The growth and combined vehicle usage, and business activity within the nonattainment area from the project, in combination with other past, present, and reasonably foreseeable projects within Roseville and surrounding areas, could either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases. Thus, the project could cumulatively contribute to regional air quality health effects through emissions of criteria and mobile source air pollutants.

The PCAPCD recommends using the region's existing attainment plans as a basis for analysis of cumulative emissions. If a project would interfere with an adopted attainment plan, the project would inhibit the future attainment of AAQS, and thus result in a cumulative impact. As discussed above, the PCAPCD's recommended thresholds of significance for ozone precursors and PM_{10} are based on attainment plans for the region. Thus, the PCAPCD concluded that if a project's ozone precursor and PM_{10} emissions would be less than PCAPCD project-level thresholds, the project would not be expected to conflict with any relevant attainment plans, and would not result in a cumulatively considerable contribution to a significant cumulative impact. As a result, the PCACPD established operational phase cumulative-level emissions thresholds identical to the operational thresholds identified above, in Table **4**4.

While the proposed project would amend the land uses anticipated under the approved 2016 CSP, the emissions associated with the 2019 SPA would reduce emissions anticipated from the CSP, and, thus, would not be considered to result in a cumulatively considerable contribution to citywide emissions.

Conclusion

It should be noted that the currently approved project had been previously analyzed by the City under CEQA and was determined to result in a significant and unavoidable impact related to criteria pollutant emissions. However, based on the modeling conducted for the proposed project, the 2019 SPA would result in reduced criteria air pollutant emissions.

As stated previously, the applicable regional air quality plans include the 2001 Ozone Attainment Plan and the 2017 CAP. Because the proposed project would not result in construction-related or operational emissions of criteria air pollutants in excess of what has already be anticipated for the CSP, conflicts with or obstruction of the implementation of the applicable regional air quality plans would not occur beyond what has already been anticipated for the CSP. In addition, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state AAQS. Thus, a ***less-than-significant*** impact would result.

c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics.

The proposed project involves the construction and operation of a specific plan that includes a mix of uses. The residences to the south of the project site would be considered sensitive receptors. The major pollutant concentrations of concern are localized CO emissions and toxic air contaminant (TAC) emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the project would be expected to increase local CO concentrations. Concentrations of CO approaching the AAQS are only expected where background levels are high, and traffic volumes and congestion levels are high. The statewide CO Protocol document identifies signalized intersections operating at Level of Service (LOS) E or F, or projects that would result in the worsening of signalized intersections to LOS E or F, as having the potential to result in localized CO concentrations in excess of the State or federal AAQS, as a result of large numbers of cars idling at stop lights. [1]

In accordance with the statewide CO Protocol, the PCAPCD has established screening methodology for localized CO emissions, which are intended to provide a conservative indication of whether project-generated vehicle trips would result in the generation of localized CO emissions that would contribute to an exceedance of AAQS and potentially

[1] University of California, Davis. *Transportation Project-Level Carbon Monoxide Protocol*. December 1997.

expose sensitive receptors to substantial CO concentrations. Per the PCAPCD's screening methodology, if the project would result in vehicle operations producing more than 550 lbs/day of CO emissions and if either of the following scenarios are true, the projects could result in localized CO emissions that would violate CO standards:

- Degrade the peak hour level of service (LOS) on one or more streets or at one or more intersections (both signalized and non-signalized) in the project vicinity from an acceptable LOS (i.e., LOS A, B, C, or D) to an unacceptable LOS (i.e., LOS E or F); or
- Substantially worsen an already existing unacceptable peak hour LOS on one or more streets or at one or more intersections in the project vicinity. "Substantially worsen" includes an increase in delay at an intersection by 10 seconds or more when project-generated traffic is included.

According to the Air Quality analysis performed for the proposed project, the 2019 SPA would result in net reduction of 15.73 lbs/day maximum mobile source CO emissions associated with the CSP. (see Appendix A). Consequently, CO emissions related to operation of the proposed project would CO exposure. Therefore, according to the PCAPCD's screening methodology for localized CO emissions, the proposed project would not be expected to generate localized CO emissions that would contribute to an exceedance of AAQS and the proposed project would not expose sensitive receptors to substantial concentrations of localized CO beyond that already anticipated for the CSP.

TAC Emissions

Another category of environmental concern is TACs. The *CARB's Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

Construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment used for site grading, paving, and other construction activities would result in the generation of DPM. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Operation of construction equipment would be regulated by the PCAPCD and would likely occur intermittently throughout the course of a day. Furthermore, considering the short-term nature of construction activities, as well as the regulated and intermittent nature of the operation of construction equipment, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low. As discussed above, the proposed project would not change

the anticipated construction emissions associated with the CSP. As such, construction of the proposed project would not be expected to generate substantial DPM emissions that could result in health risks beyond what could currently occur. As such, project construction would not be result in an increase in exposure of sensitive receptors to substantial TAC concentrations.

Conclusion

Based on the above, the proposed project would not result in an increased exposure of any sensitive receptors to substantial concentrations of any pollutants. Therefore, impacts related to exposing sensitive receptors to substantial pollutant concentrations would be ***less than significant***.

d. Emissions of pollutants have the potential to adversely affect sensitive receptors within the project area. Pollutants of principal concern include emissions leading to odors, emissions of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in sections "a" through "c" above. Therefore, the following discussion focuses on emissions of odors, dust, and exhaust.

Examples of common land use types that typically generate significant odor impacts include, but are not limited to wastewater treatment plants; composting/green waste facilities; recycling facilities; petroleum refineries; chemical manufacturing plants; painting/coating operations; rendering plants; and food packaging plants. The proposed project would include residential, retail, office, school, and park uses. The proposed uses are not typically associated with substantial objectionable odors.

Although less common, diesel fumes associated with substantial diesel-fueled equipment and heavy-duty trucks, such as from construction activities, freeway traffic, or distribution centers, could be found to be objectionable. However, as discussed above, construction is temporary and diesel emissions would be minimal and regulated through compliance with the PCAPCD's rules and regulations. The aforementioned regulations would help to minimize air pollutant emissions, as well as any associated odors. Considering the short-term nature of construction activities and the regulated and intermittent nature of the operation of construction equipment on the site, construction of the proposed project would not be expected to create objectionable odors affecting a substantial number of people.

It should be noted that PCAPCD Rule 205, Nuisance, addresses the exposure of "nuisance or annoyance" air contaminant discharges, including odors from restaurants and construction, and provides enforcement of odor control. Rule 205 is complaint-based, where if public complaints are sufficient to cause the odor source to be considered a public nuisance, then the PCAPCD is required to investigate the identified source, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications to correct the nuisance condition. Thus, although not anticipated, if odor or air quality complaints are made upon development of the proposed project, the PCAPCD would be required (per PCAPCD Rule 205) to ensure that such complaints are addressed and mitigated, as necessary.

As noted previously, construction of projects in the City are required to comply with all applicable PCAPCD rules and regulations. The aforementioned rules would act to reduce construction-related dust by implementing dust control measures. Following project construction, vehicles operating within the project site would be limited to paved areas of the site, which would not have the potential to create substantial dust emissions. Thus, project operations would not include sources of dust that could adversely affect a substantial number of people.

For the aforementioned reasons, construction and operation of the proposed project would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people, and a ***less-than-significant*** impact would result.

VII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	✖	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☐	✖	☐

Discussion

a,b. Emissions of greenhouse gases (GHGs) associated with human activities that contribute to global climate change are associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e$/yr).

Recognizing the global scale of climate change, California has enacted several pieces of legislation in an attempt to address GHG emissions. Specifically, Assembly Bill (AB) 32, and more recently Senate Bill (SB) 32, have established statewide GHG emissions reduction targets. Accordingly, the CARB has prepared the Climate Change Scoping Plan for California (Scoping Plan), which was approved in 2008 and updated in 2014. The Scoping Plan provides the outline for actions to reduce California's GHG emissions and achieve the emissions reductions targets required by AB 32. In concert with statewide efforts to reduce GHG emissions, air districts, counties, and local jurisdictions throughout the State have implemented their own policies and plans to achieve emissions reductions in line with the Scoping Plan and emissions reductions targets, including AB 32 and SB 32.

On October 13, 2016, the PCAPCD adopted GHG emissions thresholds in concurrent with the criteria pollutant threshold update. The updated thresholds begin with a

screening emission level of 1,100 MT CO_2e/yr. Any project below the 1,100 MT CO_2e/yr threshold is judged by the PCAPCD as having a less-than-significant impact on GHG emissions within the District and thus would not conflict with any state or regional GHG emissions reduction goals. Projects that would result in emissions above the 1,100 MT CO_2e/yr threshold would not necessarily result in substantial impacts, if certain efficiency thresholds are met. The efficiency thresholds, which are based on service populations and square footage, are presented in Table 6.

Table 6
PCAPCD Operational Thresholds of Significance

Efficiency Thresholds			
Residential (MT CO_2e/capita)		**Non-Residential (MT CO_2e/1,000 sf)**	
Urban	**Rural**	**Urban**	**Rural**
4.5	5.5	26.5	27.3

Source: Placer County Air Pollution Control District. Placer County Air Pollution Control District Policy. Review of Land Use Projects Under CEQA. October 13, 2016.

Projects which involve emissions below the 1,100 MT CO_2e/yr threshold or below the efficiency thresholds presented in Table 6, are considered to result in less-than-significant impacts in regards to GHG emissions within the District and thus would not conflict with any state or regional GHG emissions reduction goals. Finally, the PCAPCD has also established a Bright Line Cap, which shall be the maximum limit for any proposed project. The Bright Line Cap is 10,000 MT CO_2e/yr for all types of projects.

Buildout of the proposed project would contribute to increases of GHG emissions that are associated with global climate change during construction and operations. Based on the Traffic Memo prepared for the project, the 2019 SPA would result in an overall reduction in vehicle trips, and thus, would result in reduced GHG emissions associated with mobile sources. The proposed project's short-term construction-related and long-term operational GHG emissions are discussed below.

Short-Term Construction GHG Emissions

Construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis.

As previously discussed, construction of the proposed project would not change the three project phases and the construction disturbance area in each phase remaining consistent with the currently approved CSP. As such, the proposed project's construction-related GHG emissions can be assumed to be equal to or less than what was previously anticipated for the CSP. Because the proposed project would not result in GHG emissions beyond what could currently occur for the CSP, construction-related GHG emissions would not result in any additional or more severe impacts associated with short-term construction-related GHG emissions.

Long-Term Operational GHG Emissions

The proposed project's estimated GHG emissions at full buildout (2026) would result in a net decrease in GHG emissions of 1,024.43 MT CO_2e/yr as compared to the current CSP (see Table 7). Although the estimated emissions of both the 2016 CSP and 2019 SPA would be in excess of the 10,000 MTCO_2e/yr Bright Line Cap, the proposed amendment would reduce emission from what could currently occur on site. Because the proposed modifications would result in a reduction of GHG emissions, the proposed project would not create GHG emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions beyond what is already anticipated with buildout of the CSP, and a ***less-than-significant*** impact associated with the proposed 2019 SPA would occur.

Table 7
2016 Unmitigated Project Operational GHG Emissions vs. 2019 Unmitigated Project Operational GHG Emission

Emission Source	2016 CSP	2019 SPA	Net Change (MTCO_2e/yr)
	Annual GHG Emissions (MTCO_2e/yr)	Annual GHG Emissions (MTCO_2e/yr)	
Area	1,459.04	1,459.03	-0.01
Energy	6,332.60	5,865.71	-469.89
Mobile	5,280.63	4,878.83	-401.80
Solid Waste	1,101.74	1,025.89	-75.85
Water	511.60	434.72	-76.88
TOTAL ANNUAL GHG EMISSIONS	**14,685.61**	**13,664.18**	**-1,024.43**

Source: CalEEMod, June 2019 (see Appendix).

APPENDIX A

CALEEMOD RESULTS

Creekview Specific Plan Ammendment

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	143.00	1000sqft	3.80	143,000.00	0
Elementary School	600.00	Student	9.60	50,162.02	0
Parking Lot	325.00	Space	2.92	130,000.00	0
City Park	16.10	Acre	16.10	701,316.00	0
Apartments Mid Rise	547.00	Dwelling Unit	18.70	547,000.00	1564
Single Family Housing	1,464.00	Dwelling Unit	223.30	2,635,200.00	4187
Strip Mall	179.00	1000sqft	12.58	179,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2026
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	443.13	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Creekview Specific Plan Ammendment - Placer County APCD Air District, Annual

Project Characteristics - CO2 Intensity factor adjusted based on Roseville Electric's anticipated progress towards statewide RPS goals.

Land Use - Applicant Provided Information

Construction Phase - Construction not modeled

Off-road Equipment - Construction not modeled

Trips and VMT - Construction not modeled

Vehicle Trips - Information from F&P Technical Memo

Woodstoves - Applicant Provided Information

Energy Use -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	180.00	1.00
tblLandUse	LotAcreage	3.28	3.80
tblLandUse	LotAcreage	1.15	9.60
tblLandUse	LotAcreage	14.39	18.70
tblLandUse	LotAcreage	475.32	223.30
tblLandUse	LotAcreage	4.11	12.58
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	793.8	443.13
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	VendorTripLength	7.30	0.00
tblTripsAndVMT	WorkerTripLength	10.80	0.00
tblVehicleTrips	CC_TL	7.30	0.60
tblVehicleTrips	CC_TL	7.30	0.60

tblVehicleTrips	CC_TL	7.30	0.60
tblVehicleTrips	CC_TL	7.30	0.60
tblVehicleTrips	CC_TL	7.30	0.60
tblVehicleTrips	CNW_TL	7.30	0.60
tblVehicleTrips	CNW_TL	7.30	0.60
tblVehicleTrips	CNW_TL	7.30	0.60
tblVehicleTrips	CNW_TL	7.30	0.60
tblVehicleTrips	CNW_TL	7.30	0.60
tblVehicleTrips	CW_TL	9.50	0.87
tblVehicleTrips	CW_TL	9.50	0.87
tblVehicleTrips	CW_TL	9.50	0.87
tblVehicleTrips	CW_TL	9.50	0.87
tblVehicleTrips	CW_TL	9.50	0.87
tblVehicleTrips	HO_TL	7.50	0.60
tblVehicleTrips	HO_TL	7.50	0.60
tblVehicleTrips	HS_TL	7.30	0.60
tblVehicleTrips	HS_TL	7.30	0.60
tblVehicleTrips	HW_TL	10.80	0.87
tblVehicleTrips	HW_TL	10.80	0.87
tblVehicleTrips	ST_TR	6.39	6.50
tblVehicleTrips	ST_TR	22.75	2.20
tblVehicleTrips	ST_TR	0.00	1.00
tblVehicleTrips	ST_TR	2.46	17.70
tblVehicleTrips	ST_TR	9.91	9.00
tblVehicleTrips	ST_TR	42.04	35.00
tblVehicleTrips	SU_TR	5.86	6.50
tblVehicleTrips	SU_TR	16.74	2.20

tblVehicleTrips	SU_TR	0.00	1.00
tblVehicleTrips	SU_TR	1.05	17.70
tblVehicleTrips	SU_TR	8.62	9.00
tblVehicleTrips	SU_TR	20.43	35.00
tblVehicleTrips	WD_TR	6.65	6.50
tblVehicleTrips	WD_TR	1.89	2.20
tblVehicleTrips	WD_TR	1.29	1.00
tblVehicleTrips	WD_TR	11.03	17.70
tblVehicleTrips	WD_TR	9.52	9.00
tblVehicleTrips	WD_TR	44.32	35.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	142.6936	2.6361	170.6880	0.2830		21.9217	21.9217		21.9217	21.9217	2,077.2779	895.5937	2,972.8716	1.9404	0.1634	3,070.0729
Energy	0.2592	2.2298	1.0489	0.0141		0.1791	0.1791		0.1791	0.1791	0.0000	6,296.2021	6,296.2021	0.2933	0.0976	6,332.6045
Mobile	3.7663	27.0106	19.8304	0.0566	1.9981	0.0401	2.0382	0.5375	0.0373	0.5747	0.0000	5,269.8258	5,269.8258	0.4323	0.0000	5,280.6324
Waste						0.0000	0.0000		0.0000	0.0000	444.7045	0.0000	444.7045	26.2813	0.0000	1,101.7365
Water						0.0000	0.0000		0.0000	0.0000	54.2993	277.0628	331.3621	5.5952	0.1354	511.6025
Total	**146.7192**	**31.8766**	**191.5673**	**0.3537**	**1.9981**	**22.1409**	**24.1390**	**0.5375**	**22.1380**	**22.6755**	**2,576.2818**	**12,738.6843**	**15,314.9660**	**34.5425**	**0.3964**	**16,296.6487**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	16.6551	1.4029	15.4531	8.6500e-003		0.1823	0.1823		0.1823	0.1823	0.0000	1,449.9810	1,449.9810	0.0507	0.0261	1,459.0378
Energy	0.2592	2.2298	1.0489	0.0141		0.1791	0.1791		0.1791	0.1791	0.0000	6,296.2021	6,296.2021	0.2933	0.0976	6,332.6045
Mobile	3.7663	27.0106	19.8304	0.0566	1.9981	0.0401	2.0382	0.5375	0.0373	0.5747	0.0000	5,269.8258	5,269.8258	0.4323	0.0000	5,280.6324
Waste						0.0000	0.0000		0.0000	0.0000	444.7045	0.0000	444.7045	26.2813	0.0000	1,101.7365
Water						0.0000	0.0000		0.0000	0.0000	54.2993	277.0628	331.3621	5.5952	0.1354	511.6025
Total	**20.6806**	**30.6433**	**36.3324**	**0.0794**	**1.9981**	**0.4016**	**2.3997**	**0.5375**	**0.3987**	**0.9362**	**499.0038**	**13,293.0716**	**13,792.0754**	**32.6528**	**0.2591**	**14,685.6137**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**85.90**	**3.87**	**81.03**	**77.55**	**0.00**	**98.19**	**90.06**	**0.00**	**98.20**	**95.87**	**80.63**	**-4.35**	**9.94**	**5.47**	**34.63**	**9.89**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2020	7/1/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.92

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	0	0.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	0.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Site Preparation - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.7663	27.0106	19.8304	0.0566	1.9981	0.0401	2.0382	0.5375	0.0373	0.5747	0.0000	5,269.8258	5,269.8258	0.4323	0.0000	5,280.6324
Unmitigated	3.7663	27.0106	19.8304	0.0566	1.9981	0.0401	2.0382	0.5375	0.0373	0.5747	0.0000	5,269.8258	5,269.8258	0.4323	0.0000	5,280.6324

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	3,555.50	3,555.50	3555.50	825,158	825,158
City Park	35.42	35.42	35.42	6,563	6,563
Elementary School	600.00	600.00	600.00	119,909	119,909
General Office Building	2,531.10	2,531.10	2531.10	522,701	522,701
Parking Lot	0.00	0.00	0.00		
Single Family Housing	13,176.00	13,176.00	13176.00	3,057,876	3,057,876
Strip Mall	6,265.00	6,265.00	6265.00	842,974	842,974
Total	26,163.02	26,163.02	26,163.02	5,375,181	5,375,181

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	0.87	0.60	0.60	42.60	21.00	36.40	86	11	3
City Park	0.87	0.60	0.60	33.00	48.00	19.00	66	28	6
Elementary School	0.87	0.60	0.60	65.00	30.00	5.00	63	25	12
General Office Building	0.87	0.60	0.60	33.00	48.00	19.00	77	19	4
Parking Lot	0.87	0.60	0.60	0.00	0.00	0.00	0	0	0
Single Family Housing	0.87	0.60	0.60	42.60	21.00	36.40	86	11	3
Strip Mall	0.87	0.60	0.60	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
City Park	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Elementary School	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
General Office Building	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Parking Lot	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Single Family Housing	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Strip Mall	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Creekview Specific Plan Ammendment - Placer County APCD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	3,730.6137	3,730.6137	0.2441	0.0505	3,751.7701
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	3,730.6137	3,730.6137	0.2441	0.0505	3,751.7701
NaturalGas Mitigated	0.2592	2.2298	1.0489	0.0141		0.1791	0.1791		0.1791	0.1791	0.0000	2,565.5884	2,565.5884	0.0492	0.0470	2,580.8344
NaturalGas Unmitigated	0.2592	2.2298	1.0489	0.0141		0.1791	0.1791		0.1791	0.1791	0.0000	2,565.5884	2,565.5884	0.0492	0.0470	2,580.8344

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	5.33221e+006	0.0288	0.2457	0.1046	1.5700e-003		0.0199	0.0199		0.0199	0.0199	0.0000	284.5471	284.5471	5.4500e-003	5.2200e-003	286.2380
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	475034	2.5600e-003	0.0233	0.0196	1.4000e-004		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003	0.0000	25.3496	25.3496	4.9000e-004	4.6000e-004	25.5003
General Office Building	2.35378e+006	0.0127	0.1154	0.0969	6.9000e-004		8.7700e-003	8.7700e-003		8.7700e-003	8.7700e-003	0.0000	125.6067	125.6067	2.4100e-003	2.3000e-003	126.3531
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	3.7822e+007	0.2039	1.7428	0.7416	0.0111		0.1409	0.1409		0.1409	0.1409	0.0000	2,018.3252	2,018.3252	0.0387	0.0370	2,030.3191
Strip Mall	2.0943e+006	0.0113	0.1027	0.0862	6.2000e-004		7.8000e-003	7.8000e-003		7.8000e-003	7.8000e-003	0.0000	111.7598	111.7598	2.1400e-003	2.0500e-003	112.4240
Total		**0.2592**	**2.2298**	**1.0489**	**0.0141**		**0.1791**	**0.1791**		**0.1791**	**0.1791**	**0.0000**	**2,565.5884**	**2,565.5884**	**0.0492**	**0.0470**	**2,580.8344**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	5.33221e+006	0.0288	0.2457	0.1046	1.5700e-003		0.0199	0.0199		0.0199	0.0199	0.0000	284.5471	284.5471	5.4500e-003	5.2200e-003	286.2380
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	475034	2.5600e-003	0.0233	0.0196	1.4000e-004		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003	0.0000	25.3496	25.3496	4.9000e-004	4.6000e-004	25.5003
General Office Building	2.35378e+006	0.0127	0.1154	0.0969	6.9000e-004		8.7700e-003	8.7700e-003		8.7700e-003	8.7700e-003	0.0000	125.6067	125.6067	2.4100e-003	2.3000e-003	126.3531
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	3.7822e+007	0.2039	1.7428	0.7416	0.0111		0.1409	0.1409		0.1409	0.1409	0.0000	2,018.3252	2,018.3252	0.0387	0.0370	2,030.3191
Strip Mall	2.0943e+006	0.0113	0.1027	0.0862	6.2000e-004		7.8000e-003	7.8000e-003		7.8000e-003	7.8000e-003	0.0000	111.7598	111.7598	2.1400e-003	2.0500e-003	112.4240
Total		**0.2592**	**2.2298**	**1.0489**	**0.0141**		**0.1791**	**0.1791**		**0.1791**	**0.1791**	**0.0000**	**2,565.5884**	**2,565.5884**	**0.0492**	**0.0470**	**2,580.8344**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.32828e+006	467.9859	0.0306	6.3400e-003	470.6399
City Park	0	0.0000	0.0000	0.0000	0.0000
Elementary School	282914	56.8658	3.7200e-003	7.7000e-004	57.1883
General Office Building	1.43143e+006	287.7180	0.0188	3.9000e-003	289.3496
Parking Lot	45500	9.1455	6.0000e-004	1.2000e-004	9.1974
Single Family Housing	1.23617e+007	2,484.7053	0.1626	0.0336	2,498.7961
Strip Mall	2.11041e+006	424.1932	0.0278	5.7400e-003	426.5988
Total		**3,730.6137**	**0.2442**	**0.0505**	**3,751.7701**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.32828e+006	467.9859	0.0306	6.3400e-003	470.6399
City Park	0	0.0000	0.0000	0.0000	0.0000
Elementary School	282914	56.8658	3.7200e-003	7.7000e-004	57.1883
General Office Building	1.43143e+006	287.7180	0.0188	3.9000e-003	289.3496
Parking Lot	45500	9.1455	6.0000e-004	1.2000e-004	9.1974
Single Family Housing	1.23617e+007	2,484.7053	0.1626	0.0336	2,498.7961
Strip Mall	2.11041e+006	424.1932	0.0278	5.7400e-003	426.5988
Total		**3,730.6137**	**0.2442**	**0.0505**	**3,751.7701**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	16.6551	1.4029	15.4531	8.6500e-003		0.1823	0.1823		0.1823	0.1823	0.0000	1,449.9810	1,449.9810	0.0507	0.0261	1,459.0378
Unmitigated	142.6936	2.6361	170.6880	0.2830		21.9217	21.9217		21.9217	21.9217	2,077.2779	895.5937	2,972.8716	1.9404	0.1634	3,070.0729

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.1655					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	13.8966					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	126.1826	2.4642	155.7587	0.2822		21.8389	21.8389		21.8389	21.8389	2,077.2779	871.1801	2,948.4580	1.9170	0.1634	3,045.0739
Landscaping	0.4490	0.1719	14.9293	7.9000e-004		0.0828	0.0828		0.0828	0.0828	0.0000	24.4136	24.4136	0.0234	0.0000	24.9990
Total	**142.6936**	**2.6361**	**170.6880**	**0.2830**		**21.9217**	**21.9217**		**21.9217**	**21.9217**	**2,077.2779**	**895.5936**	**2,972.8716**	**1.9404**	**0.1634**	**3,070.0728**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.1655					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	13.8966					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.1441	1.2309	0.5238	7.8600e-003		0.0995	0.0995		0.0995	0.0995	0.0000	1,425.5674	1,425.5674	0.0273	0.0261	1,434.0388
Landscaping	0.4490	0.1719	14.9293	7.9000e-004		0.0828	0.0828		0.0828	0.0828	0.0000	24.4136	24.4136	0.0234	0.0000	24.9990
Total	**16.6551**	**1.4029**	**15.4531**	**8.6500e-003**		**0.1823**	**0.1823**		**0.1823**	**0.1823**	**0.0000**	**1,449.9810**	**1,449.9810**	**0.0507**	**0.0261**	**1,459.0378**

7.0 Water Detail

7.1 Mitigation Measures Water

Creekview Specific Plan Ammendment - Placer County APCD Air District, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	331.3621	5.5952	0.1354	511.6025
Unmitigated	331.3621	5.5952	0.1354	511.6025

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	35.6393 / 22.4682	65.8748	1.1649	0.0282	103.3884
City Park	0 / 19.1828	13.4952	8.8000e-004	1.8000e-004	13.5717
Elementary School	1.45454 / 3.74026	4.6747	0.0477	1.1800e-003	6.2170
General Office Building	25.4159 / 15.5775	46.6648	0.8307	0.0201	73.4156
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	95.3855 / 60.1343	176.3085	3.1177	0.0754	276.7104
Strip Mall	13.259 / 8.12647	24.3441	0.4334	0.0105	38.2994
Total		**331.3621**	**5.5952**	**0.1354**	**511.6025**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	35.6393 / 22.4682	65.8748	1.1649	0.0282	103.3884
City Park	0 / 19.1828	13.4952	8.8000e-004	1.8000e-004	13.5717
Elementary School	1.45454 / 3.74026	4.6747	0.0477	1.1800e-003	6.2170
General Office Building	25.4159 / 15.5775	46.6648	0.8307	0.0201	73.4156
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	95.3855 / 60.1343	176.3085	3.1177	0.0754	276.7104
Strip Mall	13.259 / 8.12647	24.3441	0.4334	0.0105	38.2994
Total		**331.3621**	**5.5952**	**0.1354**	**511.6025**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Creekview Specific Plan Ammendment - Placer County APCD Air District, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	444.7045	26.2813	0.0000	1,101.7365
Unmitigated	444.7045	26.2813	0.0000	1,101.7365

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	251.62	51.0766	3.0185	0.0000	126.5401
City Park	1.38	0.2801	0.0166	0.0000	0.6940
Elementary School	109.5	22.2275	1.3136	0.0000	55.0677
General Office Building	132.99	26.9958	1.5954	0.0000	66.8809
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1507.32	305.9723	18.0825	0.0000	758.0335
Strip Mall	187.95	38.1522	2.2547	0.0000	94.5203
Total		**444.7045**	**26.2813**	**0.0000**	**1,101.7365**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	251.62	51.0766	3.0185	0.0000	126.5401
City Park	1.38	0.2801	0.0166	0.0000	0.6940
Elementary School	109.5	22.2275	1.3136	0.0000	55.0677
General Office Building	132.99	26.9958	1.5954	0.0000	66.8809
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1507.32	305.9723	18.0825	0.0000	758.0335
Strip Mall	187.95	38.1522	2.2547	0.0000	94.5203
Total		**444.7045**	**26.2813**	**0.0000**	**1,101.7365**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Creekview Specific Plan Ammendment

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	143.00	1000sqft	3.80	143,000.00	0
Elementary School	600.00	Student	9.60	50,162.02	0
Parking Lot	325.00	Space	2.92	130,000.00	0
City Park	16.10	Acre	16.10	701,316.00	0
Apartments Mid Rise	547.00	Dwelling Unit	18.70	547,000.00	1564
Single Family Housing	1,464.00	Dwelling Unit	223.30	2,635,200.00	4187
Strip Mall	179.00	1000sqft	12.58	179,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2026
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	443.13	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Creekview Specific Plan Ammendment - Placer County APCD Air District, Summer

Project Characteristics - CO2 Intensity factor adjusted based on Roseville Electric's anticipated progress towards statewide RPS goals.

Land Use - Applicant Provided Information

Construction Phase - Construction not modeled

Off-road Equipment - Construction not modeled

Trips and VMT - Construction not modeled

Vehicle Trips - Information from F&P Technical Memo

Woodstoves - Applicant Provided Information

Energy Use -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	180.00	1.00
tblLandUse	LotAcreage	3.28	3.80
tblLandUse	LotAcreage	1.15	9.60
tblLandUse	LotAcreage	14.39	18.70
tblLandUse	LotAcreage	475.32	223.30
tblLandUse	LotAcreage	4.11	12.58
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	793.8	443.13
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	VendorTripLength	7.30	0.00
tblTripsAndVMT	WorkerTripLength	10.80	0.00
tblVehicleTrips	CC_TL	7.30	0.60
tblVehicleTrips	CC_TL	7.30	0.60

tblVehicleTrips	CC_TL	7.30	0.60
tblVehicleTrips	CC_TL	7.30	0.60
tblVehicleTrips	CC_TL	7.30	0.60
tblVehicleTrips	CNW_TL	7.30	0.60
tblVehicleTrips	CNW_TL	7.30	0.60
tblVehicleTrips	CNW_TL	7.30	0.60
tblVehicleTrips	CNW_TL	7.30	0.60
tblVehicleTrips	CNW_TL	7.30	0.60
tblVehicleTrips	CW_TL	9.50	0.87
tblVehicleTrips	CW_TL	9.50	0.87
tblVehicleTrips	CW_TL	9.50	0.87
tblVehicleTrips	CW_TL	9.50	0.87
tblVehicleTrips	CW_TL	9.50	0.87
tblVehicleTrips	HO_TL	7.50	0.60
tblVehicleTrips	HO_TL	7.50	0.60
tblVehicleTrips	HS_TL	7.30	0.60
tblVehicleTrips	HS_TL	7.30	0.60
tblVehicleTrips	HW_TL	10.80	0.87
tblVehicleTrips	HW_TL	10.80	0.87
tblVehicleTrips	ST_TR	6.39	6.50
tblVehicleTrips	ST_TR	22.75	2.20
tblVehicleTrips	ST_TR	0.00	1.00
tblVehicleTrips	ST_TR	2.46	17.70
tblVehicleTrips	ST_TR	9.91	9.00
tblVehicleTrips	ST_TR	42.04	35.00
tblVehicleTrips	SU_TR	5.86	6.50
tblVehicleTrips	SU_TR	16.74	2.20

tblVehicleTrips	SU_TR	0.00	1.00
tblVehicleTrips	SU_TR	1.05	17.70
tblVehicleTrips	SU_TR	8.62	9.00
tblVehicleTrips	SU_TR	20.43	35.00
tblVehicleTrips	WD_TR	6.65	6.50
tblVehicleTrips	WD_TR	1.89	2.20
tblVehicleTrips	WD_TR	1.29	1.00
tblVehicleTrips	WD_TR	11.03	17.70
tblVehicleTrips	WD_TR	9.52	9.00
tblVehicleTrips	WD_TR	44.32	35.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3,170.6240	62.0129	3,964.8744	6.8915		533.5752	533.5752		533.5752	533.5752	55,848.9505	23,721.2504	79,570.2009	51.8261	4.3929	82,174.9502
Energy	1.4205	12.2181	5.7473	0.0775		0.9814	0.9814		0.9814	0.9814		15,496.3130	15,496.3130	0.2970	0.2841	15,588.3999
Mobile	27.7311	149.1736	95.1335	0.3280	11.4734	0.2179	11.6913	3.0746	0.2023	3.2768		33,683.4997	33,683.4997	2.4399		33,744.4960
Total	**3,199.7755**	**223.4046**	**4,065.7552**	**7.2970**	**11.4734**	**534.7746**	**546.2479**	**3.0746**	**534.7589**	**537.8334**	**55,848.9505**	**72,901.0631**	**128,750.0136**	**54.5630**	**4.6770**	**131,507.8461**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	96.5130	31.9335	178.6572	0.2004		3.3476	3.3476		3.3476	3.3476	0.0000	38,626.3092	38,626.3092	1.0214	0.7027	38,861.2391
Energy	1.4205	12.2181	5.7473	0.0775		0.9814	0.9814		0.9814	0.9814		15,496.3130	15,496.3130	0.2970	0.2841	15,588.3999
Mobile	27.7311	149.1736	95.1335	0.3280	11.4734	0.2179	11.6913	3.0746	0.2023	3.2768		33,683.4997	33,683.4997	2.4399		33,744.4960
Total	**125.6646**	**193.3252**	**279.5380**	**0.6059**	**11.4734**	**4.5469**	**16.0203**	**3.0746**	**4.5313**	**7.6058**	**0.0000**	**87,806.1220**	**87,806.1220**	**3.7583**	**0.9868**	**88,194.1349**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**96.07**	**13.46**	**93.12**	**91.70**	**0.00**	**99.15**	**97.07**	**0.00**	**99.15**	**98.59**	**100.00**	**-20.45**	**31.80**	**93.11**	**78.90**	**32.94**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2020	7/1/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.92

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	0	0.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	0.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Site Preparation - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	27.7311	149.1736	95.1335	0.3280	11.4734	0.2179	11.6913	3.0746	0.2023	3.2768		33,683.4997	33,683.4997	2.4399		33,744.4960
Unmitigated	27.7311	149.1736	95.1335	0.3280	11.4734	0.2179	11.6913	3.0746	0.2023	3.2768		33,683.4997	33,683.4997	2.4399		33,744.4960

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	3,555.50	3,555.50	3555.50	825,158	825,158
City Park	35.42	35.42	35.42	6,563	6,563
Elementary School	600.00	600.00	600.00	119,909	119,909
General Office Building	2,531.10	2,531.10	2531.10	522,701	522,701
Parking Lot	0.00	0.00	0.00		
Single Family Housing	13,176.00	13,176.00	13176.00	3,057,876	3,057,876
Strip Mall	6,265.00	6,265.00	6265.00	842,974	842,974
Total	26,163.02	26,163.02	26,163.02	5,375,181	5,375,181

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	0.87	0.60	0.60	42.60	21.00	36.40	86	11	3
City Park	0.87	0.60	0.60	33.00	48.00	19.00	66	28	6
Elementary School	0.87	0.60	0.60	65.00	30.00	5.00	63	25	12
General Office Building	0.87	0.60	0.60	33.00	48.00	19.00	77	19	4
Parking Lot	0.87	0.60	0.60	0.00	0.00	0.00	0	0	0
Single Family Housing	0.87	0.60	0.60	42.60	21.00	36.40	86	11	3
Strip Mall	0.87	0.60	0.60	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
City Park	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Elementary School	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
General Office Building	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Parking Lot	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Single Family Housing	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Strip Mall	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Creekview Specific Plan Ammendment - Placer County APCD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.4205	12.2181	5.7473	0.0775		0.9814	0.9814		0.9814	0.9814		15,496.3130	15,496.3130	0.2970	0.2841	15,588.3999
NaturalGas Unmitigated	1.4205	12.2181	5.7473	0.0775		0.9814	0.9814		0.9814	0.9814		15,496.3130	15,496.3130	0.2970	0.2841	15,588.3999

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	14608.8	0.1576	1.3463	0.5729	8.5900e-003		0.1089	0.1089		0.1089	0.1089		1,718.6819	1,718.6819	0.0329	0.0315	1,728.8952
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	1301.46	0.0140	0.1276	0.1072	7.7000e-004		9.7000e-003	9.7000e-003		9.7000e-003	9.7000e-003		153.1134	153.1134	2.9300e-003	2.8100e-003	154.0233
General Office Building	6448.71	0.0695	0.6322	0.5311	3.7900e-003		0.0481	0.0481		0.0481	0.0481		758.6720	758.6720	0.0145	0.0139	763.1805
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	103622	1.1175	9.5495	4.0636	0.0610		0.7721	0.7721		0.7721	0.7721		12,190.8094	12,190.8094	0.2337	0.2235	12,263.2533
Strip Mall	5737.81	0.0619	0.5625	0.4725	3.3800e-003		0.0428	0.0428		0.0428	0.0428		675.0363	675.0363	0.0129	0.0124	679.0477
Total		**1.4205**	**12.2181**	**5.7473**	**0.0775**		**0.9814**	**0.9814**		**0.9814**	**0.9814**		**15,496.3130**	**15,496.3130**	**0.2970**	**0.2841**	**15,588.3999**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	14.6088	0.1576	1.3463	0.5729	8.5900e-003		0.1089	0.1089		0.1089	0.1089		1,718.6819	1,718.6819	0.0329	0.0315	1,728.8952
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	1.30146	0.0140	0.1276	0.1072	7.7000e-004		9.7000e-003	9.7000e-003		9.7000e-003	9.7000e-003		153.1134	153.1134	2.9300e-003	2.8100e-003	154.0233
General Office Building	6.44871	0.0695	0.6322	0.5311	3.7900e-003		0.0481	0.0481		0.0481	0.0481		758.6720	758.6720	0.0145	0.0139	763.1805
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	103.622	1.1175	9.5495	4.0636	0.0610		0.7721	0.7721		0.7721	0.7721		12,190.8094	12,190.8094	0.2337	0.2235	12,263.2533
Strip Mall	5.73781	0.0619	0.5625	0.4725	3.3800e-003		0.0428	0.0428		0.0428	0.0428		675.0363	675.0363	0.0129	0.0124	679.0477
Total		**1.4205**	**12.2181**	**5.7473**	**0.0775**		**0.9814**	**0.9814**		**0.9814**	**0.9814**		**15,496.3130**	**15,496.3130**	**0.2970**	**0.2841**	**15,588.3999**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	96.5130	31.9335	178.6572	0.2004		3.3476	3.3476		3.3476	3.3476	0.0000	38,626.3092	38,626.3092	1.0214	0.7027	38,861.2391
Unmitigated	3,170.6240	62.0129	3,964.8744	6.8915		533.5752	533.5752		533.5752	533.5752	55,848.9505	23,721.2504	79,570.2009	51.8261	4.3929	82,174.9502

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.8657					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	76.1455					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3,077.6243	60.1025	3,798.9929	6.8827		532.6550	532.6550		532.6550	532.6550	55,848.9505	23,422.2353	79,271.1858	51.5393	4.3929	81,868.7652
Landscaping	4.9885	1.9104	165.8815	8.7700e-003		0.9202	0.9202		0.9202	0.9202		299.0151	299.0151	0.2868		306.1850
Total	**3,170.6240**	**62.0129**	**3,964.8744**	**6.8915**		**533.5752**	**533.5752**		**533.5752**	**533.5752**	**55,848.9505**	**23,721.2504**	**79,570.2009**	**51.8261**	**4.3929**	**82,174.9502**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.8657					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	76.1455					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3.5133	30.0231	12.7758	0.1916		2.4274	2.4274		2.4274	2.4274	0.0000	38,327.2941	38,327.2941	0.7346	0.7027	38,555.0541
Landscaping	4.9885	1.9104	165.8815	8.7700e-003		0.9202	0.9202		0.9202	0.9202		299.0151	299.0151	0.2868		306.1850
Total	**96.5131**	**31.9335**	**178.6572**	**0.2004**		**3.3476**	**3.3476**		**3.3476**	**3.3476**	**0.0000**	**38,626.3092**	**38,626.3092**	**1.0214**	**0.7027**	**38,861.2391**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Creekview Specific Plan Ammendment

Placer County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	143.00	1000sqft	3.80	143,000.00	0
Elementary School	600.00	Student	9.60	50,162.02	0
Parking Lot	325.00	Space	2.92	130,000.00	0
City Park	16.10	Acre	16.10	701,316.00	0
Apartments Mid Rise	547.00	Dwelling Unit	18.70	547,000.00	1564
Single Family Housing	1,464.00	Dwelling Unit	223.30	2,635,200.00	4187
Strip Mall	179.00	1000sqft	12.58	179,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2026
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	443.13	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Creekview Specific Plan Ammendment - Placer County APCD Air District, Winter

Project Characteristics - CO2 Intensity factor adjusted based on Roseville Electric's anticipated progress towards statewide RPS goals.

Land Use - Applicant Provided Information

Construction Phase - Construction not modeled

Off-road Equipment - Construction not modeled

Trips and VMT - Construction not modeled

Vehicle Trips - Information from F&P Technical Memo

Woodstoves - Applicant Provided Information

Energy Use -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	180.00	1.00
tblLandUse	LotAcreage	3.28	3.80
tblLandUse	LotAcreage	1.15	9.60
tblLandUse	LotAcreage	14.39	18.70
tblLandUse	LotAcreage	475.32	223.30
tblLandUse	LotAcreage	4.11	12.58
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	793.8	443.13
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	VendorTripLength	7.30	0.00
tblTripsAndVMT	WorkerTripLength	10.80	0.00
tblVehicleTrips	CC_TL	7.30	0.60
tblVehicleTrips	CC_TL	7.30	0.60

tblVehicleTrips	CC_TL	7.30	0.60
tblVehicleTrips	CC_TL	7.30	0.60
tblVehicleTrips	CC_TL	7.30	0.60
tblVehicleTrips	CNW_TL	7.30	0.60
tblVehicleTrips	CNW_TL	7.30	0.60
tblVehicleTrips	CNW_TL	7.30	0.60
tblVehicleTrips	CNW_TL	7.30	0.60
tblVehicleTrips	CNW_TL	7.30	0.60
tblVehicleTrips	CW_TL	9.50	0.87
tblVehicleTrips	CW_TL	9.50	0.87
tblVehicleTrips	CW_TL	9.50	0.87
tblVehicleTrips	CW_TL	9.50	0.87
tblVehicleTrips	CW_TL	9.50	0.87
tblVehicleTrips	HO_TL	7.50	0.60
tblVehicleTrips	HO_TL	7.50	0.60
tblVehicleTrips	HS_TL	7.30	0.60
tblVehicleTrips	HS_TL	7.30	0.60
tblVehicleTrips	HW_TL	10.80	0.87
tblVehicleTrips	HW_TL	10.80	0.87
tblVehicleTrips	ST_TR	6.39	6.50
tblVehicleTrips	ST_TR	22.75	2.20
tblVehicleTrips	ST_TR	0.00	1.00
tblVehicleTrips	ST_TR	2.46	17.70
tblVehicleTrips	ST_TR	9.91	9.00
tblVehicleTrips	ST_TR	42.04	35.00
tblVehicleTrips	SU_TR	5.86	6.50
tblVehicleTrips	SU_TR	16.74	2.20

tblVehicleTrips	SU_TR	0.00	1.00
tblVehicleTrips	SU_TR	1.05	17.70
tblVehicleTrips	SU_TR	8.62	9.00
tblVehicleTrips	SU_TR	20.43	35.00
tblVehicleTrips	WD_TR	6.65	6.50
tblVehicleTrips	WD_TR	1.89	2.20
tblVehicleTrips	WD_TR	1.29	1.00
tblVehicleTrips	WD_TR	11.03	17.70
tblVehicleTrips	WD_TR	9.52	9.00
tblVehicleTrips	WD_TR	44.32	35.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3,170.6240	62.0129	3,964.8744	6.8915		533.5752	533.5752		533.5752	533.5752	55,848.9505	23,721.2504	79,570.2009	51.8261	4.3929	82,174.9502
Energy	1.4205	12.2181	5.7473	0.0775		0.9814	0.9814		0.9814	0.9814		15,496.3130	15,496.3130	0.2970	0.2841	15,588.3999
Mobile	19.2844	147.1515	126.2693	0.2966	11.4734	0.2246	11.6980	3.0746	0.2086	3.2832		30,379.2729	30,379.2729	2.8325		30,450.0863
Total	**3,191.3289**	**221.3825**	**4,096.8910**	**7.2656**	**11.4734**	**534.7812**	**546.2546**	**3.0746**	**534.7653**	**537.8398**	**55,848.9505**	**69,596.8364**	**125,445.7869**	**54.9557**	**4.6770**	**128,213.4363**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	96.5130	31.9335	178.6572	0.2004		3.3476	3.3476		3.3476	3.3476	0.0000	38,626.3092	38,626.3092	1.0214	0.7027	38,861.2391
Energy	1.4205	12.2181	5.7473	0.0775		0.9814	0.9814		0.9814	0.9814		15,496.3130	15,496.3130	0.2970	0.2841	15,588.3999
Mobile	19.2844	147.1515	126.2693	0.2966	11.4734	0.2246	11.6980	3.0746	0.2086	3.2832		30,379.2729	30,379.2729	2.8325		30,450.0863
Total	**117.2179**	**191.3031**	**310.6738**	**0.5745**	**11.4734**	**4.5536**	**16.0270**	**3.0746**	**4.5376**	**7.6122**	**0.0000**	**84,501.8952**	**84,501.8952**	**4.1509**	**0.9868**	**84,899.7252**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**96.33**	**13.59**	**92.42**	**92.09**	**0.00**	**99.15**	**97.07**	**0.00**	**99.15**	**98.58**	**100.00**	**-21.42**	**32.64**	**92.45**	**78.90**	**33.78**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2020	7/1/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.92

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	0	0.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	0.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Site Preparation - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	19.2844	147.1515	126.2693	0.2966	11.4734	0.2246	11.6980	3.0746	0.2086	3.2832		30,379.2729	30,379.2729	2.8325		30,450.0863
Unmitigated	19.2844	147.1515	126.2693	0.2966	11.4734	0.2246	11.6980	3.0746	0.2086	3.2832		30,379.2729	30,379.2729	2.8325		30,450.0863

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	3,555.50	3,555.50	3555.50	825,158	825,158
City Park	35.42	35.42	35.42	6,563	6,563
Elementary School	600.00	600.00	600.00	119,909	119,909
General Office Building	2,531.10	2,531.10	2531.10	522,701	522,701
Parking Lot	0.00	0.00	0.00		
Single Family Housing	13,176.00	13,176.00	13176.00	3,057,876	3,057,876
Strip Mall	6,265.00	6,265.00	6265.00	842,974	842,974
Total	26,163.02	26,163.02	26,163.02	5,375,181	5,375,181

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	0.87	0.60	0.60	42.60	21.00	36.40	86	11	3
City Park	0.87	0.60	0.60	33.00	48.00	19.00	66	28	6
Elementary School	0.87	0.60	0.60	65.00	30.00	5.00	63	25	12
General Office Building	0.87	0.60	0.60	33.00	48.00	19.00	77	19	4
Parking Lot	0.87	0.60	0.60	0.00	0.00	0.00	0	0	0
Single Family Housing	0.87	0.60	0.60	42.60	21.00	36.40	86	11	3
Strip Mall	0.87	0.60	0.60	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
City Park	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Elementary School	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
General Office Building	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Parking Lot	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Single Family Housing	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Strip Mall	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Creekview Specific Plan Ammendment - Placer County APCD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.4205	12.2181	5.7473	0.0775		0.9814	0.9814		0.9814	0.9814		15,496.3130	15,496.3130	0.2970	0.2841	15,588.3999
NaturalGas Unmitigated	1.4205	12.2181	5.7473	0.0775		0.9814	0.9814		0.9814	0.9814		15,496.3130	15,496.3130	0.2970	0.2841	15,588.3999

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	14608.8	0.1576	1.3463	0.5729	8.5900e-003		0.1089	0.1089		0.1089	0.1089		1,718.6819	1,718.6819	0.0329	0.0315	1,728.8952
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	1301.46	0.0140	0.1276	0.1072	7.7000e-004		9.7000e-003	9.7000e-003		9.7000e-003	9.7000e-003		153.1134	153.1134	2.9300e-003	2.8100e-003	154.0233
General Office Building	6448.71	0.0695	0.6322	0.5311	3.7900e-003		0.0481	0.0481		0.0481	0.0481		758.6720	758.6720	0.0145	0.0139	763.1805
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	103622	1.1175	9.5495	4.0636	0.0610		0.7721	0.7721		0.7721	0.7721		12,190.8094	12,190.8094	0.2337	0.2235	12,263.2533
Strip Mall	5737.81	0.0619	0.5625	0.4725	3.3800e-003		0.0428	0.0428		0.0428	0.0428		675.0363	675.0363	0.0129	0.0124	679.0477
Total		**1.4205**	**12.2181**	**5.7473**	**0.0775**		**0.9814**	**0.9814**		**0.9814**	**0.9814**		**15,496.3130**	**15,496.3130**	**0.2970**	**0.2841**	**15,588.3999**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	14.6088	0.1576	1.3463	0.5729	8.5900e-003		0.1089	0.1089		0.1089	0.1089		1,718.6819	1,718.6819	0.0329	0.0315	1,728.8952
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	1.30146	0.0140	0.1276	0.1072	7.7000e-004		9.7000e-003	9.7000e-003		9.7000e-003	9.7000e-003		153.1134	153.1134	2.9300e-003	2.8100e-003	154.0233
General Office Building	6.44871	0.0695	0.6322	0.5311	3.7900e-003		0.0481	0.0481		0.0481	0.0481		758.6720	758.6720	0.0145	0.0139	763.1805
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	103.622	1.1175	9.5495	4.0636	0.0610		0.7721	0.7721		0.7721	0.7721		12,190.8094	12,190.8094	0.2337	0.2235	12,263.2533
Strip Mall	5.73781	0.0619	0.5625	0.4725	3.3800e-003		0.0428	0.0428		0.0428	0.0428		675.0363	675.0363	0.0129	0.0124	679.0477
Total		**1.4205**	**12.2181**	**5.7473**	**0.0775**		**0.9814**	**0.9814**		**0.9814**	**0.9814**		**15,496.3130**	**15,496.3130**	**0.2970**	**0.2841**	**15,588.3999**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	96.5130	31.9335	178.6572	0.2004		3.3476	3.3476		3.3476	3.3476	0.0000	38,626.3092	38,626.3092	1.0214	0.7027	38,861.2391
Unmitigated	3,170.6240	62.0129	3,964.8744	6.8915		533.5752	533.5752		533.5752	533.5752	55,848.9505	23,721.2504	79,570.2009	51.8261	4.3929	82,174.9502

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.8657					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	76.1455					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3,077.6243	60.1025	3,798.9929	6.8827		532.6550	532.6550		532.6550	532.6550	55,848.9505	23,422.2353	79,271.1858	51.5393	4.3929	81,868.7652
Landscaping	4.9885	1.9104	165.8815	8.7700e-003		0.9202	0.9202		0.9202	0.9202		299.0151	299.0151	0.2868		306.1850
Total	**3,170.6240**	**62.0129**	**3,964.8744**	**6.8915**		**533.5752**	**533.5752**		**533.5752**	**533.5752**	**55,848.9505**	**23,721.2504**	**79,570.2009**	**51.8261**	**4.3929**	**82,174.9502**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.8657					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	76.1455					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3.5133	30.0231	12.7758	0.1916		2.4274	2.4274		2.4274	2.4274	0.0000	38,327.2941	38,327.2941	0.7346	0.7027	38,555.0541
Landscaping	4.9885	1.9104	165.8815	8.7700e-003		0.9202	0.9202		0.9202	0.9202		299.0151	299.0151	0.2868		306.1850
Total	**96.5131**	**31.9335**	**178.6572**	**0.2004**		**3.3476**	**3.3476**		**3.3476**	**3.3476**	**0.0000**	**38,626.3092**	**38,626.3092**	**1.0214**	**0.7027**	**38,861.2391**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Creekview Specific Plan Ammendment

Placer County APCD Air District, Mitigation Report

Construction Mitigation Summary

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

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Rubber Tired Dozers	Diesel	No Change	0	0	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	0	No Change	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction		PM2.5 Reduction			
No	Replace Ground Cover of Area Disturbed	PM10 Reduction		PM2.5 Reduction			
No	Water Exposed Area	PM10 Reduction		PM2.5 Reduction		Frequency (per day)	
No	Unpaved Road Mitigation	Moisture Content %		Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Site Preparation	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	99.89	50.05	99.66	97.21	99.54	99.54	100.00	-63.64	51.65	98.57	84.00	52.91
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.29	0.64		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			

No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.00			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			

No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.00			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
Yes	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	100.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	100.00
No	Use Low VOC Paint (Parking)	100.00
No	% Electric Lawnmower	0.00
No	% Electric Leafblower	0.00
No	% Electric Chainsaw	0.00

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value

Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

Creekview Specific Plan Ammendment 2019

Placer County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	600.00	Student	9.60	50,162.02	0
Parking Lot	325.00	Space	2.92	130,000.00	0
City Park	16.30	Acre	16.30	710,028.00	0
Apartments Mid Rise	547.00	Dwelling Unit	17.70	547,000.00	1564
Single Family Housing	1,464.00	Dwelling Unit	233.90	2,635,200.00	4187
Strip Mall	162.00	1000sqft	6.38	162,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2026
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	443.13	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Creekview Specific Plan Ammendment 2019 - Placer County APCD Air District, Annual

Project Characteristics - CO2 Intensity factor adjusted based on Roseville Electric's anticipated progress towards statewide RPS goals.

Land Use - Applicant Provided Information

Construction Phase - Construction not modeled

Off-road Equipment - Construction not modeled

Trips and VMT - Construction not modeled

Vehicle Trips - Information from F&P Technical Memo

Woodstoves - Applicant Provided Information

Energy Use -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	180.00	1.00
tblLandUse	LotAcreage	1.15	9.60
tblLandUse	LotAcreage	14.39	17.70
tblLandUse	LotAcreage	475.32	233.90
tblLandUse	LotAcreage	3.72	6.38
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	793.8	443.13
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	VendorTripLength	7.30	0.00
tblTripsAndVMT	WorkerTripLength	10.80	0.00
tblVehicleTrips	CC_TL	7.30	0.70
tblVehicleTrips	CC_TL	7.30	0.70
tblVehicleTrips	CC_TL	7.30	0.70

tblVehicleTrips	CC_TL	7.30	0.70
tblVehicleTrips	CNW_TL	7.30	0.72
tblVehicleTrips	CNW_TL	7.30	0.72
tblVehicleTrips	CNW_TL	7.30	0.72
tblVehicleTrips	CNW_TL	7.30	0.72
tblVehicleTrips	CW_TL	9.50	0.93
tblVehicleTrips	CW_TL	9.50	0.93
tblVehicleTrips	CW_TL	9.50	0.93
tblVehicleTrips	CW_TL	9.50	0.93
tblVehicleTrips	HO_TL	7.50	0.72
tblVehicleTrips	HO_TL	7.50	0.72
tblVehicleTrips	HS_TL	7.30	0.70
tblVehicleTrips	HS_TL	7.30	0.70
tblVehicleTrips	HW_TL	10.80	0.93
tblVehicleTrips	HW_TL	10.80	0.93
tblVehicleTrips	ST_TR	6.39	6.50
tblVehicleTrips	ST_TR	22.75	2.20
tblVehicleTrips	ST_TR	0.00	1.00
tblVehicleTrips	ST_TR	9.91	9.00
tblVehicleTrips	ST_TR	42.04	35.00
tblVehicleTrips	SU_TR	5.86	6.50
tblVehicleTrips	SU_TR	16.74	2.20
tblVehicleTrips	SU_TR	0.00	1.00
tblVehicleTrips	SU_TR	8.62	9.00
tblVehicleTrips	SU_TR	20.43	35.00
tblVehicleTrips	WD_TR	6.65	6.50
tblVehicleTrips	WD_TR	1.89	2.20

tblVehicleTrips	WD_TR	1.29	1.00
tblVehicleTrips	WD_TR	9.52	9.00
tblVehicleTrips	WD_TR	44.32	35.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	141.9945	2.6361	170.6866	0.2830		21.9217	21.9217		21.9217	21.9217	2,077.2779	895.5908	2,972.8687	1.9404	0.1634	3,070.0698
Energy	0.2455	2.1047	0.9438	0.0134		0.1696	0.1696		0.1696	0.1696	0.0000	5,831.9769	5,831.9769	0.2692	0.0906	5,865.7097
Mobile	3.3368	23.9327	17.9204	0.0523	1.9968	0.0370	2.0339	0.5371	0.0344	0.5715	0.0000	4,869.2075	4,869.2075	0.3850	0.0000	4,878.8327
Waste						0.0000	0.0000		0.0000	0.0000	414.0894	0.0000	414.0894	24.4720	0.0000	1,025.8889
Water						0.0000	0.0000		0.0000	0.0000	45.8365	236.7164	282.5530	4.7233	0.1144	434.7181
Total	**145.5768**	**28.6735**	**189.5507**	**0.3487**	**1.9968**	**22.1283**	**24.1251**	**0.5371**	**22.1256**	**22.6628**	**2,537.2039**	**11,833.4916**	**14,370.6954**	**31.7900**	**0.3684**	**15,275.2192**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	15.9560	1.4029	15.4517	8.6500e-003		0.1823	0.1823		0.1823	0.1823	0.0000	1,449.9781	1,449.9781	0.0507	0.0261	1,459.0348
Energy	0.2455	2.1047	0.9438	0.0134		0.1696	0.1696		0.1696	0.1696	0.0000	5,831.9769	5,831.9769	0.2692	0.0906	5,865.7097
Mobile	3.3368	23.9327	17.9204	0.0523	1.9968	0.0370	2.0339	0.5371	0.0344	0.5715	0.0000	4,869.2075	4,869.2075	0.3850	0.0000	4,878.8327
Waste						0.0000	0.0000		0.0000	0.0000	414.0894	0.0000	414.0894	24.4720	0.0000	1,025.8889
Water						0.0000	0.0000		0.0000	0.0000	45.8365	236.7164	282.5530	4.7233	0.1144	434.7181
Total	**19.5382**	**27.4402**	**34.3158**	**0.0744**	**1.9968**	**0.3889**	**2.3858**	**0.5371**	**0.3863**	**0.9234**	**459.9259**	**12,387.8789**	**12,847.8048**	**29.9003**	**0.2311**	**13,664.1841**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**86.58**	**4.30**	**81.90**	**78.67**	**0.00**	**98.24**	**90.11**	**0.00**	**98.25**	**95.93**	**81.87**	**-4.68**	**10.60**	**5.94**	**37.26**	**10.55**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2020	7/1/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.92

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	0	0.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	0.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Site Preparation - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.3368	23.9327	17.9204	0.0523	1.9968	0.0370	2.0339	0.5371	0.0344	0.5715	0.0000	4,869.2075	4,869.2075	0.3850	0.0000	4,878.8327
Unmitigated	3.3368	23.9327	17.9204	0.0523	1.9968	0.0370	2.0339	0.5371	0.0344	0.5715	0.0000	4,869.2075	4,869.2075	0.3850	0.0000	4,878.8327

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	3,555.50	3,555.50	3555.50	926,717	926,717
City Park	35.86	35.86	35.86	7,499	7,499
Elementary School	600.00	600.00	600.00	131,214	131,214
Parking Lot	0.00	0.00	0.00		
Single Family Housing	13,176.00	13,176.00	13176.00	3,434,236	3,434,236
Strip Mall	5,670.00	5,670.00	5670.00	872,127	872,127
Total	23,037.36	23,037.36	23,037.36	5,371,793	5,371,793

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	0.93	0.70	0.72	42.60	21.00	36.40	86	11	3
City Park	0.93	0.70	0.72	33.00	48.00	19.00	66	28	6
Elementary School	0.93	0.70	0.72	65.00	30.00	5.00	63	25	12
Parking Lot	0.93	0.70	0.72	0.00	0.00	0.00	0	0	0
Single Family Housing	0.93	0.70	0.72	42.60	21.00	36.40	86	11	3
Strip Mall	0.93	0.70	0.72	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
City Park	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Elementary School	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Parking Lot	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Single Family Housing	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Strip Mall	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Creekview Specific Plan Ammendment 2019 - Placer County APCD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	3,402.6092	3,402.6092	0.2227	0.0461	3,421.9055
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	3,402.6092	3,402.6092	0.2227	0.0461	3,421.9055
NaturalGas Mitigated	0.2455	2.1047	0.9438	0.0134		0.1696	0.1696		0.1696	0.1696	0.0000	2,429.3677	2,429.3677	0.0466	0.0445	2,443.8042
NaturalGas Unmitigated	0.2455	2.1047	0.9438	0.0134		0.1696	0.1696		0.1696	0.1696	0.0000	2,429.3677	2,429.3677	0.0466	0.0445	2,443.8042

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	5.33221e+006	0.0288	0.2457	0.1046	1.5700e-003		0.0199	0.0199		0.0199	0.0199	0.0000	284.5471	284.5471	5.4500e-003	5.2200e-003	286.2380
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	475034	2.5600e-003	0.0233	0.0196	1.4000e-004		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003	0.0000	25.3496	25.3496	4.9000e-004	4.6000e-004	25.5003
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	3.7822e+007	0.2039	1.7428	0.7416	0.0111		0.1409	0.1409		0.1409	0.1409	0.0000	2,018.3252	2,018.3252	0.0387	0.0370	2,030.3191
Strip Mall	1.8954e+006	0.0102	0.0929	0.0781	5.6000e-004		7.0600e-003	7.0600e-003		7.0600e-003	7.0600e-003	0.0000	101.1458	101.1458	1.9400e-003	1.8500e-003	101.7468
Total		**0.2455**	**2.1047**	**0.9438**	**0.0134**		**0.1696**	**0.1696**		**0.1696**	**0.1696**	**0.0000**	**2,429.3677**	**2,429.3677**	**0.0466**	**0.0445**	**2,443.8042**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	5.33221e+006	0.0288	0.2457	0.1046	1.5700e-003		0.0199	0.0199		0.0199	0.0199	0.0000	284.5471	284.5471	5.4500e-003	5.2200e-003	286.2380
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	475034	2.5600e-003	0.0233	0.0196	1.4000e-004		1.7700e-003	1.7700e-003		1.7700e-003	1.7700e-003	0.0000	25.3496	25.3496	4.9000e-004	4.6000e-004	25.5003
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	3.7822e+007	0.2039	1.7428	0.7416	0.0111		0.1409	0.1409		0.1409	0.1409	0.0000	2,018.3252	2,018.3252	0.0387	0.0370	2,030.3191
Strip Mall	1.8954e+006	0.0102	0.0929	0.0781	5.6000e-004		7.0600e-003	7.0600e-003		7.0600e-003	7.0600e-003	0.0000	101.1458	101.1458	1.9400e-003	1.8500e-003	101.7468
Total		**0.2455**	**2.1047**	**0.9438**	**0.0134**		**0.1696**	**0.1696**		**0.1696**	**0.1696**	**0.0000**	**2,429.3677**	**2,429.3677**	**0.0466**	**0.0445**	**2,443.8042**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.32828e+006	467.9859	0.0306	6.3400e-003	470.6399
City Park	0	0.0000	0.0000	0.0000	0.0000
Elementary School	282914	56.8658	3.7200e-003	7.7000e-004	57.1883
Parking Lot	45500	9.1455	6.0000e-004	1.2000e-004	9.1974
Single Family Housing	1.23617e+007	2,484.7053	0.1626	0.0336	2,498.7961
Strip Mall	1.90998e+006	383.9067	0.0251	5.2000e-003	386.0839
Total		**3,402.6092**	**0.2227**	**0.0461**	**3,421.9055**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.32828e+006	467.9859	0.0306	6.3400e-003	470.6399
City Park	0	0.0000	0.0000	0.0000	0.0000
Elementary School	282914	56.8658	3.7200e-003	7.7000e-004	57.1883
Parking Lot	45500	9.1455	6.0000e-004	1.2000e-004	9.1974
Single Family Housing	1.23617e+007	2,484.7053	0.1626	0.0336	2,498.7961
Strip Mall	1.90998e+006	383.9067	0.0251	5.2000e-003	386.0839
Total		**3,402.6092**	**0.2227**	**0.0461**	**3,421.9055**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	15.9560	1.4029	15.4517	8.6500e-003		0.1823	0.1823		0.1823	0.1823	0.0000	1,449.9781	1,449.9781	0.0507	0.0261	1,459.0348
Unmitigated	141.9945	2.6361	170.6866	0.2830		21.9217	21.9217		21.9217	21.9217	2,077.2779	895.5908	2,972.8687	1.9404	0.1634	3,070.0698

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.0913					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	13.2718					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	126.1826	2.4642	155.7587	0.2822		21.8389	21.8389		21.8389	21.8389	2,077.2779	871.1801	2,948.4580	1.9170	0.1634	3,045.0739
Landscaping	0.4488	0.1719	14.9279	7.9000e-004		0.0828	0.0828		0.0828	0.0828	0.0000	24.4107	24.4107	0.0234	0.0000	24.9959
Total	**141.9945**	**2.6361**	**170.6866**	**0.2830**		**21.9217**	**21.9217**		**21.9217**	**21.9217**	**2,077.2779**	**895.5908**	**2,972.8687**	**1.9404**	**0.1634**	**3,070.0698**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.0913					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	13.2718					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.1441	1.2309	0.5238	7.8600e-003		0.0995	0.0995		0.0995	0.0995	0.0000	1,425.5674	1,425.5674	0.0273	0.0261	1,434.0388
Landscaping	0.4488	0.1719	14.9279	7.9000e-004		0.0828	0.0828		0.0828	0.0828	0.0000	24.4107	24.4107	0.0234	0.0000	24.9959
Total	**15.9560**	**1.4029**	**15.4517**	**8.6500e-003**		**0.1823**	**0.1823**		**0.1823**	**0.1823**	**0.0000**	**1,449.9781**	**1,449.9781**	**0.0507**	**0.0261**	**1,459.0348**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	282.5530	4.7233	0.1144	434.7181
Unmitigated	282.5530	4.7233	0.1144	434.7181

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	35.6393 / 22.4682	65.8748	1.1649	0.0282	103.3884
City Park	0 / 19.4211	13.6628	8.9000e-004	1.8000e-004	13.7403
Elementary School	1.45454 / 3.74026	4.6747	0.0477	1.1800e-003	6.2170
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	95.3855 / 60.1343	176.3085	3.1177	0.0754	276.7104
Strip Mall	11.9997 / 7.35468	22.0321	0.3922	9.4800e-003	34.6621
Total		**282.5529**	**4.7233**	**0.1144**	**434.7181**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	35.6393 / 22.4682	65.8748	1.1649	0.0282	103.3884
City Park	0 / 19.4211	13.6628	8.9000e-004	1.8000e-004	13.7403
Elementary School	1.45454 / 3.74026	4.6747	0.0477	1.1800e-003	6.2170
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	95.3855 / 60.1343	176.3085	3.1177	0.0754	276.7104
Strip Mall	11.9997 / 7.35468	22.0321	0.3922	9.4800e-003	34.6621
Total		**282.5529**	**4.7233**	**0.1144**	**434.7181**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	414.0894	24.4720	0.0000	1,025.8889
Unmitigated	414.0894	24.4720	0.0000	1,025.8889

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	251.62	51.0766	3.0185	0.0000	126.5401
City Park	1.4	0.2842	0.0168	0.0000	0.7041
Elementary School	109.5	22.2275	1.3136	0.0000	55.0677
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1507.32	305.9723	18.0825	0.0000	758.0335
Strip Mall	170.1	34.5288	2.0406	0.0000	85.5436
Total		**414.0894**	**24.4720**	**0.0000**	**1,025.8889**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	251.62	51.0766	3.0185	0.0000	126.5401
City Park	1.4	0.2842	0.0168	0.0000	0.7041
Elementary School	109.5	22.2275	1.3136	0.0000	55.0677
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1507.32	305.9723	18.0825	0.0000	758.0335
Strip Mall	170.1	34.5288	2.0406	0.0000	85.5436
Total		**414.0894**	**24.4720**	**0.0000**	**1,025.8889**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Creekview Specific Plan Ammendment 2019

Placer County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	600.00	Student	9.60	50,162.02	0
Parking Lot	325.00	Space	2.92	130,000.00	0
City Park	16.30	Acre	16.30	710,028.00	0
Apartments Mid Rise	547.00	Dwelling Unit	17.70	547,000.00	1564
Single Family Housing	1,464.00	Dwelling Unit	233.90	2,635,200.00	4187
Strip Mall	162.00	1000sqft	6.38	162,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2026
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	443.13	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Creekview Specific Plan Ammendment 2019 - Placer County APCD Air District, Summer

Project Characteristics - CO2 Intensity factor adjusted based on Roseville Electric's anticipated progress towards statewide RPS goals.

Land Use - Applicant Provided Information

Construction Phase - Construction not modeled

Off-road Equipment - Construction not modeled

Trips and VMT - Construction not modeled

Vehicle Trips - Information from F&P Technical Memo

Woodstoves - Applicant Provided Information

Energy Use -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	180.00	1.00
tblLandUse	LotAcreage	1.15	9.60
tblLandUse	LotAcreage	14.39	17.70
tblLandUse	LotAcreage	475.32	233.90
tblLandUse	LotAcreage	3.72	6.38
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	793.8	443.13
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	VendorTripLength	7.30	0.00
tblTripsAndVMT	WorkerTripLength	10.80	0.00
tblVehicleTrips	CC_TL	7.30	0.70
tblVehicleTrips	CC_TL	7.30	0.70
tblVehicleTrips	CC_TL	7.30	0.70

tblVehicleTrips	CC_TL	7.30	0.70
tblVehicleTrips	CNW_TL	7.30	0.72
tblVehicleTrips	CNW_TL	7.30	0.72
tblVehicleTrips	CNW_TL	7.30	0.72
tblVehicleTrips	CNW_TL	7.30	0.72
tblVehicleTrips	CW_TL	9.50	0.93
tblVehicleTrips	CW_TL	9.50	0.93
tblVehicleTrips	CW_TL	9.50	0.93
tblVehicleTrips	CW_TL	9.50	0.93
tblVehicleTrips	HO_TL	7.50	0.72
tblVehicleTrips	HO_TL	7.50	0.72
tblVehicleTrips	HS_TL	7.30	0.70
tblVehicleTrips	HS_TL	7.30	0.70
tblVehicleTrips	HW_TL	10.80	0.93
tblVehicleTrips	HW_TL	10.80	0.93
tblVehicleTrips	ST_TR	6.39	6.50
tblVehicleTrips	ST_TR	22.75	2.20
tblVehicleTrips	ST_TR	0.00	1.00
tblVehicleTrips	ST_TR	9.91	9.00
tblVehicleTrips	ST_TR	42.04	35.00
tblVehicleTrips	SU_TR	5.86	6.50
tblVehicleTrips	SU_TR	16.74	2.20
tblVehicleTrips	SU_TR	0.00	1.00
tblVehicleTrips	SU_TR	8.62	9.00
tblVehicleTrips	SU_TR	20.43	35.00
tblVehicleTrips	WD_TR	6.65	6.50
tblVehicleTrips	WD_TR	1.89	2.20

tblVehicleTrips	WD_TR	1.29	1.00
tblVehicleTrips	WD_TR	9.52	9.00
tblVehicleTrips	WD_TR	44.32	35.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3,166.7926	62.0127	3,964.8581	6.8915		533.5751	533.5751		533.5751	533.5751	55,848.9505	23,721.2154	79,570.1659	51.8260	4.3929	82,174.9130
Energy	1.3451	11.5325	5.1713	0.0734		0.9293	0.9293		0.9293	0.9293		14,673.5314	14,673.5314	0.2812	0.2690	14,760.7289
Mobile	24.5326	132.1116	86.7211	0.3034	11.4661	0.2011	11.6672	3.0726	0.1867	3.2593		31,133.3024	31,133.3024	2.1765		31,187.7144
Total	**3,192.6703**	**205.6568**	**4,056.7505**	**7.2682**	**11.4661**	**534.7056**	**546.1717**	**3.0726**	**534.6912**	**537.7638**	**55,848.9505**	**69,528.0493**	**125,376.9998**	**54.2837**	**4.6620**	**128,123.3563**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	92.6816	31.9333	178.6410	0.2004		3.3475	3.3475		3.3475	3.3475	0.0000	38,626.2743	38,626.2743	1.0213	0.7027	38,861.2018
Energy	1.3451	11.5325	5.1713	0.0734		0.9293	0.9293		0.9293	0.9293		14,673.5314	14,673.5314	0.2812	0.2690	14,760.7289
Mobile	24.5326	132.1116	86.7211	0.3034	11.4661	0.2011	11.6672	3.0726	0.1867	3.2593		31,133.3024	31,133.3024	2.1765		31,187.7144
Total	**118.5593**	**175.5774**	**270.5334**	**0.5772**	**11.4661**	**4.4780**	**15.9441**	**3.0726**	**4.4635**	**7.5362**	**0.0000**	**84,433.1081**	**84,433.1081**	**3.4790**	**0.9717**	**84,809.6451**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**96.29**	**14.63**	**93.33**	**92.06**	**0.00**	**99.16**	**97.08**	**0.00**	**99.17**	**98.60**	**100.00**	**-21.44**	**32.66**	**93.59**	**79.16**	**33.81**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2020	7/1/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.92

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	0	0.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	0.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Site Preparation - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	24.5326	132.1116	86.7211	0.3034	11.4661	0.2011	11.6672	3.0726	0.1867	3.2593		31,133.3024	31,133.3024	2.1765		31,187.7144
Unmitigated	24.5326	132.1116	86.7211	0.3034	11.4661	0.2011	11.6672	3.0726	0.1867	3.2593		31,133.3024	31,133.3024	2.1765		31,187.7144

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	3,555.50	3,555.50	3555.50	926,717	926,717
City Park	35.86	35.86	35.86	7,499	7,499
Elementary School	600.00	600.00	600.00	131,214	131,214
Parking Lot	0.00	0.00	0.00		
Single Family Housing	13,176.00	13,176.00	13176.00	3,434,236	3,434,236
Strip Mall	5,670.00	5,670.00	5670.00	872,127	872,127
Total	23,037.36	23,037.36	23,037.36	5,371,793	5,371,793

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	0.93	0.70	0.72	42.60	21.00	36.40	86	11	3
City Park	0.93	0.70	0.72	33.00	48.00	19.00	66	28	6
Elementary School	0.93	0.70	0.72	65.00	30.00	5.00	63	25	12
Parking Lot	0.93	0.70	0.72	0.00	0.00	0.00	0	0	0
Single Family Housing	0.93	0.70	0.72	42.60	21.00	36.40	86	11	3
Strip Mall	0.93	0.70	0.72	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
City Park	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Elementary School	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Parking Lot	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Single Family Housing	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Strip Mall	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Creekview Specific Plan Ammendment 2019 - Placer County APCD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.3451	11.5325	5.1713	0.0734		0.9293	0.9293		0.9293	0.9293		14,673.5314	14,673.5314	0.2812	0.2690	14,760.7289
NaturalGas Unmitigated	1.3451	11.5325	5.1713	0.0734		0.9293	0.9293		0.9293	0.9293		14,673.5314	14,673.5314	0.2812	0.2690	14,760.7289

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	14608.8	0.1576	1.3463	0.5729	8.5900e-003		0.1089	0.1089		0.1089	0.1089		1,718.6819	1,718.6819	0.0329	0.0315	1,728.8952
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	1301.46	0.0140	0.1276	0.1072	7.7000e-004		9.7000e-003	9.7000e-003		9.7000e-003	9.7000e-003		153.1134	153.1134	2.9300e-003	2.8100e-003	154.0233
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	103622	1.1175	9.5495	4.0636	0.0610		0.7721	0.7721		0.7721	0.7721		12,190.8094	12,190.8094	0.2337	0.2235	12,263.2533
Strip Mall	5192.88	0.0560	0.5091	0.4277	3.0500e-003		0.0387	0.0387		0.0387	0.0387		610.9267	610.9267	0.0117	0.0112	614.5571
Total		**1.3451**	**11.5325**	**5.1713**	**0.0734**		**0.9293**	**0.9293**		**0.9293**	**0.9293**		**14,673.5314**	**14,673.5314**	**0.2812**	**0.2690**	**14,760.7289**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	14.6088	0.1576	1.3463	0.5729	8.5900e-003		0.1089	0.1089		0.1089	0.1089		1,718.6819	1,718.6819	0.0329	0.0315	1,728.8952
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	1.30146	0.0140	0.1276	0.1072	7.7000e-004		9.7000e-003	9.7000e-003		9.7000e-003	9.7000e-003		153.1134	153.1134	2.9300e-003	2.8100e-003	154.0233
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	103.622	1.1175	9.5495	4.0636	0.0610		0.7721	0.7721		0.7721	0.7721		12,190.8094	12,190.8094	0.2337	0.2235	12,263.2533
Strip Mall	5.19288	0.0560	0.5091	0.4277	3.0500e-003		0.0387	0.0387		0.0387	0.0387		610.9267	610.9267	0.0117	0.0112	614.5571
Total		**1.3451**	**11.5325**	**5.1713**	**0.0734**		**0.9293**	**0.9293**		**0.9293**	**0.9293**		**14,673.5314**	**14,673.5314**	**0.2812**	**0.2690**	**14,760.7289**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	92.6816	31.9333	178.6410	0.2004		3.3475	3.3475		3.3475	3.3475	0.0000	38,626.2743	38,626.2743	1.0213	0.7027	38,861.2018
Unmitigated	3,166.7926	62.0127	3,964.8581	6.8915		533.5751	533.5751		533.5751	533.5751	55,848.9505	23,721.2154	79,570.1659	51.8260	4.3929	82,174.9130

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.4593					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	72.7220					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3,077.6243	60.1025	3,798.9929	6.8827		532.6550	532.6550		532.6550	532.6550	55,848.9505	23,422.2353	79,271.1858	51.5393	4.3929	81,868.7652
Landscaping	4.9870	1.9103	165.8652	8.7700e-003		0.9201	0.9201		0.9201	0.9201		298.9801	298.9801	0.2867		306.1478
Total	**3,166.7926**	**62.0127**	**3,964.8581**	**6.8915**		**533.5751**	**533.5751**		**533.5751**	**533.5751**	**55,848.9505**	**23,721.2154**	**79,570.1659**	**51.8260**	**4.3929**	**82,174.9130**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.4593					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	72.7220					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3.5133	30.0231	12.7758	0.1916		2.4274	2.4274		2.4274	2.4274	0.0000	38,327.2941	38,327.2941	0.7346	0.7027	38,555.0541
Landscaping	4.9870	1.9103	165.8652	8.7700e-003		0.9201	0.9201		0.9201	0.9201		298.9801	298.9801	0.2867		306.1478
Total	**92.6816**	**31.9333**	**178.6410**	**0.2004**		**3.3475**	**3.3475**		**3.3475**	**3.3475**	**0.0000**	**38,626.2743**	**38,626.2743**	**1.0213**	**0.7027**	**38,861.2018**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Creekview Specific Plan Ammendment 2019

Placer County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Elementary School	600.00	Student	9.60	50,162.02	0
Parking Lot	325.00	Space	2.92	130,000.00	0
City Park	16.30	Acre	16.30	710,028.00	0
Apartments Mid Rise	547.00	Dwelling Unit	17.70	547,000.00	1564
Single Family Housing	1,464.00	Dwelling Unit	233.90	2,635,200.00	4187
Strip Mall	162.00	1000sqft	6.38	162,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2026
Utility Company	Roseville Electric				
CO2 Intensity (lb/MWhr)	443.13	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Creekview Specific Plan Ammendment 2019 - Placer County APCD Air District, Winter

Project Characteristics - CO2 Intensity factor adjusted based on Roseville Electric's anticipated progress towards statewide RPS goals.

Land Use - Applicant Provided Information

Construction Phase - Construction not modeled

Off-road Equipment - Construction not modeled

Trips and VMT - Construction not modeled

Vehicle Trips - Information from F&P Technical Memo

Woodstoves - Applicant Provided Information

Energy Use -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	180.00	1.00
tblLandUse	LotAcreage	1.15	9.60
tblLandUse	LotAcreage	14.39	17.70
tblLandUse	LotAcreage	475.32	233.90
tblLandUse	LotAcreage	3.72	6.38
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	793.8	443.13
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	VendorTripLength	7.30	0.00
tblTripsAndVMT	WorkerTripLength	10.80	0.00
tblVehicleTrips	CC_TL	7.30	0.70
tblVehicleTrips	CC_TL	7.30	0.70
tblVehicleTrips	CC_TL	7.30	0.70

tblVehicleTrips	CC_TL	7.30	0.70
tblVehicleTrips	CNW_TL	7.30	0.72
tblVehicleTrips	CNW_TL	7.30	0.72
tblVehicleTrips	CNW_TL	7.30	0.72
tblVehicleTrips	CNW_TL	7.30	0.72
tblVehicleTrips	CW_TL	9.50	0.93
tblVehicleTrips	CW_TL	9.50	0.93
tblVehicleTrips	CW_TL	9.50	0.93
tblVehicleTrips	CW_TL	9.50	0.93
tblVehicleTrips	HO_TL	7.50	0.72
tblVehicleTrips	HO_TL	7.50	0.72
tblVehicleTrips	HS_TL	7.30	0.70
tblVehicleTrips	HS_TL	7.30	0.70
tblVehicleTrips	HW_TL	10.80	0.93
tblVehicleTrips	HW_TL	10.80	0.93
tblVehicleTrips	ST_TR	6.39	6.50
tblVehicleTrips	ST_TR	22.75	2.20
tblVehicleTrips	ST_TR	0.00	1.00
tblVehicleTrips	ST_TR	9.91	9.00
tblVehicleTrips	ST_TR	42.04	35.00
tblVehicleTrips	SU_TR	5.86	6.50
tblVehicleTrips	SU_TR	16.74	2.20
tblVehicleTrips	SU_TR	0.00	1.00
tblVehicleTrips	SU_TR	8.62	9.00
tblVehicleTrips	SU_TR	20.43	35.00
tblVehicleTrips	WD_TR	6.65	6.50
tblVehicleTrips	WD_TR	1.89	2.20

tblVehicleTrips	WD_TR	1.29	1.00
tblVehicleTrips	WD_TR	9.52	9.00
tblVehicleTrips	WD_TR	44.32	35.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3,166.7926	62.0127	3,964.8581	6.8915		533.5751	533.5751		533.5751	533.5751	55,848.9505	23,721.2154	79,570.1659	51.8260	4.3929	82,174.9130
Energy	1.3451	11.5325	5.1713	0.0734		0.9293	0.9293		0.9293	0.9293		14,673.5314	14,673.5314	0.2812	0.2690	14,760.7289
Mobile	17.0936	130.4212	113.6623	0.2746	11.4661	0.2070	11.6731	3.0726	0.1923	3.2649		28,116.3761	28,116.3761	2.5205		28,179.3892
Total	**3,185.2312**	**203.9665**	**4,083.6917**	**7.2395**	**11.4661**	**534.7114**	**546.1776**	**3.0726**	**534.6968**	**537.7694**	**55,848.9505**	**66,511.1229**	**122,360.0734**	**54.6278**	**4.6620**	**125,115.0310**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	92.6816	31.9333	178.6410	0.2004		3.3475	3.3475		3.3475	3.3475	0.0000	38,626.2743	38,626.2743	1.0213	0.7027	38,861.2018
Energy	1.3451	11.5325	5.1713	0.0734		0.9293	0.9293		0.9293	0.9293		14,673.5314	14,673.5314	0.2812	0.2690	14,760.7289
Mobile	17.0936	130.4212	113.6623	0.2746	11.4661	0.2070	11.6731	3.0726	0.1923	3.2649		28,116.3761	28,116.3761	2.5205		28,179.3892
Total	**111.1203**	**173.8871**	**297.4746**	**0.5484**	**11.4661**	**4.4838**	**15.9499**	**3.0726**	**4.4692**	**7.5418**	**0.0000**	**81,416.1817**	**81,416.1817**	**3.8231**	**0.9717**	**81,801.3199**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**96.51**	**14.75**	**92.72**	**92.42**	**0.00**	**99.16**	**97.08**	**0.00**	**99.16**	**98.60**	**100.00**	**-22.41**	**33.46**	**93.00**	**79.16**	**34.62**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2020	7/1/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 2.92

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	0	0.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	0.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Site Preparation - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.0936	130.4212	113.6623	0.2746	11.4661	0.2070	11.6731	3.0726	0.1923	3.2649		28,116.3761	28,116.3761	2.5205		28,179.3892
Unmitigated	17.0936	130.4212	113.6623	0.2746	11.4661	0.2070	11.6731	3.0726	0.1923	3.2649		28,116.3761	28,116.3761	2.5205		28,179.3892

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	3,555.50	3,555.50	3555.50	926,717	926,717
City Park	35.86	35.86	35.86	7,499	7,499
Elementary School	600.00	600.00	600.00	131,214	131,214
Parking Lot	0.00	0.00	0.00		
Single Family Housing	13,176.00	13,176.00	13176.00	3,434,236	3,434,236
Strip Mall	5,670.00	5,670.00	5670.00	872,127	872,127
Total	23,037.36	23,037.36	23,037.36	5,371,793	5,371,793

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	0.93	0.70	0.72	42.60	21.00	36.40	86	11	3
City Park	0.93	0.70	0.72	33.00	48.00	19.00	66	28	6
Elementary School	0.93	0.70	0.72	65.00	30.00	5.00	63	25	12
Parking Lot	0.93	0.70	0.72	0.00	0.00	0.00	0	0	0
Single Family Housing	0.93	0.70	0.72	42.60	21.00	36.40	86	11	3
Strip Mall	0.93	0.70	0.72	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
City Park	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Elementary School	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Parking Lot	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Single Family Housing	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868
Strip Mall	0.515189	0.037254	0.221040	0.114665	0.016498	0.005188	0.033759	0.046875	0.001360	0.001132	0.005439	0.000735	0.000868

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Creekview Specific Plan Ammendment 2019 - Placer County APCD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.3451	11.5325	5.1713	0.0734		0.9293	0.9293		0.9293	0.9293		14,673.5314	14,673.5314	0.2812	0.2690	14,760.7289
NaturalGas Unmitigated	1.3451	11.5325	5.1713	0.0734		0.9293	0.9293		0.9293	0.9293		14,673.5314	14,673.5314	0.2812	0.2690	14,760.7289

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	14608.8	0.1576	1.3463	0.5729	8.5900e-003		0.1089	0.1089		0.1089	0.1089		1,718.6819	1,718.6819	0.0329	0.0315	1,728.8952
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	1301.46	0.0140	0.1276	0.1072	7.7000e-004		9.7000e-003	9.7000e-003		9.7000e-003	9.7000e-003		153.1134	153.1134	2.9300e-003	2.8100e-003	154.0233
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	103622	1.1175	9.5495	4.0636	0.0610		0.7721	0.7721		0.7721	0.7721		12,190.8094	12,190.8094	0.2337	0.2235	12,263.2533
Strip Mall	5192.88	0.0560	0.5091	0.4277	3.0500e-003		0.0387	0.0387		0.0387	0.0387		610.9267	610.9267	0.0117	0.0112	614.5571
Total		**1.3451**	**11.5325**	**5.1713**	**0.0734**		**0.9293**	**0.9293**		**0.9293**	**0.9293**		**14,673.5314**	**14,673.5314**	**0.2812**	**0.2690**	**14,760.7289**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	14.6088	0.1576	1.3463	0.5729	8.5900e-003		0.1089	0.1089		0.1089	0.1089		1,718.6819	1,718.6819	0.0329	0.0315	1,728.8952
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Elementary School	1.30146	0.0140	0.1276	0.1072	7.7000e-004		9.7000e-003	9.7000e-003		9.7000e-003	9.7000e-003		153.1134	153.1134	2.9300e-003	2.8100e-003	154.0233
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	103.622	1.1175	9.5495	4.0636	0.0610		0.7721	0.7721		0.7721	0.7721		12,190.8094	12,190.8094	0.2337	0.2235	12,263.2533
Strip Mall	5.19288	0.0560	0.5091	0.4277	3.0500e-003		0.0387	0.0387		0.0387	0.0387		610.9267	610.9267	0.0117	0.0112	614.5571
Total		**1.3451**	**11.5325**	**5.1713**	**0.0734**		**0.9293**	**0.9293**		**0.9293**	**0.9293**		**14,673.5314**	**14,673.5314**	**0.2812**	**0.2690**	**14,760.7289**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	92.6816	31.9333	178.6410	0.2004		3.3475	3.3475		3.3475	3.3475	0.0000	38,626.2743	38,626.2743	1.0213	0.7027	38,861.2018
Unmitigated	3,166.7926	62.0127	3,964.8581	6.8915		533.5751	533.5751		533.5751	533.5751	55,848.9505	23,721.2154	79,570.1659	51.8260	4.3929	82,174.9130

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.4593					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	72.7220					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3,077.6243	60.1025	3,798.9929	6.8827		532.6550	532.6550		532.6550	532.6550	55,848.9505	23,422.2353	79,271.1858	51.5393	4.3929	81,868.7652
Landscaping	4.9870	1.9103	165.8652	8.7700e-003		0.9201	0.9201		0.9201	0.9201		298.9801	298.9801	0.2867		306.1478
Total	**3,166.7926**	**62.0127**	**3,964.8581**	**6.8915**		**533.5751**	**533.5751**		**533.5751**	**533.5751**	**55,848.9505**	**23,721.2154**	**79,570.1659**	**51.8260**	**4.3929**	**82,174.9130**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.4593					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	72.7220					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	3.5133	30.0231	12.7758	0.1916		2.4274	2.4274		2.4274	2.4274	0.0000	38,327.2941	38,327.2941	0.7346	0.7027	38,555.0541
Landscaping	4.9870	1.9103	165.8652	8.7700e-003		0.9201	0.9201		0.9201	0.9201		298.9801	298.9801	0.2867		306.1478
Total	**92.6816**	**31.9333**	**178.6410**	**0.2004**		**3.3475**	**3.3475**		**3.3475**	**3.3475**	**0.0000**	**38,626.2743**	**38,626.2743**	**1.0213**	**0.7027**	**38,861.2018**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Creekview Specific Plan Ammendment 2019

Placer County APCD Air District, Mitigation Report

Construction Mitigation Summary

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

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Rubber Tired Dozers	Diesel	No Change	0	0	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	0	No Change	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction		PM2.5 Reduction			
No	Replace Ground Cover of Area Disturbed	PM10 Reduction		PM2.5 Reduction			
No	Water Exposed Area	PM10 Reduction		PM2.5 Reduction		Frequency (per day)	
No	Unpaved Road Mitigation	Moisture Content %		Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Site Preparation	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	99.89	50.05	99.66	97.21	99.54	99.54	100.00	-63.64	51.65	98.57	84.00	52.91
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.27	0.60		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			

No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.00			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			

No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.00			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
Yes	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	100.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	100.00
No	Use Low VOC Paint (Parking)	100.00
No	% Electric Lawnmower	0.00
No	% Electric Leafblower	0.00
No	% Electric Chainsaw	0.00

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value

Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

MacKay & Somps
ENGINEERS PLANNERS SURVEYORS

TECHNICAL MEMORANDUM

DATE: August 12, 2019

TO: Brian Moore
Anthem United

FROM: Mark Sauer
MacKay & Somps

SUBJECT: Addendum #1 to the Drainage and Stormwater Master Plan for the Creekview Specific Plan

Introduction

This Technical Memorandum functions as an Addendum to the Drainage and Stormwater Master Plan, dated October 18, 2012 and updated in 2014 and 2015, prepared for the Creekview Specific Plan (CSP). The purpose of this Technical Memorandum is to evaluate the differences, relative to drainage and stormwater, between the CSP land use plan approved in 2012 (Approved Project) shown in Exhibit A and the proposed CSP land use plan (2019) (Proposed Project), shown in Exhibit B. Together, this Addendum and the Master Plan provide technical data and analysis to guide buildout of Creekview's backbone infrastructure as depicted on the Proposed Project's Land Use Plan.

Definitions

- **Master Plan:** The approved Drainage and Stormwater Master Plan, dated October 18, 2012.
- **Approved Project:** The CSP project as shown in the 2012 Master Plan and subsequent updates, including 2014 update to System D and the 2015 update to System B.
- **Proposed Project:** Based upon the Approved Project but with new land use plan dated July 26, 2019.

Background

The Master Plan (2012) evaluated the infrastructure requirements for the Approved Project. The Proposed Project (Exhibit B) reflects the following revisions to the land uses and parcel configurations south of Pleasant Grove Creek:

- Land uses in the southwest quadrant of the CSP (south of Pleasant Grove Creek and west of Westbrook Blvd.) have been reconfigured and re-lotted, while maintaining a mix of low-, medium-, and high-density residential uses and park sites.
- Land uses in the southeast quadrant of the CSP (south of Pleasant Grove Creek and east of Westbrook Blvd.) have been reconfigured, including:
  - Converting parcels C-24 and C-23 from MDR to LDR.
  - Converting a portion of parcel C-70 from CC to LDR, resulting in a 9.2-acre CC site and a 6.9-acre LDR site.
  - Converting parcel C-71 from CC/BP to HDR.
- Reconfigured land uses result in a rebalancing of acreages and unit allocations for LDR, MDR, and HDR, as shown in Table 1.
- Two north/south roadway connections between Blue Oaks Blvd. and Creekview Plaza Drive were consolidated into one street, resulting in an eastward shift in the alignment of Grasscreek Drive.
- Park sites and paseos have been adjusted and reconfigured while maintaining a connectivity between residential villages and Pleasant Grove Creek.

- The overall unit count of 2,011 units is unchanged.

The table below summarizes the differences between the Approved Project and the Proposed Project.

Table 1: Comparison of Approved and Proposed Land Uses and Development Assumptions

Land Use Designation		Acreage			Dwelling Units		
		Approved (2012)	Proposed (2019)	Difference	Approved (2012)	Proposed (2019)	Difference
Residential Uses							
LDR	Low Density Residential	155.8 ac	182.8 ac	27.0 ac	836 du	951 du	115 du
MDR	Medium Density Residential	64.3 ac	51.2 ac	-13.1 ac	655 du	513 du	-142 du
HDR	High Density Residential	17.1 ac	17.7 ac	0.6 ac	520 du	547 du	27 du
	Subtotal	237.2 ac	251.7 ac	14.5 ac	2,011 du	2,011 du	0 du
Service & Employment							
CC	General Commercial	15.5 ac	9.2 ac	-6.3 ac			
CC/BP	Community Comm/ Bus. Prof.	3.8 ac	0.0 ac	-3.8 ac			
	Subtotal	19.3 ac	9.2 ac	-10.1 ac			
Open Space and Public							
OS	Open Space	136.2 ac	136.9 ac	0.7 ac			
PR	Park	15.7 ac	16.3 ac	0.6 ac			
P/QP	Public/Quasi-Public	9.6 ac	9.7 ac	0.1 ac			
UR	Urban Reserve	39.9 ac	39.9 ac	0.0 ac	405 du	405 du	0 du
ROW	Right of Way	43.4 ac	37.7 ac	-5.7 ac			
	Subtotal	244.8 ac	240.4 ac	-4.4 ac	405 du	405 du	
TOTAL		**501.3 ac**	**501.3 ac**	**0.0 ac**	**2,416 du**	**2,416 du**	**0 du**

Note: The allocation of 405 units to the Urban Reserve land use is included in approved utility master plans, but not the approved Specific Plan, which has an allocation of 2,011 units.

Analysis

An evaluation of the differences between the Approved Project and the Proposed Project, as described in the Background section above, was conducted to determine if changes in the overall project occurred. Table 2 below shows the differences in contributary areas and percent impervious rates between the Approved Project and the Proposed Project by outfall. Only those outfalls affected by the proposed changes are shown in Table 2. Minor differences can be observed at each shed contributory to each outfall and overall there is a decrease in percent impervious rates. Slight changes to the onsite facilities proposed in the Drainage and Stormwater Master Plan (Master Plan) and subsequent updates are expected due to these minor changes.

The contributory areas and their percent impervious rates for each outfall that are affected by the proposed land use are tabulated in Table 2. Included, is an excerpt of the update to the Master Plan's Storm Drain Exhibit dated October 2014 (Exhibit C) as well as an exhibit with the Proposed Project's land use and revised shed areas (Exhibit D) that depicts the data tabulated in Table 2.

In the Approved Project, peak flow attenuation occurs within a parallel channel to Pleasant Grove Creek that is proposed to be built with the Creekview Specific Plan. The portion of Creekview Specific Plan to the south of Pleasant Grove Creek discharges directly to this parallel channel referred to as the bypass channel. The bypass

channel uses weirs to distribute peak flows to and from Pleasant Grove Creek. The bypass channel provides additional conveyance and storage capacity which returns the floodplain water surfaces to levels found prior to the creation of the constriction within Pleasant Grove Creek in this area and exposes developable land previously inundated (Master Plan, 2012).

Table 2: Comparison of Approved and Proposed by Outfall Contributory Areas

	Contributory Area			Percent Impervious Rates		
Outfall	**Approved**	**Proposed**	**Difference**	**Approved**	**Proposed**	**Difference**
OTA	31.4 ac	34.2 ac	2.8 ac	80.4%	65.0%	-15.3%
OTB	142.8 ac	145.6 ac	2.9 ac	52.7%	51.5%	-1.2%
OTC	33.3 ac	14.1 ac	-19.3 ac	59.9%	60.0%	0.1%
OTD	66.4 ac	79.4 ac	13.0 ac	45.4%	44.6%	-0.8%
OTK	17.4 ac	17.9 ac	0.6 ac	50.0%	48.2%	-1.8%
TOTAL	291.2 ac	291.2 ac	0.0 ac	54.7%	51.4%	-3.3%

Notes:

- Only outfalls with sheds that have proposed land use changes are listed above. No changes are proposed for areas north of Pleasant Grove Creek.
- Outfalls OTB and OTD include offsite contributary areas, 135.1 acres and 23.1 acres respectively, in both the approved and proposed scenarios.
- Percent Impervious Rates are weighted averages.

Flood Control: Contributing Watershed & Bypass Channel

The Pleasant Grove watershed contributing to the downstream project boundary of the Creekview Specific Plan is approximately 19,200±acres. The CSP sheds contributory areas including offsite shed areas that discharge through the development discussed herein are approximately 1.5% of the Pleasant Grove watershed. The onsite sheds (OTA, OTB, OTC, OTD, and OTK) have the proposed land use changes discussed above total 133.1 acres and are approximately 0.7% of the Pleasant Grove watershed area. The slight decrease in impervious area for the onsite sheds and the slight shifts in subshed boundaries onsite would produce negligible changes to the peak flow, peak flow timing, water surface elevations, hydromodification, and volumetric impacts within the bypass channel and Pleasant Grove Creek through the project and at the previously established points of compliance.

The volume created with the proposed bypass channel and the system of weirs to connect the bypass channel and Pleasant Grove Creek has a significant impact to peak flow, peak flow timing, water surface elevations, and hydromodification. It is observed in the approved SDMP model that flows passing over the weirs and within the bypass channel are greater than that contributed through the outfalls of the CSP. This demonstrates the bypass channel's function to return the Pleasant Grove Creek floodplain characteristics to pre-constriction conditions that were brought about with the agricultural activities in the area. The impact of the bypass channel on the key markers of compliance including peak flow, peak flow timing, and water surface elevations is greater than that of hydrologic changes to the southern portion of the CSP which is 0.7% of the contributing watershed area.

Due to the reduction of imperviousness of the site, it is expected that the total flows discharging to the bypass channel would slightly decrease. However, the resultant flows are not expected to have a noticeable effect on the flows in Pleasant Grove Creek and bypass channel due to the proportion of the CSP to the upstream watershed and the underlying type D soils. It is known that type D soils have a higher runoff potential in flood control events and changes to impervious rates of a developed site does not have as great as an impact on type D soils as it does on more infiltrative type soils such as type B or type C. Additionally, because of the volume created by the bypass channel, the proposed weirs, and the overall size of the upstream watershed, it is expected that little to no effects in hydraulic function due to onsite hydrological changes would be observed.

Currently, the bypass channel and a portion of the weirs are in construction. The bypass channel and weirs are being constructed as proposed in the Approved SDMP. The construction of the weirs is a phased plan per the

request of the City of Roseville thus weir #6 and features of weir #1 are not being constructed at this time. As the regional retention facility at Reason Farms is developed, weirs #1 and #6 will be completed. A LOMR will be prepared for the constructed bypass channel system. As a part of the LOMR process, a review of the hydrologic data will be performed to ensure consistency with the proposed project.

Onsite Drainage

To convey storm water runoff to the drainage corridor, conceptual trunk storm drain pipes are analyzed in the Master Plan and subsequent updates including improvement plans. The storm drain systems included in the Phase 1 portion of the Specific Plan are in the improvement plan stage at this time and are analyzed with the land use changes described herein. These trunk storm drain pipes are sized to the 10-year 24-hour event with the consideration of overland flows in the streets from infrequent high intensity storm events such as the 100-year 24-hour event. As previously mentioned, generally, higher percent impervious land use types have decreased while lower percent impervious land use types have increased with the Proposed Project. Localized increases and decreases in trunk storm drain pipes may occur, however, the overall inventory of pipes should not change.

Hydromodification & Storm Water Quality

In addition to flood control, the bypass channel contributes to providing hydromodification compliance at the project boundary for the 2-year 24-hour event. Hydromodification compliance is met by the incorporation of onsite Low Impact Development (LID) measures described below and the proposed bypass channel described above. The approved SDMP discusses how the imperviousness of a site influences hydromodification. By implementing Low Impact Development (LID) features, the retention and infiltration of stormwater effectively reduces the imperviousness of the site. Given that the proposed project has a reduced impervious rate due to land use changes, the runoff volume for the hydromodification event should be the same or less than previously analyzed.

Low Impact Development measures are proposed onsite to clean and reduce storm water at discharge points for the 85th percentile 24-hour event. LID measures proposed in the Master Plan are tree planting and preservation, disconnected impervious areas, soil amendments, and vegetated swales. The quantity of each LID feature was allocated by land use and the bypass channel functions as a vegetated swale. Since LID features were determined by land use type in the Master Plan, proposed land use changes herein do not alter the rates of application found in the Master Plan. The storm water quality standards from the West Placer Storm Water Quality Design Manual are applied in the recent Storm Water Quality Evaluation for Creekview Tentative Subdivision Map dated March 8, 2019. These standards are new since the analyses in Master Plan were performed, however, the types and rates of application of LID features were not changed. And, in general, higher percent impervious land use types have been replaced with lower percent impervious land use types as can be observed in Table 1.

Retention

The Creekview Specific Plan is a part of the Natomas Cross Canal watershed. It has been found that upstream development in the watershed increases the potential flooding in the lower portion of Natomas Cross Canal watershed. Due to this, mitigation by way of retention for the 100-year 8-day event is required for the proposed project. Mitigation for the 100-year 8-day event is not affected or reduced by LID or flood control features such as the bypass channel. Mitigation will occur downstream of the project in the City of Roseville's Reason Farms Facility (Master Plan, 2012). To determine the required retention volume for Creekview, the equations in the Pleasant Grove Watershed Mitigation Fee (2010) are used in the Master Plan. The Pleasant Grove/Curry Creek Watershed Mitigation Fee report was updated by Civil Engineering Solutions, Inc. in 2017 for the City of Roseville. A revision to Table V.A from the Master Plan using the updated volumetric impact rates and resultant retention volume by land use are presented in Table 3 below. The equations in both studies use soil types and percent impervious rates to determine the required volume for retention of a contributing area. Due to an update to the volumetric impact rates, the resultant retention volume has increased. These increases would be more than what is shown in Table 3 if the overall percent impervious rate of the site remained as it was in the Approved Project due to the increase in the land use impact rate.

Table 3: Comparison of Approved and Proposed Volumetric Impact Rates in Type D Soils

Land Use Designation		Land Use Impact Rate (ac-ft/ac)			Land Use Impact (acre-feet)		
		Approved	Updated	Difference	Approved	Updated	Difference
LDR	Low Density Residential	0.072	0.090	0.018	11.22	16.51	5.29
MDR	Medium Density Residential	0.126	0.146	0.020	8.10	7.47	-0.63
HDR	High Density Residential	0.206	0.229	0.023	3.52	4.06	0.54
CC/BP	Com. Commercial/ Bus. Prof	0.233	0.313	0.024	4.50	2.37	-2.13
OS	Open Space	0	0	0.000	0.00	0.00	0.00
PR	Park	-0.115	-0.104	0.011	-1.81	-1.70	0.11
P/QP	Public/Quasi-Public	0.126	0.146	0.020	1.21	1.42	0.21
UR	Urban Reserve	0	0	0.000	0.00	0.00	0.00
ROW	Right of Way	0.313	0.341	0.028	13.58	12.85	-0.73
					40.32	42.97	2.65

Notes:

- The Land Use Impact Rate is based upon type D soils and are calculated using formulas presented in the update to the Pleasant Grove/Curry Creek Watershed Mitigation Fee report updated by Civil Engineering Solutions, Inc. in 2017.
- The increase in retention volume is due to the increased Land Use Impact Rate.

Conclusions

Based on the analysis above, it is determined that the facilities proposed in the Drainage and Stormwater Master Plan and subsequent updates would not be significantly impacted by the proposed land use changes. The largest proposed impact to the peak flow rates, timing, and volume is the bypass channel system. The bypass channel and five of the weirs are in construction at the time of writing and are being constructed as proposed in the Master Plan with the exception of weirs #1 and #6. Per the request of the City, weir#6 and the culverts in weir#1 will be constructed at a later date to correspond with the construction of the downstream retention facility at Reason Farms. The bypass channel and weirs as further described in the Master Plan and herein, restores the Pleasant Grove floodplain to pre-agricultural conditions.

The bypass channel may see a slight reduction in contributing flows due to the reduced impervious cover which may help with peak flow and hydromodification compliance at the project boundary. It is commonly known that lower impervious rates generate less runoff volume meaning a lower peak flow rate overall. Only storm water quality and trunk drainage facilities may undergo minor increases and decreases based on contributing area. However, at the master plan level of analysis, these facilities remain adequately sized in the approved Master Plan and subsequent updates to provide a foundation for the improvement plan analyses' when a greater level of detail is warranted. In summary, the analysis demonstrates that the changes between the Approved Project and the Proposed Project are not significant.

Attachments

Exhibit A: Approved Project Land Use Plan (2012)

Exhibit B: Proposed Project Land Use Plan (July 26, 2019)

Exhibit C: Excerpt from the System D Creekview Update of the Drainage and Stormwater Master Plan

Exhibit D: Revised Drainage Sheds for Proposed Project

Exhibit A

Approved Project Land Use Plan (2012)

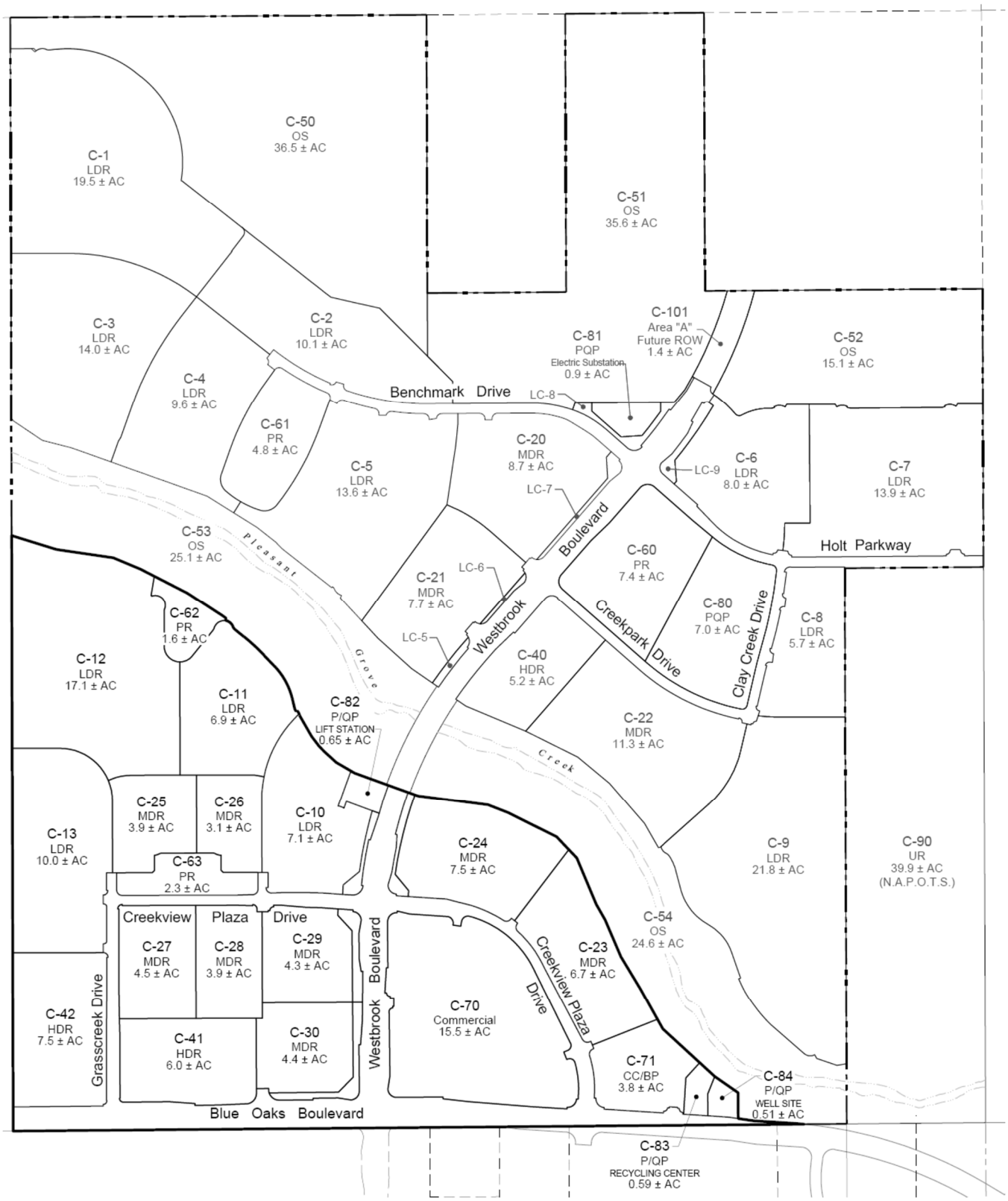


Exhibit B

Proposed Project Land Use Plan (July 26, 2019)

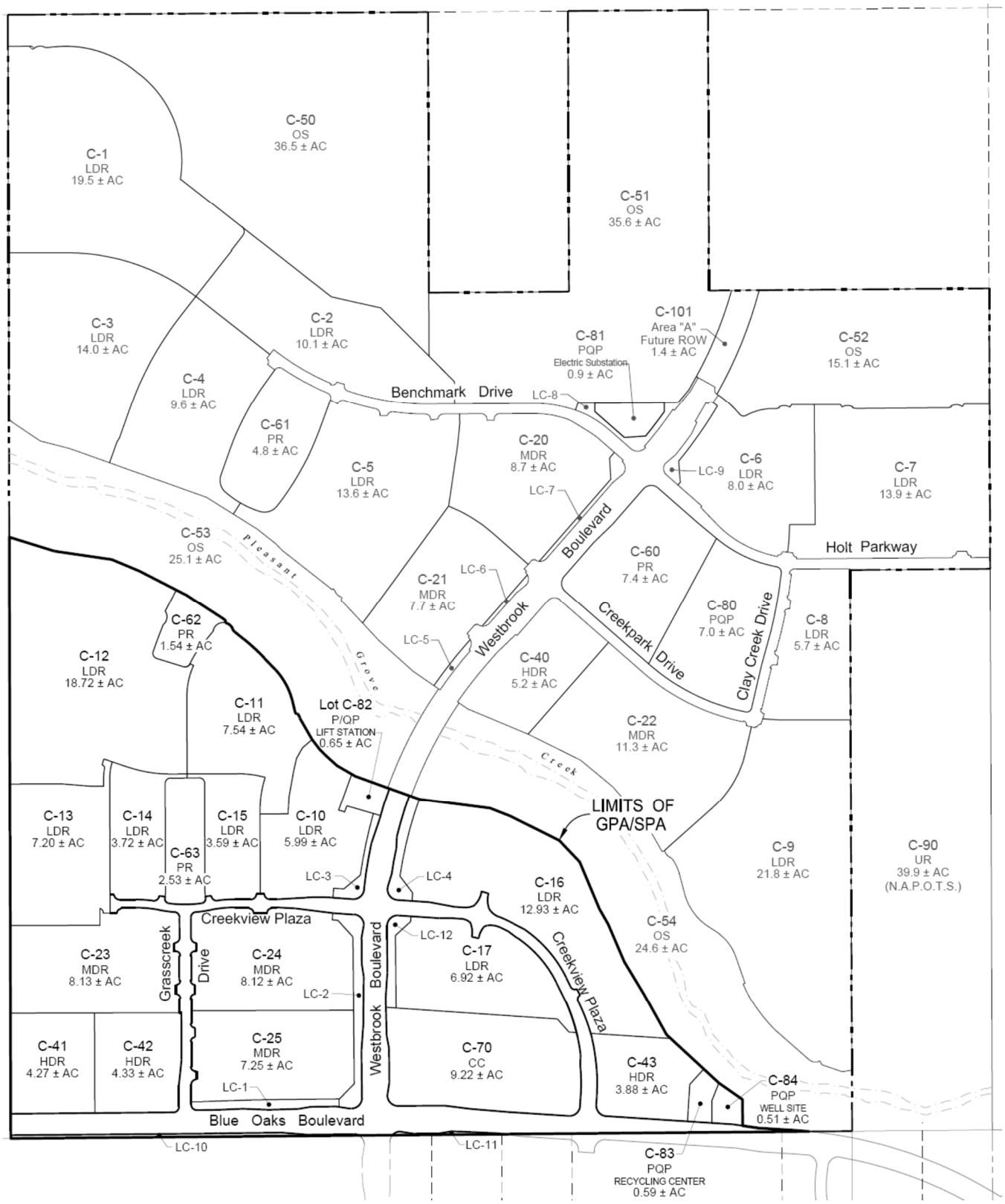


Exhibit C

Excerpt from the System D Creekview Update of the Drainage and Stormwater Master Plan

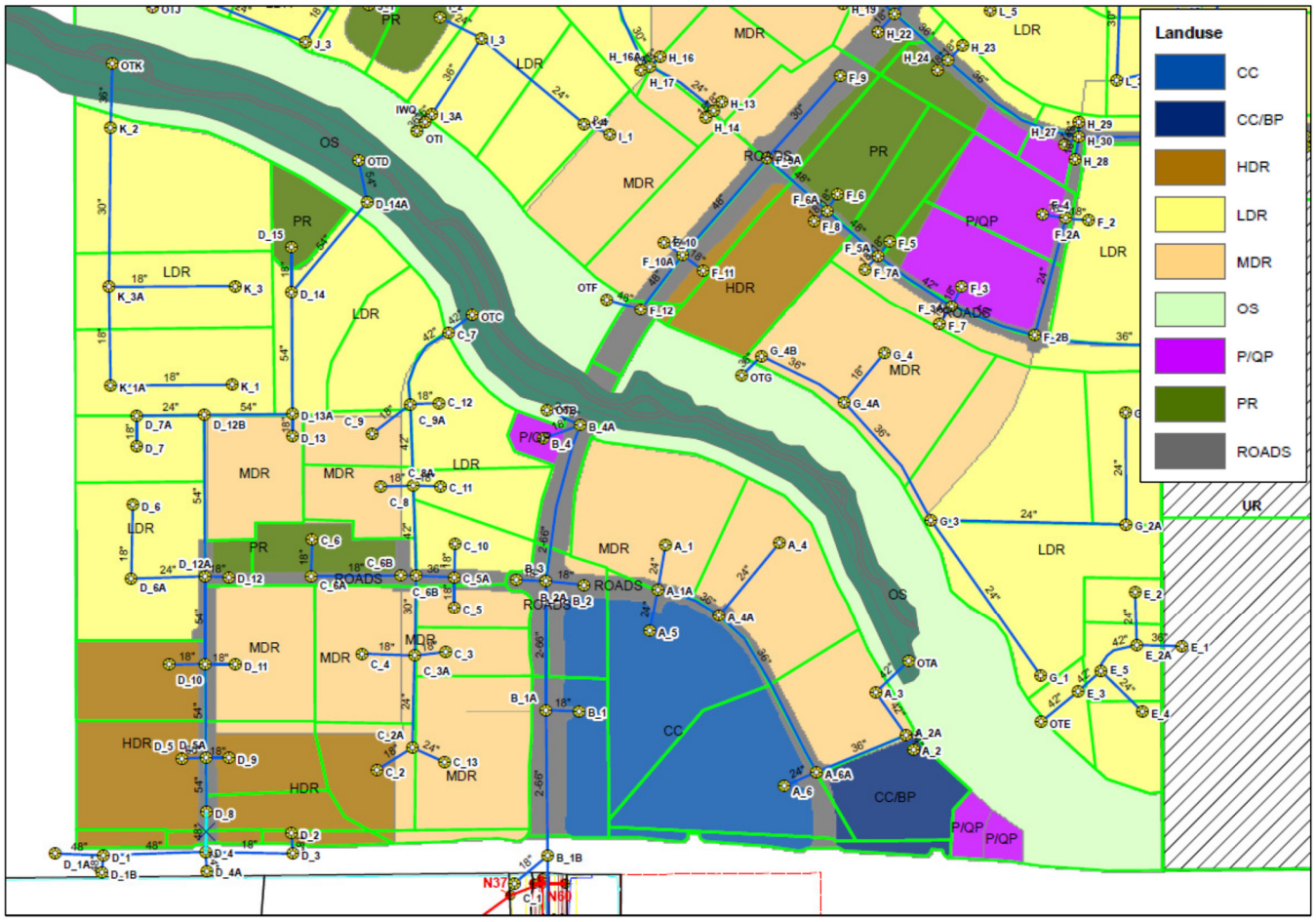
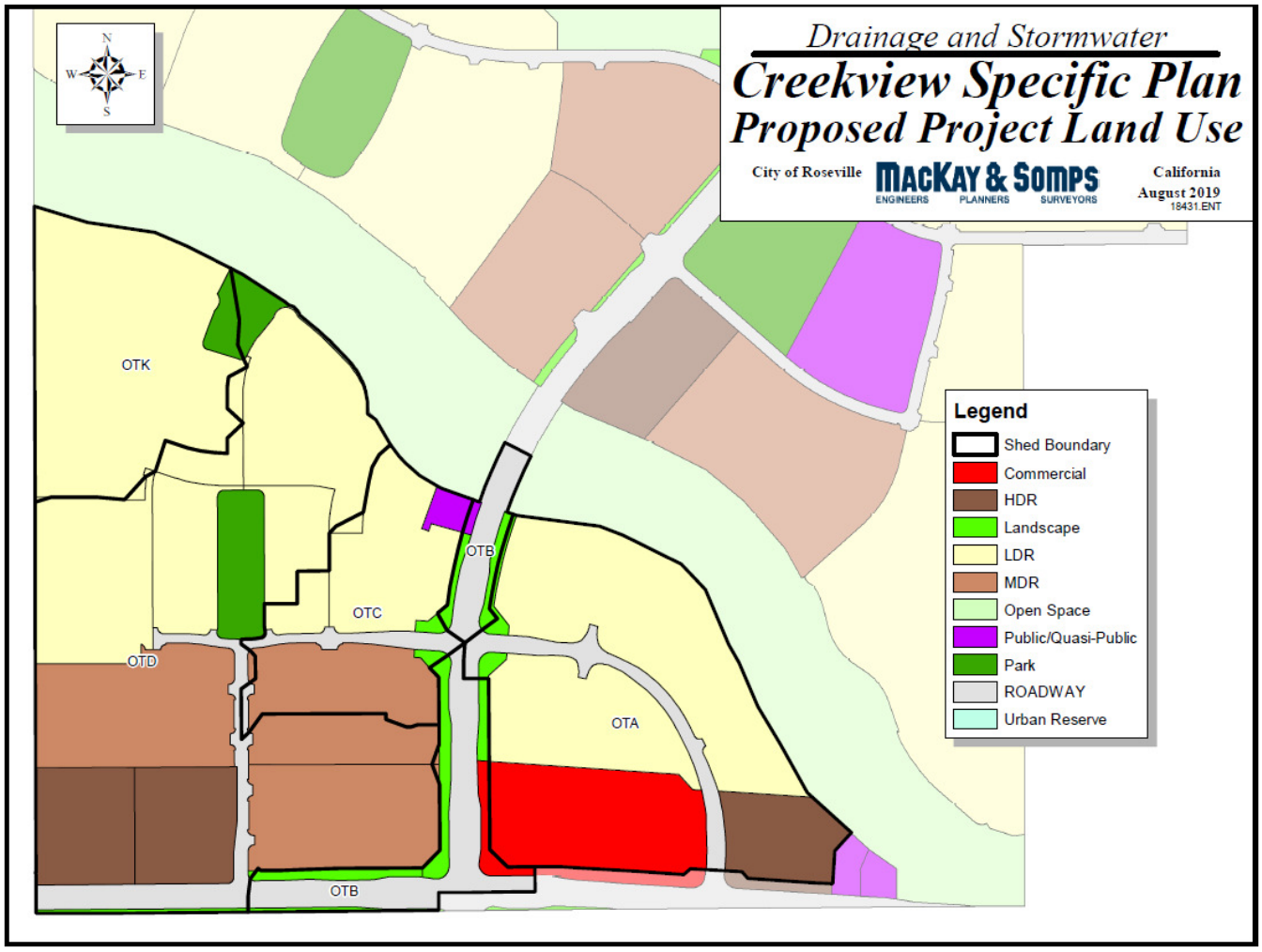


Exhibit D

Revised Drainage Sheds for Proposed Project



MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS

August 12, 2019

Brian Walker, P.E.
City of Roseville
Public Works Department
311 Vernon Street
Roseville, CA 95678

Re: Addendum #1 to the Drainage and Stormwater Master Plan for the Creekview Specific Plan

Mr. Brian Walker,

In response to the comments dated August 5, 2019, our responses to these issues are as follows:

1) Comment: The conclusions within the TM are straightforward and believable; however, there are a few noted deficiencies below:

Response: Please see responses below.

2) The City possesses a "Drainage and Stormwater Master Plan for the Creekview Specific Plan" (I'll refer to as "2012 drainage master plan update") dated 10/18/2012 (by CESI) (that I understand is the most current version) that is not referenced within this TM. Therefore, a revised MacKay & Somps TM that clarifies the role of the 10/18/2012 drainage master plan update in relation to the analysis provided is needed

Response: The reference to the Master Plan has been updated.

3) Comment: The 2018 drainage master plan update does not address or provide sufficient insight on several technical issues analyzed within the 2012 drainage master plan update, which need to corrected. These are:
   a. The Hydromodification Evaluation of Post-Project Hydrology Model (section II.E) including timing of peak flows released into the receiving waters/bypass channel
   b. Update of summary of findings, including values in Table II.F.1A1 (for PGC), Figure II.F.1A (Comparison of PG Cr Hydrographs), Table II.F.1A2 FEMA Basis 100-year& 10-year peak flow comparison (PG Crk), Table II.F.1B – Required Attenuation Creation Areas (100-year).
   c. (stormwater) Values in Table IV.C.2A and Table IV.C.2B
   d. Peak flow response, including updated Figure IV.D.2A
   e. Volumetric response, including updated Figure IV.D.3A and Table IV.D.4A

f. Volumetric impacts, including updated Table V.A
g. Hydraulics – a discussion of whether and how much the Proposed Project alters the water surface elevations including update results in Table III.A.3F and whether/how/if the previously submitted CLOMR still sufficiently describes the project (or not)

Response: In response to Comments 3a-3e, and 3g: Additional language is added to the TM discussing the effects of the minor changes in land use. It should be noted that the upstream contributing shed of Pleasant Grove to the Creekview Specific Plan area is approximately 19,200 acres (30.1 sq. mi.) and the relatively small size of the CSP indicates that a minor decrease to the impervious rate of 133.1 acres (0.21 sq. mi.) of the CSP would not have an observable impact to peak flow rates, peak flow timing, volume, or hydromodification. It is commonly known that lower impervious rates generate less runoff volume meaning a lower peak flow rate overall. Since it is a minor decrease in imperviousness, if a change were to be observed, a decrease would be expected in peak flow rates, timing, and volume which would be an improvement for both flood control events and hydromodification.

Minor shed shifts were also made with the Proposed Project. This increases some outfalls' contributary area and decreases others. Sheds OTA, OTB, and OTK have small increases in contributary areas (<10%). Shed OTC has a decrease of 19.3 acres (58% decrease) while shed OTD has an increase of 13.0 acres (20% increase). Sheds OTC and OTD are located relatively close to one another and both discharge to the bypass channel. While some localized differences in water surface elevations may be observed near these outfalls, the large flows in the bypass channel and Pleasant Grove Creek would soon override the small fluctuations in the local water surface elevations.

Hydromodification was proven achievable in the Master Plan and is attributed to the effects of Low Impact Development measures. The goal of LID measures is to assist a developed site in mimicking the runoff characteristics of the existing site. LID measures do this through increase infiltration, retention, and evapotranspiration. The proposed LID measures in the Master Plan are applied to the site as a rate per land use type and effectively lower the imperviousness of the site. Minor changes in land use do not decrease the effectiveness of the LID measures proposed to be applied therefore no discernible impacts are expected for hydromodification. An updated storm water quality analysis is presented in the Storm Water Quality Evaluation for Creekview Tentative Subdivision Map dated March 8, 2019.

The largest proposed impact to the peak flow rates, timing, and volume is the bypass channel system. The bypass channel and five of the weirs are in construction at the time of writing. Per the request of the City, Weir#6 and the culverts in Weir#1 will be constructed at a later date to correspond with the construction of the downstream retention facility at Reason Farms. The bypass channel and weirs as further described in the Master Plan and in the TM, restores the Pleasant Grove floodplain to pre-agricultural conditions. The volume created with the bypass channel and the system of weirs to connect the bypass channel and Pleasant Grove Creek has a

significant impact to peak flow, peak flow timing, water surface elevations, and hydromodification.

Prior to the LOMR, a review of the hydrologic data will be performed to ensure consistency with the proposed project.

In response to Comment 3f: Since the Master Plan was approved, the volumetric impact rates used to calculate retention volume for the 100-year 8-day event have increased. The rates are from the Pleasant Grove/Curry Creek Watershed Mitigation Fee report which was updated by Civil Engineering Solutions, Inc. in 2017 for the City of Roseville. This is the only aspect of CSP expected to have an increase and it is not due to the changes in the land use. The required volume using the updated rates with the Approved Project land use, would have netted a larger increase in required retention volume to mitigate the site. Since the overall land use imperviousness has decreased, the update to the rates has a smaller impact on the retention volume required for the CSP.

Please do not hesitate to call if you have any questions.

Sincerely,

MacKay & Somps Civil Engineers, Inc.

TECHNICAL MEMORANDUM

Date: June 28, 2019
To: Matthew Todd – City of Roseville
From: John Gard and Rod Brown – Fehr & Peers
Subject: *Transportation Impact Assessment of Proposed Land Use Amendment to Creekview Specific Plan*
RS19-3787

This memorandum presents the assumptions, analysis methods, and results of an evaluation of the transportation-related effects of proposed changes to the Creekview Specific Plan (CSP).

Background

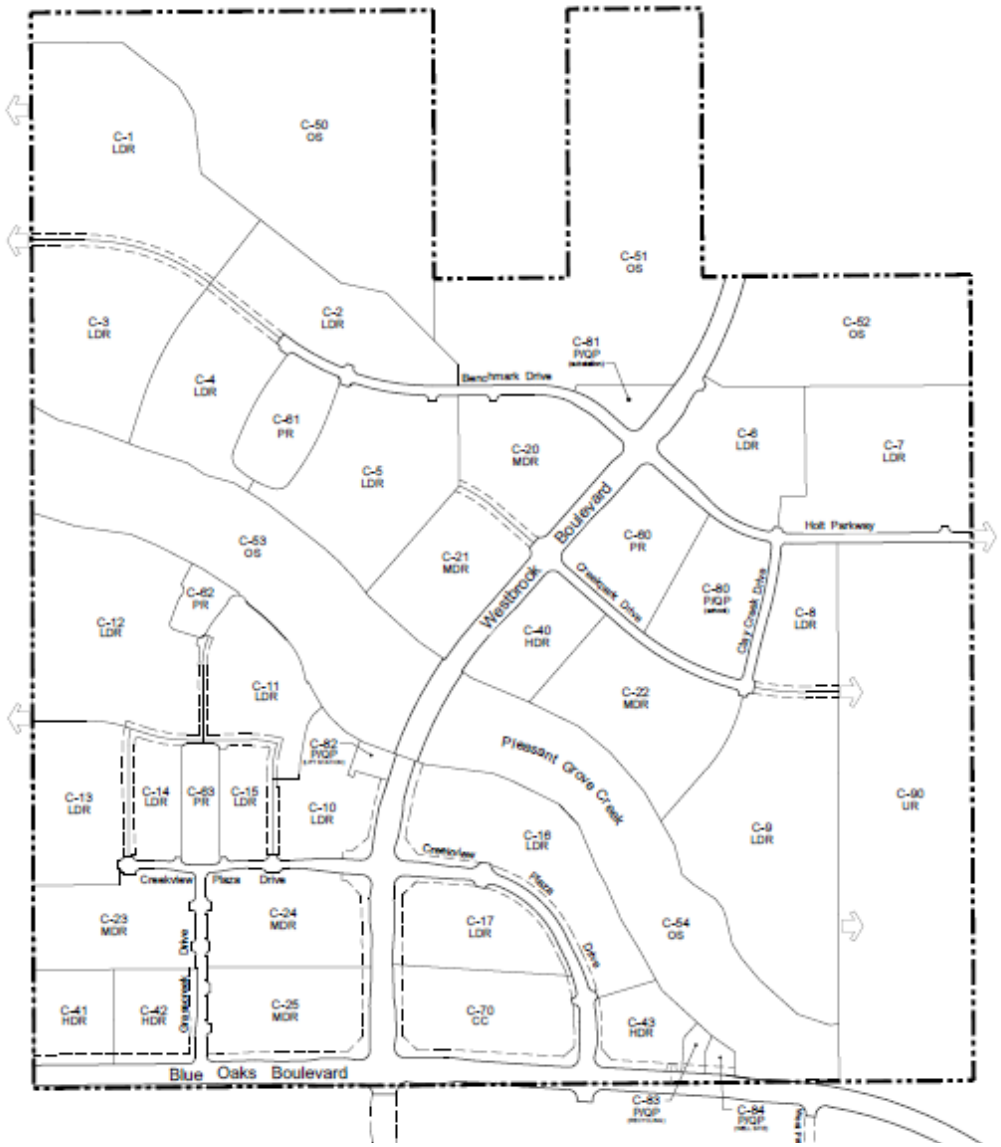
The CSP was approved in 2012 and included 2,011 residential units and community commercial, community commercial/business professional, school, park, open space, quasi-public, and urban reserve uses. A Specific Plan Amendment was approved in 2016 (2016 SPA) that maintained the overall land use pattern, maintained the unit count of 2,011 that was approved in 2012, and shifted residential units among parcels.

Proposed Land Use Changes

Amendments to the CSP are proposed (2019 SPA) to align residential housing types to meet market demand and to reduce the burden of Phase 1 infrastructure costs. Elimination of Community Commercial (CC) and Community Commercial/Business Professional (CC/BP) uses is also proposed, driven by the surplus of land designated for commercial uses within a short distance of the CSP and the reduced demand for commercial uses resulting from changing consumer preferences. Land use changes between the 2016 SPA and 2019 SPA are shown in **Table 1**, and the updated circulation plan is shown in **Figure 1**. All proposed modifications to circulation are only for the area south of Pleasant Grove Creek. The primary circulation change would be the shift of Grasscreek Drive (north-south collector west of Westbrook Boulevard) slightly further east.

The square footage of the remaining Community Commercial land use was estimated using a floor area ratio of 0.4 per email direction from Charity Gold of the City of Roseville, dated May 22, 2019.

Figure 1: Creekview Specific Plan 2019 SPA Proposed Land Use Plan



Source: City of Roseville, 2019.

Table 1
Creekview Specific Plan Land Use – 2016 SPA vs. 2019 SPA

Land Use	2016 SPA		2019 SPA (Proposed)		Change	
	Acres	Units	Acres	Units	Acres	Units
Residential						
Low Density Residential (LDR)	157.3	810	182.7	954	+ 25.4	+ 144
Medium Density Residential (MDR)	66.0	654	51.2	510	- 14.8	- 144
High Density Residential (HDR)	18.7	547	17.7	547	- 1.0	0
Subtotal	242.0	2,011	251.6	2,011	+ 9.6	0
Service & Employment						
Community Commercial (CC)	15.5	-	9.3	-	- 6.2	-
Community Comm/Business Prof (CC/BP)	3.8	-	0	-	- 3.8	-
Subtotal	19.3	-	9.3	-	- 10.0	-
Open Space & Public						
Open Space (OS)	136.9	-	136.9	-	0	-
Park (PR)	16.1	-	16.3	-	+ 0.2	-
Public/Quasi-Public (P/QP)	9.6	-	9.6	-	0	-
Urban Reserve (UR)	39.9	-	39.9	-	0	-
Right-of-Way (ROW)	37.5	-	37.7	-	+ 0.2	-
Subtotal	240.0	-	240.4	-	+ 0.4	-
Total	**501.3**	**2,011**	**501.3**	**2,011**	**0**	**0**

Source: City of Roseville, 2019.

Trip Generation Comparison

We compared the project's trip generation based on the approved 2016 SPA with the proposed 2019 SPA, using rates from the City of Roseville 2035 CIP travel demand model. **Table 2** shows the results of these calculations and indicates that the proposed land use modifications in the 2019 SPA would result in fewer trips being generated. These results suggest that traffic volumes in the vicinity of the project would be reduced during both peak hours and daily as a result of the land use changes.

Table 2
Trip Generation Comparison – 2016 SPA vs. 2019 SPA

Land Use	Amount	Trip Rate [1]			Trips		
		AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour	Daily
2016 SPA							
Single-Family Residential	1,464 du's	0.71	0.78	9	1,033	1,142	13,176
Multi-Family Residential	547 du's	0.41	0.58	6.5	223	317	3,556
Retail	179 ksf	0.87	2.67	35	156	478	6,265
Office	143 ksf	2.11	1.68	17.7	301	240	2,531
School	600 students	0.35	0.04	1	213	24	600
Park	16 acres	0.04	0.17	2.2	1	3	35
				Total	***1,927***	***2,204***	***26,163***
2019 SPA (Proposed)							
Single-Family Residential	1,464 du's	0.71	0.78	9	1,033	1,142	13,176
Multi-Family Residential	547 du's	0.41	0.58	6.5	223	317	3,556
Retail	162 ksf	0.87	2.67	35	141	433	5,670
Office	0 ksf	2.11	1.68	17.7	0	0	0
School	600 students	0.35	0.04	1	213	24	600
Park	16 acres	0.06	0.17	2.2	1	3	35
				Total	**1,611**	**1,918**	**23,037**
				Difference	**-316**	**-286**	**-3,126**

Notes:
1. Daily and PM peak hour trip rates from the City of Roseville travel demand model. AM peak hour rate estimated by calculating ratio of the *Trip Generation Manual* (ITE, 2017) AM peak hour rate to the ITE daily rate and applying this factor to the City of Roseville travel demand model daily rate.

ksf = thousand square feet. du's = dwelling units.
Source: Fehr & Peers, 2019.

Vehicle Miles of Travel Comparison

The proposed land use changes and roadway network changes were entered into the City of Roseville 2035 travel demand model. Vehicle miles of travel (VMT) was calculated for both the 2016 SPA and the 2019 SPA, using the boundary method for the City of Roseville. This method estimates the VMT for all roadways within the City.

According to model output, the scenario comprising the 2019 SPA was calculated to have a total VMT of 5,374,879; in contrast, the scenario comprising the 2016 SPA was calculated to have a total VMT of 5,378,872. Thus, the 2019 SPA would result in a reduction of 3,993 VMT. Model output for this calculation is included in Appendix A.

The VMT reduction caused by the 2019 SPA is likely largely due to the elimination of the CC/BP and reduction in the CC land uses within the CSP. Appendix A includes a plot of daily trips traveling to and

from the CC/BP land use based on the 2016 SPA. As shown in the plot, only a small portion of these trips are fully contained within the CSP, and many connect to destinations throughout Roseville and beyond City limits. VMT generation for office space in the CSP area is likely to be higher than VMT generation for office space located more centrally within Roseville.

Evaluation of 2019 SPA Roadway Network

The City of Roseville 2035 CIP travel demand model was used to estimate cumulative AM and PM peak hour traffic volumes at the following intersections, assuming the 2019 SPA in place:

1. Blue Oaks Boulevard/Grasscreek Drive
2. Blue Oaks Boulevard/Westbrook Boulevard
3. Westbrook Boulevard/Creekview Plaza
4. Creekview Plaza Drive/Street PP (evaluated for 2019 SPA only)

These volumes are shown in **Figure 2**. As shown in Figure 2, traffic volumes on Blue Oaks Boulevard and Westbrook Boulevard would be reduced due to the changes in land use.

Figure 2 also displays the traffic volumes at Intersection 1. Using the California *Manual of Uniform Traffic Control Devices* (2016) peak hour traffic volume signal warrant, this intersection would not meet the warrant (see Appendix A). While there is sufficient traffic on the Grasscreek Drive approach to warrant a signal, there is not adequate volume on Blue Oaks Boulevard to meet the warrant. It should be noted that this version of the 2035 travel demand model does not assume the extension of Placer Parkway to Santucci Boulevard. As a result, the segment of Blue Oaks Boulevard west of Westbrook Boulevard carries approximately 15,200 daily trips. Modeling conducted for the Amoruso Ranch Specific Plan indicated that the connection of Placer Parkway to Santucci Boulevard would cause the volume on this segment to increase to 38,000 daily trips. Under such a condition, a signal would be warranted at the Blue Oaks Boulevard/Grasscreek Drive intersection. Therefore, The City and applicant should coordinate to decide the following:[1]

1. When and by whom a traffic signal should be installed, and
2. If access should be restricted to right-turns only until such time that a signal is installed.

According to the Phase 1 Lotting Study (McKay & Somps, May 16, 2018), the proposed spacing of Intersections 1 and 2 on Blue Oaks Boulevard is approximately 900 feet. City standards recommend traffic signals be spaced a minimum of 1/4-mile apart. However, exceptions to this standard have been allowed under certain circumstances. The Blue Oaks Boulevard/Grasscreek Drive intersection would be a T-intersection, meaning the majority of intersection green time would be provided for the more

[1] Due to the uncertainty of the timing of Placer Parkway, development phasing of Creekview properties, and decisions regarding how infrastructure will be funded, these discussions are warranted.

heavily traveled eastbound and westbound approaches. Therefore, installation of a traffic signal would not adversely affect progression of traffic along this segment of Blue Oaks Boulevard.

Intersection 3 (Westbrook Boulevard/Grasscreek Drive) is planned to be signalized. The proposed 2019 SPA would not alter the needed lane configurations or need for signalization at this intersection.

Intersection 4 is a planned roundabout on Creekview Plaza Drive east of Westbrook Boulevard. It would carry modest volumes of traffic and operate acceptably as a single-lane roundabout. The *Tentative Subdivision Map* (MacKay & Somps, March 2019) shows a conceptual layout of the roundabout. We recommend its final design be constructed in accordance with City standards including geometric details, accommodation of large vehicles, pedestrian facilities, etc. It is also recommended that additional analysis be conducted to review the proposed driveway (shown below) that would serve Lot C-70 due to the potential for limited sight distance due to the street's horizontal curvature.

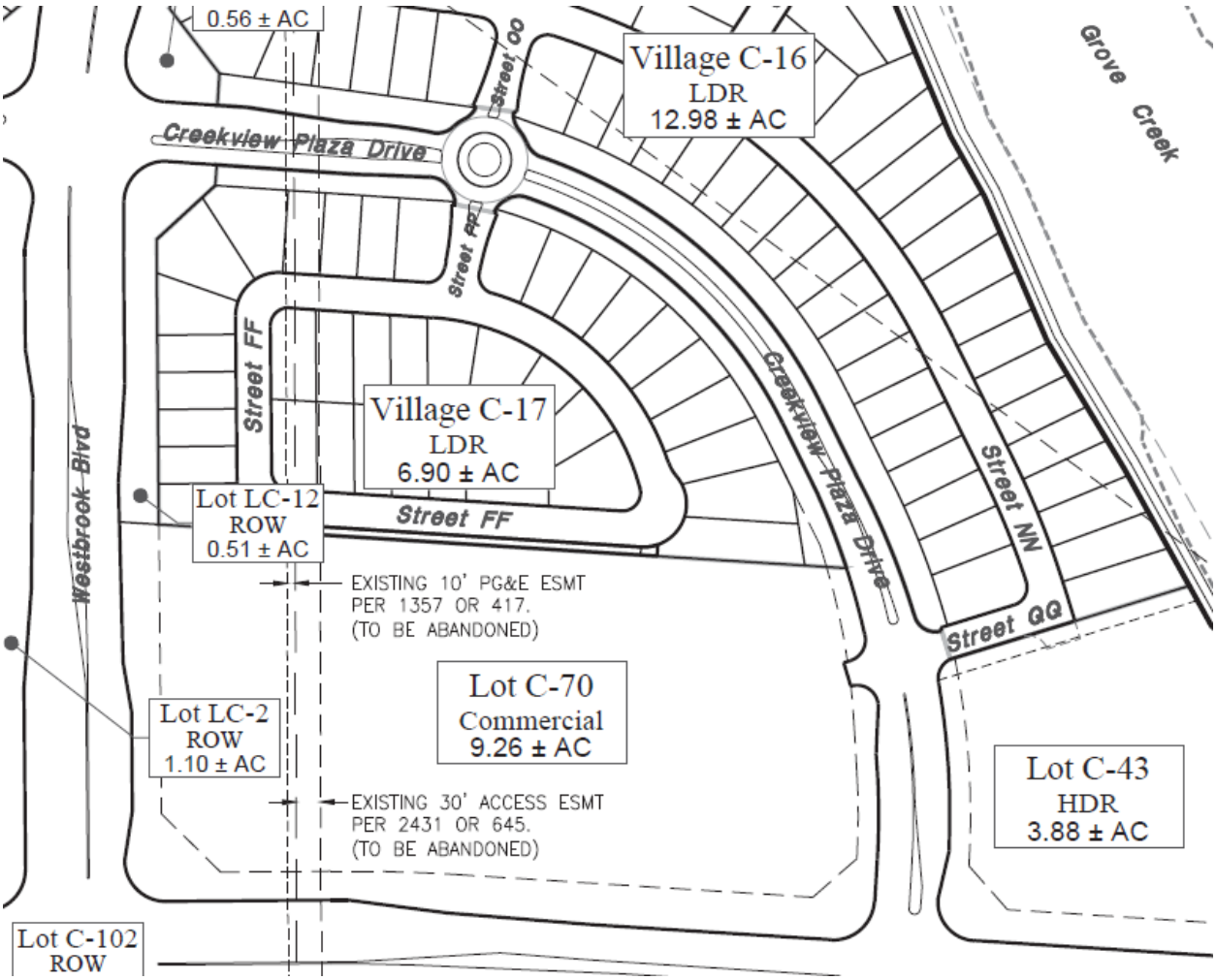
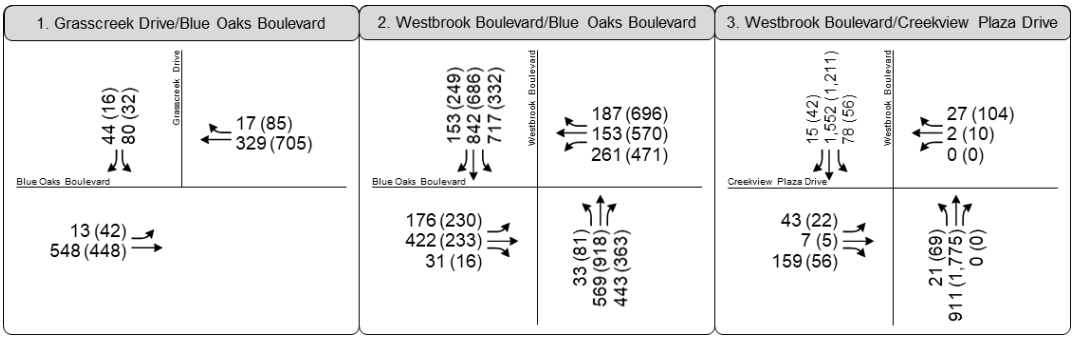
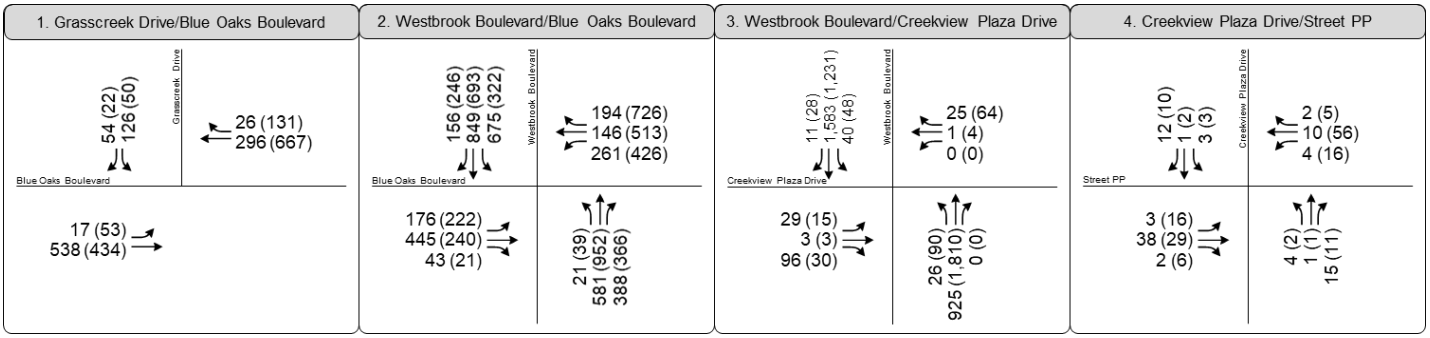


Figure 2: Peak Hour Traffic Volumes

2016 SPA



2019 SPA

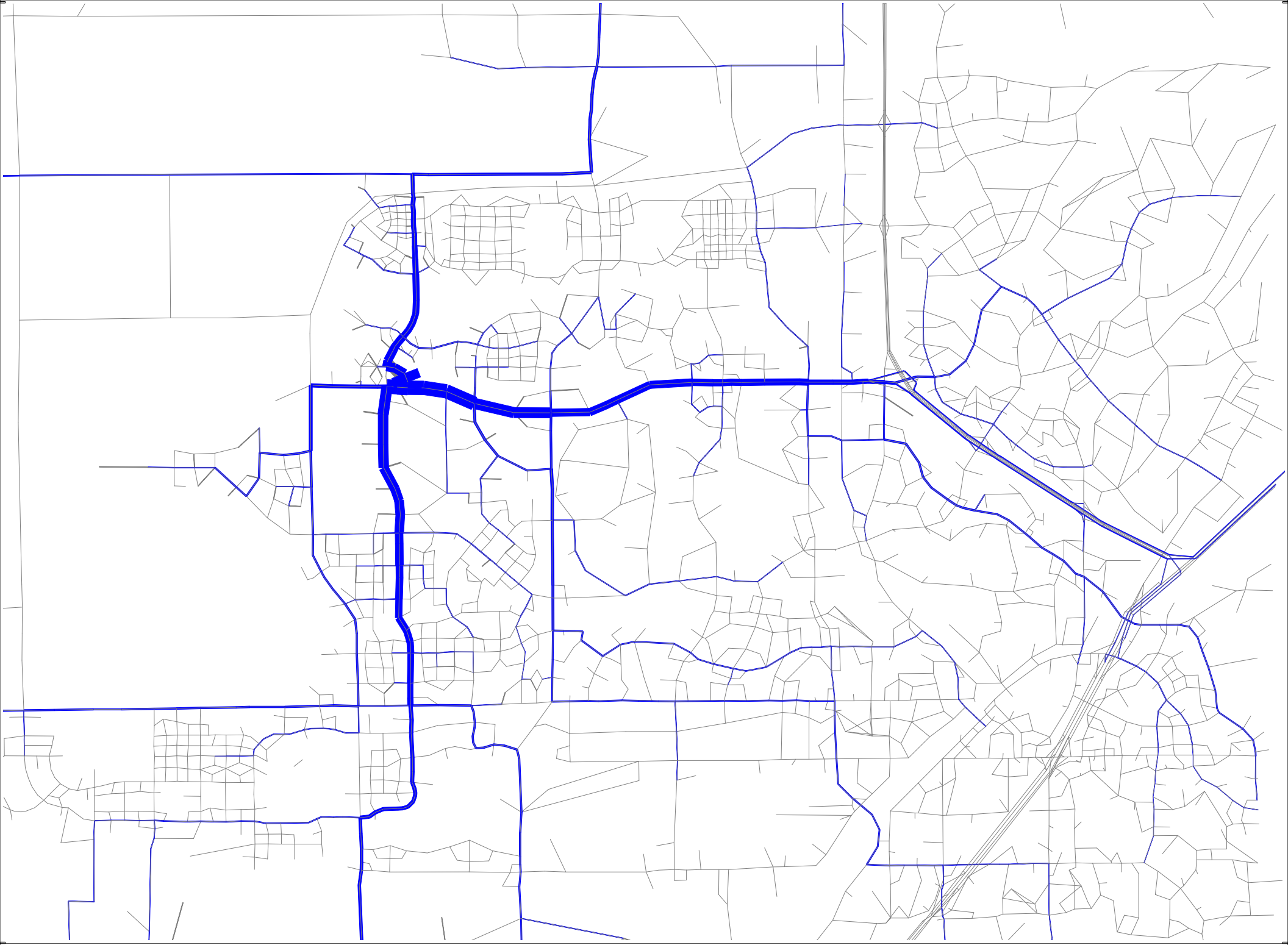


Legend

AM (PM) Peak Hour Traffic Volume

Source: Fehr & Peers, 2019.

Appendix A: Technical Reports



Creekview Specific Plan 2016 SPA Office Land Use Daily Trips

cube

(Licensed to Fehr & Peers)

FEHR PEERS

Major Street	Blue Oaks Boulevard
Minor Street	Grasscreek Drive

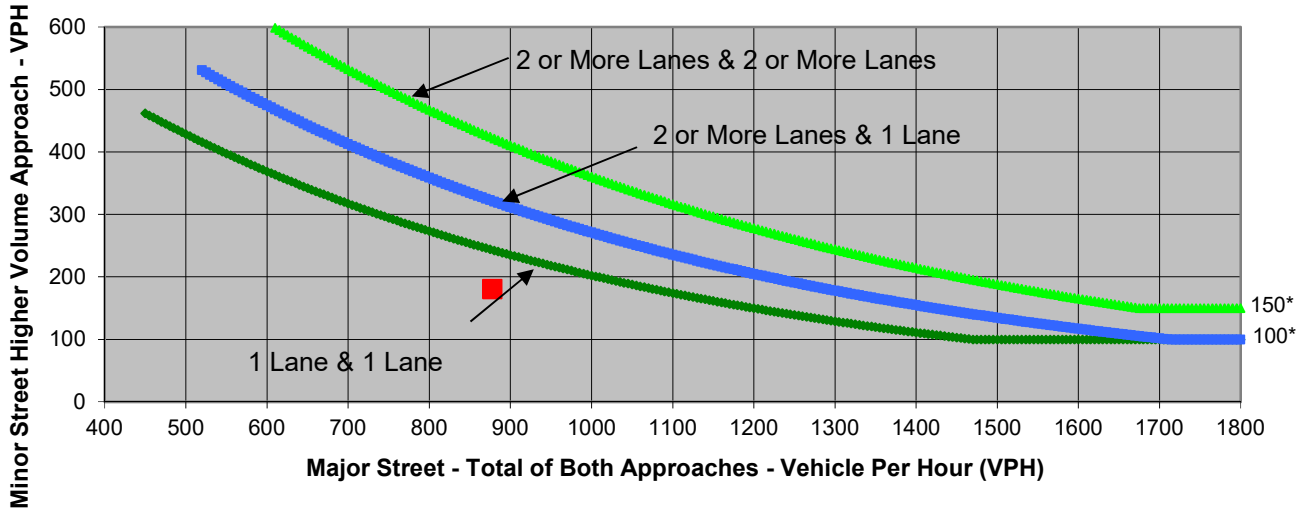
Project	Creekview SPA
Scenario	2019 SPA
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	126	17	0
Through	0	0	538	296
Right	0	54	0	26
Total	0	181	555	322

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Blue Oaks Boulevard	Grasscreek Drive	
Number of Approach Lanes	**3**	**1**	**NO**
Traffic Volume (VPH) *	**878**	**181**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Blue Oaks Boulevard
Minor Street	Grasscreek Drive

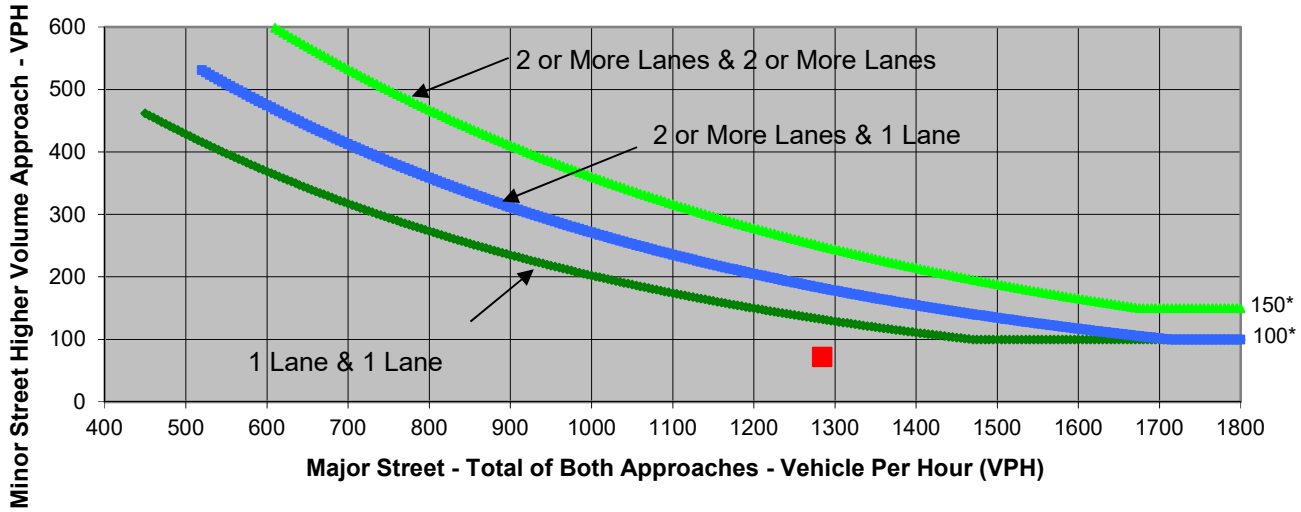
Project	Creekview SPA
Scenario	2019 SPA
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	50	53	0
Through	0	0	434	667
Right	0	22	0	131
Total	0	72	487	798

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Blue Oaks Boulevard	Grasscreek Drive	
Number of Approach Lanes	**3**	**1**	**NO**
Traffic Volume (VPH) *	**1,284**	**72**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
7	8	25	0.22596	2	10	1.00	1	3	3	0.54230	0.00005	24.99976	0.67788
7	8670	25	0.15682	2	10	1.00	1	3	721	0.37730	0.01226	24.93883	113.0672
7	8688	25	0.09988	2	10	1.00	1	3	510	0.24013	0.00868	24.95667	50.9388
8	7	25	0.22596	2	10	1.00	1	3	3	0.54230	0.00005	24.99976	0.67788
8	8666	25	0.12820	2	10	1.00	1	3	699	0.30841	0.01188	24.94073	89.6118
8	8692	25	0.14814	2	10	1.00	1	3	136	0.35571	0.00231	24.98844	20.14704
9	8654	25	0.12051	2	10	1.00	1	3	527	0.28975	0.00896	24.95527	63.50877
9	8692	25	0.15551	2	10	1.00	1	3	130	0.37338	0.00222	24.98891	20.2163
10	8686	25	0.12673	2	10	1.00	1	3	1258	0.30545	0.02139	24.89348	159.4263
11	8716	25	0.03278	2	10	1.00	1	3	2925	0.07947	0.04975	24.75370	95.8815
12	9026	25	0.06117	2	10	1.00	1	3	531	0.14708	0.00904	24.95490	32.48127
12	9028	25	0.16874	2	10	1.00	1	3	582	0.40577	0.00990	24.95057	98.20668
13	9034	25	0.10232	2	10	1.00	5	3	1196	0.24658	0.02034	24.89871	122.3747
14	8864	25	0.13678	2	10	1.00	1	3	697	0.32904	0.01185	24.94088	95.33566
15	8720	25	0.17001	2	10	1.00	1	3	1483	0.41008	0.02522	24.87454	252.1248
16	8878	25	0.13364	2	10	1.00	1	3	1810	0.32271	0.03078	24.84705	241.8884
17	8864	25	0.38585	2	10	1.00	1	3	820	0.92862	0.01395	24.93043	316.397
18	8726	25	0.07083	2	10	1.00	1	3	1044	0.17060	0.01776	24.91152	73.94652
19	8728	25	0.26141	2	10	1.00	1	3	99	0.62758	0.00168	24.99161	25.87959
19	8866	25	0.15154	2	10	1.00	1	3	351	0.36414	0.00596	24.97022	53.19054
19	8872	25	0.28092	2	10	1.00	1	3	627	0.67565	0.01066	24.94679	176.1368
20	8830	25	0.16477	2	10	1.00	1	3	2242	0.39845	0.03813	24.81080	369.4143
20	8874	25	0.25626	2	10	1.00	1	3	387	0.61583	0.00659	24.96712	99.17262
21	8732	25	0.12414	2	10	1.00	1	3	778	0.29873	0.01324	24.93398	96.58092
22	8734	25	0.07920	2	10	1.00	1	3	612	0.19047	0.01041	24.94804	48.4704
23	8736	25	0.15839	2	10	1.00	1	3	950	0.38136	0.01615	24.91951	150.4705
24	8822	25	0.09345	2	10	1.00	1	3	967	0.22502	0.01645	24.91804	90.36615
25	8826	25	0.13801	2	10	1.00	1	3	1749	0.33321	0.02975	24.85214	241.3795
26	8774	25	0.10324	2	10	1.00	1	3	333	0.24805	0.00566	24.97175	34.37892
26	8778	25	0.12255	2	10	1.00	1	3	371	0.29450	0.00631	24.96849	45.46605
27	8816	25	0.04277	2	10	1.00	1	3	2797	0.10363	0.04757	24.76438	119.6277
27	8820	25	0.13537	2	10	1.00	1	3	1094	0.32609	0.01861	24.90730	148.0948
28	8810	25	0.05791	2	10	1.00	1	3	5144	0.14141	0.08748	24.57011	297.889
29	8860	25	0.04015	2	10	1.00	1	3	5200	0.09807	0.08844	24.56549	208.78
30	8856	25	0.03719	2	10	1.00	1	3	1671	0.08977	0.02841	24.85875	62.14449
31	5938	25	0.36472	2	10	1.00	1	3	931	0.87811	0.01584	24.92104	339.5543
31	8802	25	0.18056	2	10	1.00	1	3	1840	0.43605	0.03128	24.84455	332.2304
31	8806	25	0.14591	2	10	1.00	1	3	99	0.35031	0.00169	24.99156	14.44509
32	8806	25	0.04623	2	10	1.00	1	3	4881	0.11280	0.08302	24.59169	225.6486
33	5916	25	0.11588	2	10	1.00	1	3	933	0.27899	0.01587	24.92090	108.116
33	5922	25	0.20392	2	10	1.00	1	3	448	0.49014	0.00763	24.96192	91.35616
33	8806	25	0.17174	2	10	1.00	1	3	88	0.41230	0.00150	24.99252	15.11312
34	5920	25	0.05170	2	10	1.00	1	3	1674	0.12480	0.02847	24.85843	86.5458
35	5912	25	0.08977	2	10	1.00	1	3	1561	0.21660	0.02655	24.86796	140.131
36	37	25	0.32001	2	10	1.00	1	3	15	0.76806	0.00026	24.99870	4.80015
36	8670	25	0.11679	2	10	1.00	1	3	730	0.28099	0.01242	24.93806	85.2567
36	9020	25	0.11438	2	10	1.00	1	3	1118	0.27557	0.01901	24.90532	127.8768
37	36	25	0.32001	2	10	1.00	1	3	15	0.76806	0.00026	24.99870	4.80015
37	38	25	0.22674	2	10	1.00	1	3	11	0.54420	0.00019	24.99904	2.49414
37	8668	25	0.21623	2	10	1.00	1	3	212	0.51933	0.00361	24.98197	45.84076
37	8672	25	0.20473	2	10	1.00	1	3	869	0.49281	0.01478	24.92630	177.9104
37	9018	25	0.22017	2	10	1.00	1	3	777	0.52980	0.01321	24.93412	171.0721
38	37	25	0.22674	2	10	1.00	1	3	11	0.54420	0.00019	24.99904	2.49414
38	8674	25	0.13166	2	10	1.00	1	3	473	0.31650	0.00805	24.95980	62.27518
38	9016	25	0.15316	2	10	1.00	1	3	960	0.36878	0.01633	24.91862	147.0336
39	41	25	0.26100	2	10	1.00	1	3	10	0.62641	0.00017	24.99915	2.61
39	42	25	0.16216	2	10	1.00	1	3	9	0.38921	0.00016	24.99920	1.45944
39	8672	25	0.19352	2	10	1.00	1	3	447	0.46514	0.00760	24.96208	86.50344
39	9566	25	0.15060	2	10	1.00	1	3	387	0.36192	0.00659	24.96709	58.2822
40	9565	25	0.05041	2	10	1.00	1	3	1477	0.12160	0.02512	24.87503	74.45557
41	39	25	0.26100	2	10	1.00	1	3	10	0.62641	0.00017	24.99915	2.61
41	42	25	0.25564	2	10	1.00	1	3	22	0.61357	0.00037	24.99813	5.62408
41	9565	25	0.21482	2	10	1.00	1	3	1607	0.51839	0.02733	24.86408	345.2157
41	9569	25	0.41313	2	10	1.00	1	3	374	0.99277	0.00637	24.96821	154.5106
42	39	25	0.16216	2	10	1.00	1	3	9	0.38921	0.00016	24.99920	1.45944
42	41	25	0.25564	2	10	1.00	1	3	22	0.61357	0.00037	24.99813	5.62408
42	9565	25	0.41543	2	10	1.00	1	3	486	0.99869	0.00827	24.95873	201.899
42	9566	25	0.31135	2	10	1.00	1	3	276	0.74793	0.00470	24.97651	85.9326
42	9569	25	0.15871	2	10	1.00	1	3	957	0.38215	0.01627	24.91889	151.8855
43	5900	25	0.17402	2	10	1.00	1	3	2707	0.42149	0.04603	24.77193	471.0721
43	9012	25	0.22983	2	10	1.00	1	3	2967	0.55715	0.05046	24.75022	681.9056
44	8708	25	0.08224	2	10	1.00	1	3	1768	0.19856	0.03006	24.85058	145.4003
44	9060	25	0.09049	2	10	1.00	1	3	914	0.21785	0.01554	24.92252	82.70786
45	8714	25	0.12244	2	10	1.00	1	0	140	0.29399	0.00238	24.98809	17.1416
45	9058	25	0.15242	2	10	1.00	1	3	646	0.36660	0.01099	24.94516	98.46332
46	9008	25	0.13625	2	10	1.00	1	3	453	0.32751	0.00771	24.96153	61.72125
46	9056	25	0.20231	2	10	1.00	1	3	355	0.48614	0.00604	24.96982	71.82005
47	9008	25	0.12669	2	10	1.00	1	3	1505	0.30562	0.02560	24.87266	190.6685
48	5898	25	0.11382	2	10	1.00	1	3	630	0.27375	0.01072	24.94653	71.7066
49	5892	25	0.10350	2	10	1.00	1	3	5573	0.25310	0.09477	24.53494	576.8055
50	5898	25	0.70760	2	10	1.00	1	3	391	1.70050	0.00665	24.96677	276.6716
52	25088	25	0.40681	1	10	1.00	100	0	85	0.97664	0.00145	24.99275	34.57885
54	8702	25	0.12516	1	10	1.00	100	0	1540	0.30195	0.02619	24.86971	192.7464

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
54	8714	25	0.13617	1	10	1.00	100	0	607	0.32748	0.01033	24.94847	82.65519
55	8784	25	0.06984	2	10	1.00	1	3	2104	0.16881	0.03579	24.82234	146.9434
55	8786	25	0.13143	2	10	1.00	1	3	2250	0.31785	0.03827	24.81009	295.7175
56	8786	25	0.07371	2	10	1.00	1	3	2353	0.17831	0.04001	24.80153	173.4396
56	8846	25	0.07389	2	10	1.00	1	3	844	0.17784	0.01435	24.92844	62.36316
57	8850	25	0.19165	2	10	1.00	1	3	439	0.46066	0.00746	24.96274	84.13435
57	8862	25	0.16739	2	10	1.00	1	3	787	0.40280	0.01338	24.93329	131.7359
58	8850	25	0.08978	2	10	1.00	1	3	559	0.21589	0.00951	24.95256	50.18702
59	9553	25	0.10502	2	10	1.00	1	3	799	0.25273	0.01360	24.93220	83.91098
59	9554	25	0.11201	2	10	1.00	1	3	601	0.26938	0.01022	24.94903	67.31801
60	8788	25	0.09089	2	10	1.00	1	3	1295	0.21909	0.02202	24.89037	117.7026
61	8794	25	0.06859	2	10	1.00	1	3	463	0.16487	0.00787	24.96073	31.75717
62	5944	25	0.18024	2	10	1.00	1	3	28	0.43261	0.00047	24.99765	5.04672
62	8790	25	0.16846	2	10	1.00	1	3	574	0.40509	0.00976	24.95131	96.69604
63	5944	25	0.15474	2	10	1.00	1	3	55	0.37144	0.00093	24.99535	8.5107
63	8796	25	0.18196	2	10	1.00	1	3	651	0.43767	0.01106	24.94480	118.456
64	5942	25	0.14427	2	10	1.00	1	3	1410	0.34790	0.02398	24.88066	203.4207
65	5940	25	0.07850	2	10	1.00	1	3	1592	0.18942	0.02707	24.86539	124.972
66	5870	25	0.09433	2	10	1.00	1	3	1672	0.22767	0.02844	24.85860	157.7198
67	5918	25	0.18380	2	10	1.00	1	3	3966	0.44707	0.06744	24.66728	728.9508
68	5870	25	0.11633	2	10	1.00	1	3	4009	0.28300	0.06817	24.66372	466.367
68	30004	25	0.06963	2	10	1.00	1	3	1755	0.16812	0.02986	24.85161	122.2007
69	5874	25	0.06897	2	10	1.00	1	3	1272	0.16623	0.02162	24.89234	87.72984
70	5930	25	0.04643	2	10	1.00	1	3	1412	0.11197	0.02401	24.88052	65.55916
71	5874	25	0.14941	2	10	1.00	1	3	646	0.35937	0.01099	24.94518	96.51886
71	5924	25	0.37453	2	10	1.00	1	3	78	0.89910	0.00132	24.99338	29.21334
72	5926	25	0.06375	2	10	1.00	1	3	1505	0.15378	0.02559	24.87270	95.94375
73	5905	25	0.20040	2	10	1.00	1	0	340	0.48151	0.00579	24.97111	68.136
73	5924	25	0.14287	2	10	1.00	1	3	294	0.34322	0.00500	24.97501	42.00378
74	5878	25	0.15241	2	10	1.00	1	3	200	0.36603	0.00340	24.98301	30.482
74	5908	25	0.08815	2	10	1.00	1	3	254	0.21175	0.00432	24.97843	22.3901
75	5906	25	0.30788	2	10	1.00	1	3	2134	0.74428	0.03629	24.81984	657.0159
76	5884	25	0.07889	2	10	1.00	1	3	2722	0.19109	0.04630	24.77064	214.7386
77	5910	25	0.05294	2	10	1.00	1	3	1113	0.12753	0.01892	24.90574	58.92222
78	8780	25	0.04981	2	10	1.00	1	3	1673	0.12023	0.02845	24.85857	83.33213
79	8782	25	0.05113	2	10	1.00	1	3	3379	0.12413	0.05746	24.71595	172.7683
80	5826	25	0.07332	2	10	1.00	1	3	1105	0.17662	0.01879	24.90639	81.0186
81	8924	25	0.04122	2	10	1.00	1	3	1460	0.09942	0.02484	24.87643	60.1812
82	5558	25	0.04314	2	10	1.00	1	3	413	0.10368	0.00703	24.96490	17.81682
83	5844	25	0.03178	2	10	1.00	1	3	1122	0.07657	0.01908	24.90498	35.65716
84	5566	25	0.05271	2	10	1.00	1	3	2782	0.12770	0.04731	24.76568	146.6392
85	5776	25	0.21194	2	10	1.00	1	3	794	0.51003	0.01350	24.93270	168.2804
85	5852	25	0.06247	2	10	1.00	1	3	1118	0.15050	0.01902	24.90528	69.84146
86	5828	25	0.17035	2	10	1.00	1	3	336	0.40931	0.00571	24.97147	57.2376
86	8930	25	0.12044	2	10	1.00	1	3	303	0.28936	0.00515	24.97429	36.49332
87	5840	25	0.02323	2	10	1.00	1	3	1000	0.05594	0.01701	24.91524	23.23
88	5850	25	0.08666	2	10	1.00	1	3	930	0.20864	0.01581	24.92118	80.5938
89	5854	25	0.06897	2	10	1.00	1	3	777	0.16595	0.01321	24.93414	53.58969
90	5768	25	0.12064	2	10	1.00	1	3	312	0.28985	0.00530	24.97352	37.63968
90	5854	25	0.29282	2	10	1.00	1	3	55	0.70289	0.00093	24.99535	16.1051
91	5832	25	0.09067	2	10	1.00	1	3	1124	0.21845	0.01912	24.90478	101.9131
92	8934	25	0.04365	2	10	1.00	1	3	1595	0.10534	0.02713	24.86510	69.62175
93	8932	25	0.18361	2	10	1.00	1	3	3301	0.44561	0.05614	24.72239	606.0966
94	5868	25	0.27293	2	10	1.00	1	3	667	0.65651	0.01134	24.94344	182.0443
94	6002	25	0.17455	2	10	1.00	1	3	828	0.42011	0.01409	24.92976	144.5274
95	5664	25	0.11480	2	10	1.00	1	3	2628	0.27799	0.04469	24.77854	301.6944
96	5664	25	0.03983	2	10	1.00	1	3	1917	0.09621	0.03260	24.83804	76.35411
97	5764	25	0.10917	2	10	1.00	1	3	713	0.26264	0.01212	24.93955	77.83821
98	5834	25	0.20522	2	10	1.00	1	3	474	0.49333	0.00806	24.95979	97.27428
98	22228	25	0.18645	2	10	1.00	1	3	221	0.44781	0.00376	24.98121	41.20545
99	22227	25	0.10990	2	10	1.00	1	3	625	0.26432	0.01063	24.94695	68.6875
99	22228	25	0.10025	2	10	1.00	1	3	848	0.24130	0.01442	24.92810	85.012
100	5948	25	0.06040	2	10	1.00	1	3	79	0.14499	0.00134	24.99331	4.7716
101	5934	25	0.03441	2	10	1.00	1	3	793	0.08280	0.01348	24.93277	27.28713
102	5936	25	0.08732	2	10	1.00	1	3	3181	0.21184	0.05410	24.73242	277.7649
103	105	25	0.26317	2	10	1.00	1	3	2	0.63160	0.00004	24.99981	0.52634
103	5951	25	0.33413	2	10	1.00	1	3	154	0.80234	0.00262	24.98693	51.45602
103	5953	25	0.11922	2	10	1.00	1	3	785	0.28689	0.01335	24.93344	93.5877
104	5864	25	0.09175	2	10	1.00	1	3	965	0.22093	0.01641	24.91823	88.53875
105	103	25	0.26317	2	10	1.00	1	3	2	0.63160	0.00004	24.99981	0.52634
105	5670	25	0.23242	2	10	1.00	1	3	422	0.55860	0.00718	24.96416	98.08124
105	5951	25	0.09036	2	10	1.00	1	3	382	0.21714	0.00650	24.96756	34.51752
105	5953	25	0.30919	2	10	1.00	1	3	137	0.74240	0.00233	24.98834	42.35903
107	5934	25	0.21166	1	10	1.00	100	0	852	0.50946	0.01448	24.92780	180.3343
108	5668	25	0.03900	2	10	1.00	1	3	1379	0.09404	0.02346	24.88325	53.781
108	5764	25	0.11802	2	10	1.00	1	3	277	0.28353	0.00471	24.97647	32.69154
109	110	25	0.26388	2	10	1.00	1	3	1	0.63331	0.00002	24.99988	0.26388
109	111	25	0.16129	2	10	1.00	1	3	1	0.38711	0.00003	24.99987	0.16129
109	5670	25	0.30678	2	10	1.00	1	3	240	0.73688	0.00409	24.97958	73.6272
109	5837	25	0.18827	2	10	1.00	1	3	441	0.45253	0.00751	24.96253	83.02707
110	109	25	0.26388	2	10	1.00	1	3	1	0.63331	0.00002	24.99988	0.26388
110	5671	25	0.10410	2	10	1.00	1	3	941	0.25064	0.01601	24.92023	97.9581
111	109	25	0.16129	2	10	1.00	1	3	1	0.38711	0.00003	24.99987	0.16129

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
111	5677	25	0.07187	2	10	1.00	1	3	807	0.17297	0.01372	24.93159	57.99909
112	22227	25	0.08149	2	10	1.00	1	3	1145	0.19635	0.01947	24.90300	93.30605
113	5683	25	0.17314	2	10	1.00	1	3	1399	0.41750	0.02379	24.88160	242.2229
113	5759	25	0.13622	2	10	1.00	1	3	1227	0.32828	0.02086	24.89612	167.1419
114	5752	25	0.22128	2	10	1.00	1	3	1408	0.53362	0.02395	24.88080	311.5622
114	5822	25	0.14642	2	10	1.00	1	3	458	0.35196	0.00779	24.96110	67.06036
115	5689	25	0.11036	2	10	1.00	1	3	196	0.26505	0.00333	24.98337	21.63056
115	5823	25	0.09224	2	10	1.00	1	3	465	0.22174	0.00791	24.96050	42.8916
116	5820	25	0.07337	2	10	1.00	1	3	919	0.17664	0.01562	24.92213	67.42703
117	5748	25	0.04633	2	10	1.00	1	3	403	0.11133	0.00685	24.96580	18.67099
118	5818	25	0.03845	2	10	1.00	1	3	235	0.09236	0.00399	24.98005	9.03575
119	5808	25	0.17042	1	10	1.00	100	3	809	0.41014	0.01376	24.93140	137.8698
119	6007	25	0.11651	1	10	1.00	100	3	244	0.27986	0.00415	24.97925	28.42844
120	5744	25	0.15757	1	10	1.00	100	3	611	0.37896	0.01039	24.94816	96.27527
120	6008	25	0.11952	1	10	1.00	100	3	384	0.28722	0.00654	24.96736	45.89568
121	5744	25	0.13327	2	10	1.00	1	3	0	0.31985	0.00000	25.00000	0
125	5692	25	0.30468	1	10	1.00	100	0	325	0.73205	0.00553	24.97237	99.021
125	6007	25	0.32064	1	10	1.00	100	0	117	0.76985	0.00199	24.99005	37.51488
128	5798	25	0.22538	2	10	1.00	1	3	389	0.54163	0.00661	24.96698	87.67282
129	5794	25	0.04806	2	10	1.00	1	3	329	0.11548	0.00560	24.97203	15.81174
129	5806	25	0.05373	2	10	1.00	1	3	205	0.12905	0.00348	24.98261	11.01465
130	5790	25	0.22222	2	10	1.00	1	3	268	0.53381	0.00455	24.97727	59.55496
130	5810	25	0.13755	2	10	1.00	1	3	155	0.33029	0.00263	24.98683	21.32025
131	5768	25	0.15494	2	10	1.00	1	3	127	0.37201	0.00216	24.98921	19.67738
132	5782	25	0.08811	2	10	1.00	1	3	138	0.21156	0.00235	24.98827	12.15918
132	5800	25	0.13613	2	10	1.00	1	3	305	0.32706	0.00519	24.97407	41.51965
133	5802	25	0.10428	2	10	1.00	1	3	267	0.25050	0.00455	24.97728	27.84276
134	8918	25	0.08306	2	10	1.00	1	3	4526	0.20241	0.07698	24.62094	375.9296
135	5558	25	0.05928	2	10	1.00	1	3	1893	0.14319	0.03220	24.84002	112.217
135	5646	25	0.09258	2	10	1.00	1	3	25	0.22221	0.00042	24.99788	2.3145
135	8920	25	0.12102	2	10	1.00	1	3	342	0.29077	0.00582	24.97091	41.38884
136	5562	25	0.06705	2	10	1.00	1	3	2115	0.16207	0.03597	24.82143	141.8108
136	5646	25	0.08977	2	10	1.00	1	3	447	0.21578	0.00760	24.96205	40.12719
137	8918	25	0.10348	2	10	1.00	1	3	3919	0.25167	0.06664	24.67118	405.5381
138	5952	25	0.06293	2	10	1.00	1	3	6	0.15104	0.00011	24.99945	0.37758
138	8916	25	0.10902	2	10	1.00	1	3	2048	0.26347	0.03483	24.82704	223.273
138	8937	25	0.10558	2	10	1.00	1	3	1025	0.25428	0.01743	24.91315	108.2195
139	5636	25	0.08716	2	10	1.00	1	3	1403	0.21018	0.02387	24.88123	122.2855
139	5642	25	0.07317	2	10	1.00	1	3	665	0.17602	0.01132	24.94354	48.65805
140	5584	25	0.07799	2	10	1.00	1	3	3125	0.18916	0.05314	24.73707	243.7188
141	5588	25	0.07456	2	10	1.00	1	0	530	0.17926	0.00902	24.95500	39.5168
142	5594	25	0.12059	2	10	1.00	3	3	1110	0.29051	0.01887	24.90601	133.8549
144	8942	25	0.12084	2	10	1.00	1	3	2597	0.29258	0.04416	24.78112	313.8215
150	8650	25	0.06351	2	10	1.00	5	3	384	0.15263	0.00652	24.96743	24.38784
151	5960	25	0.22588	2	10	1.00	5	3	296	0.54267	0.00504	24.97482	66.86048
151	9066	25	0.08409	2	10	1.00	5	3	537	0.20219	0.00913	24.95446	45.15633
152	8676	25	0.18098	2	10	1.00	5	3	530	0.43514	0.00901	24.95505	95.9194
152	8684	25	0.11461	2	10	1.00	5	3	548	0.27558	0.00932	24.95348	62.80628
153	8680	25	0.13249	2	10	1.00	5	3	792	0.31884	0.01348	24.93280	104.9321
154	8708	25	0.11294	2	10	1.00	5	3	416	0.27144	0.00707	24.96470	46.98304
154	9064	25	0.05170	2	10	1.00	5	3	1535	0.12474	0.02611	24.87012	79.3595
155	8706	25	0.03693	2	10	1.00	5	3	58	0.08865	0.00098	24.99508	2.14194
156	8696	25	0.14023	2	10	1.00	5	3	420	0.33703	0.00715	24.96432	58.8966
156	8702	25	0.18939	2	10	1.00	5	3	618	0.45550	0.01050	24.94759	117.043
157	8694	25	0.07804	2	10	1.00	5	3	681	0.18772	0.01158	24.94225	53.14524
157	9066	25	0.17246	2	10	1.00	5	3	271	0.41429	0.00461	24.97696	46.73666
158	8694	25	0.11984	2	10	1.00	5	3	339	0.28794	0.00577	24.97120	40.62576
159	5506	25	0.20348	2	10	1.00	5	3	532	0.48923	0.00905	24.95482	108.2514
159	8696	25	0.10894	2	10	1.00	5	3	244	0.26168	0.00415	24.97926	26.58136
159	8982	25	0.23800	2	10	1.00	5	3	114	0.57142	0.00193	24.99033	27.132
160	8980	25	0.15503	2	10	1.00	5	3	572	0.37279	0.00973	24.95143	88.67716
160	8996	25	0.15115	2	10	1.00	5	3	507	0.36338	0.00862	24.95699	76.63305
161	5502	25	0.09503	2	10	1.00	5	3	77	0.22814	0.00131	24.99347	7.31731
161	8994	25	0.08437	2	10	1.00	5	3	43	0.20253	0.00074	24.99631	3.62791
162	5500	25	0.07582	2	10	1.00	5	3	231	0.18212	0.00393	24.98035	17.51442
162	8994	25	0.18628	2	10	1.00	5	3	85	0.44720	0.00144	24.99281	15.8338
163	8976	25	0.17425	2	10	1.00	5	3	355	0.41871	0.00605	24.96981	61.85875
163	8996	25	0.16245	2	10	1.00	5	3	446	0.39046	0.00758	24.96215	72.4527
164	8968	25	0.05256	2	10	1.00	5	3	624	0.12642	0.01061	24.94707	32.79744
164	8998	25	0.09004	2	10	1.00	5	3	401	0.21638	0.00682	24.96597	36.10604
165	8970	25	0.09197	2	10	1.00	5	3	230	0.22091	0.00391	24.98047	21.1531
165	8974	25	0.17739	2	10	1.00	5	3	108	0.42588	0.00183	24.99086	19.15812
166	8970	25	0.15124	2	10	1.00	5	3	728	0.36388	0.01238	24.93827	110.1027
167	8646	25	0.14670	2	10	1.00	5	3	130	0.35223	0.00220	24.98899	19.071
167	8968	25	0.15013	2	10	1.00	5	3	333	0.36073	0.00567	24.97170	49.99329
168	8647	25	0.36069	2	10	1.00	5	3	187	0.86621	0.00318	24.98412	67.44903
168	8983	25	0.22196	2	10	1.00	5	3	1536	0.53549	0.02613	24.87004	340.9306
169	8647	25	0.16274	2	10	1.00	5	3	542	0.39130	0.00921	24.95403	88.20508
170	8682	25	0.09203	2	10	1.00	5	3	223	0.22103	0.00380	24.98101	20.52269
170	9030	25	0.17487	2	10	1.00	5	3	153	0.41991	0.00259	24.98703	26.75511
171	8682	25	0.10106	2	10	1.00	5	3	164	0.24269	0.00279	24.98603	16.57384
171	9034	25	0.08651	2	10	1.00	5	3	134	0.20771	0.00227	24.98863	11.59234
172	8680	25	0.16847	2	10	1.00	5	3	492	0.40501	0.00837	24.95824	82.88724

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
172	9034	25	0.17408	2	10	1.00	5	3	1440	0.41984	0.02449	24.87815	250.6752
173	9036	25	0.13011	2	10	1.00	5	3	996	0.31333	0.01695	24.91556	129.5896
174	176	25	0.27881	2	10	1.00	5	3	4	0.66916	0.00007	24.99964	1.11524
174	9567	25	0.29297	2	10	1.00	5	3	363	0.70399	0.00618	24.96916	106.3481
174	9568	25	0.21417	2	10	1.00	5	3	1046	0.51585	0.01779	24.91139	224.0218
175	5960	25	0.17793	2	10	1.00	5	3	270	0.42743	0.00460	24.97702	48.0411
175	5962	25	0.09046	2	10	1.00	5	3	1562	0.21826	0.02656	24.86790	141.2985
176	174	25	0.27881	2	10	1.00	5	3	4	0.66916	0.00007	24.99964	1.11524
176	9567	25	0.09403	2	10	1.00	5	3	1085	0.22651	0.01846	24.90804	102.0226
176	9568	25	0.49138	2	10	1.00	5	3	209	1.18015	0.00355	24.98225	102.6984
177	9076	25	0.27982	2	10	1.00	5	3	1295	0.67453	0.02203	24.89033	362.3669
178	8738	25	0.01345	2	10	1.00	5	3	1785	0.03247	0.03035	24.84915	24.00825
179	5962	25	0.09383	2	10	1.00	5	3	1237	0.22613	0.02104	24.89523	116.0677
179	8626	25	0.09488	2	10	1.00	5	3	1486	0.22886	0.02526	24.87432	140.9917
179	8638	25	0.19395	2	10	1.00	5	3	628	0.46647	0.01069	24.94669	121.8006
180	8630	25	0.12309	2	10	1.00	5	3	335	0.29575	0.00570	24.97154	41.23515
180	8634	25	0.18746	2	10	1.00	5	3	454	0.45061	0.00772	24.96148	85.10684
181	5504	25	0.13954	2	10	1.00	5	3	664	0.33566	0.01130	24.94363	92.65456
181	8990	25	0.13974	2	10	1.00	5	3	249	0.33566	0.00424	24.97884	34.79526
182	5504	25	0.33275	2	10	1.00	5	3	115	0.79892	0.00195	24.99024	38.26625
182	8620	25	0.18270	2	10	1.00	5	3	141	0.43870	0.00240	24.98802	25.7607
182	8630	25	0.14384	2	10	1.00	5	3	771	0.34611	0.01310	24.93465	110.9006
182	8988	25	0.17129	2	10	1.00	5	3	16	0.41112	0.00027	24.99866	2.74064
183	8622	25	0.15449	2	10	1.00	5	3	273	0.37113	0.00465	24.97680	42.17577
183	8628	25	0.18514	2	10	1.00	5	3	481	0.44505	0.00818	24.95919	89.05234
184	8626	25	0.16543	2	10	1.00	5	3	26	0.39707	0.00045	24.99776	4.30118
184	9074	25	0.04333	2	10	1.00	5	3	807	0.10427	0.01372	24.93158	34.96731
185	9076	25	0.22577	2	10	1.00	5	3	916	0.54353	0.01558	24.92233	206.8053
185	9092	25	0.16435	2	10	1.00	5	3	277	0.39482	0.00472	24.97644	45.52495
186	9080	25	0.06950	2	10	1.00	5	3	406	0.16703	0.00690	24.96554	28.217
186	9090	25	0.05417	2	10	1.00	5	3	207	0.13010	0.00352	24.98240	11.21319
187	9084	25	0.05710	2	10	1.00	5	3	1732	0.13784	0.02946	24.85356	98.8972
187	9090	25	0.12686	2	10	1.00	5	3	700	0.30518	0.01191	24.94061	88.802
188	9090	25	0.15604	2	10	1.00	5	3	289	0.37486	0.00492	24.97542	45.09556
189	9086	25	0.15304	2	10	1.00	5	3	1739	0.36947	0.02958	24.85298	266.1366
189	9090	25	0.33320	2	10	1.00	5	3	258	0.80039	0.00439	24.97808	85.9656
190	8604	25	0.25043	2	10	1.00	5	3	1796	0.60471	0.03055	24.84819	449.7723
191	9092	25	0.12473	2	10	1.00	5	3	536	0.29991	0.00911	24.95452	66.85528
192	9096	25	0.10134	2	10	1.00	5	3	1446	0.24442	0.02460	24.87762	146.5376
193	8616	25	0.15870	2	10	1.00	5	3	0	0.38088	0.00000	25.00000	0
193	8628	25	0.09012	2	10	1.00	5	3	0	0.21629	0.00000	25.00000	0
194	8610	25	0.14212	2	10	1.00	5	3	267	0.34140	0.00454	24.97730	37.94604
194	8614	25	0.15634	2	10	1.00	5	3	102	0.37536	0.00174	24.99129	15.94668
195	8642	25	0.12584	2	10	1.00	5	3	1058	0.30310	0.01800	24.91034	133.1387
196	5500	25	0.20681	2	10	1.00	5	3	470	0.49715	0.00800	24.96008	97.2007
196	8990	25	0.16287	2	10	1.00	5	3	233	0.39119	0.00396	24.98020	37.94871
197	5500	25	0.20456	2	10	1.00	5	3	123	0.49114	0.00209	24.98955	25.16088
197	6005	25	0.05168	2	10	1.00	5	3	208	0.12411	0.00354	24.98233	10.74944
198	6005	25	0.27027	2	10	1.00	5	3	170	0.64902	0.00289	24.98557	45.9459
198	8614	25	0.09756	2	10	1.00	5	3	976	0.23491	0.01659	24.91730	95.21856
198	8988	25	0.24286	2	10	1.00	5	3	89	0.58303	0.00151	24.99247	21.61454
200	8600	25	0.10159	2	10	1.00	5	3	74	0.24388	0.00126	24.99368	7.51766
200	8610	25	0.29169	2	10	1.00	5	3	30	0.70012	0.00050	24.99749	8.7507
201	8600	25	0.22994	2	10	1.00	5	3	2870	0.55725	0.04881	24.75832	659.9278
201	8602	25	0.34444	2	10	1.00	5	3	692	0.82860	0.01177	24.94127	238.3525
202	8606	25	0.22921	2	10	1.00	5	3	2229	0.55428	0.03791	24.81186	510.9091
203	8611	25	0.08638	2	10	1.00	6	3	0	0.20732	0.00000	25.00000	0
203	9085	25	0.09862	2	10	1.00	6	3	0	0.23668	0.00000	25.00000	0
204	6003	25	0.22121	2	10	1.00	6	3	0	0.53089	0.00000	25.00000	0
204	9099	25	0.23922	2	10	1.00	6	3	0	0.57414	0.00000	25.00000	0
205	8667	25	0.10817	2	10	1.00	7	3	570	0.26011	0.00970	24.95161	61.6569
205	8669	25	0.11747	2	10	1.00	7	3	1228	0.28310	0.02088	24.89605	144.2532
206	6003	25	0.34060	2	10	1.00	6	3	4671	0.83042	0.07944	24.60900	1590.943
207	8629	25	0.15246	2	10	1.00	7	3	498	0.36653	0.00846	24.95776	75.92508
208	8603	25	0.16392	2	10	1.00	6	3	868	0.39457	0.01476	24.92644	142.2826
208	9071	25	0.08980	2	10	1.00	6	3	1046	0.21629	0.01778	24.91141	93.9308
208	9095	25	0.34594	2	10	1.00	6	3	1567	0.83467	0.02664	24.86749	542.088
209	9071	25	0.28720	2	10	1.00	6	3	2247	0.69455	0.03822	24.81035	645.3384
209	9075	25	0.61256	2	10	1.00	6	3	1843	1.47935	0.03134	24.84427	1128.948
210	5516	25	0.32283	2	10	1.00	4	3	12170	0.80685	0.20697	24.00627	3928.841
211	5650	25	0.10824	2	10	1.00	4	3	7707	0.26659	0.13107	24.36140	834.2057
212	5524	25	0.06349	2	10	1.00	4	3	272	0.15252	0.00462	24.97691	17.26928
212	5648	25	0.07625	2	10	1.00	4	3	189	0.18311	0.00322	24.98392	14.41125
213	5520	25	0.15218	2	10	1.00	4	3	240	0.36552	0.00408	24.97962	36.5232
213	5526	25	0.09035	2	10	1.00	4	3	536	0.21723	0.00912	24.95449	48.4276
214	5518	25	0.17614	2	10	1.00	4	3	558	0.42355	0.00949	24.95264	98.28612
214	5528	25	0.24093	2	10	1.00	4	3	129	0.57849	0.00220	24.98901	31.07997
214	9054	25	0.15300	2	10	1.00	4	3	904	0.36832	0.01537	24.92336	138.312
215	5532	25	0.15861	2	10	1.00	4	3	1357	0.38243	0.02308	24.88511	215.2338
216	5524	25	0.13744	2	10	1.00	4	3	1417	0.33144	0.02410	24.88005	194.7525
216	8746	25	0.09852	2	10	1.00	4	3	612	0.23693	0.01041	24.94808	60.29424
217	5534	25	0.05053	2	10	1.00	4	3	1043	0.12171	0.01774	24.91160	52.70279
218	8742	25	0.02867	2	10	1.00	4	3	983	0.06905	0.01672	24.91666	28.18261

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
219	8744	25	0.08025	2	10	1.00	4	3	641	0.19302	0.01090	24.94562	51.44025
220	8890	25	0.10804	2	10	1.00	4	3	957	0.26013	0.01628	24.91888	103.3943
221	5648	25	0.07684	2	10	1.00	4	3	1792	0.18555	0.03047	24.84857	137.6973
221	5958	25	0.07898	2	10	1.00	4	3	842	0.19009	0.01431	24.92864	66.50116
222	8892	25	0.12758	2	10	1.00	4	3	1995	0.30827	0.03393	24.83148	254.5221
223	8894	25	0.13701	2	10	1.00	4	3	6184	0.33574	0.10518	24.48496	847.2698
224	9803	25	0.04186	2	10	1.00	4	3	9918	0.10385	0.16867	24.18415	415.1675
225	8886	25	0.15475	2	10	1.00	4	3	1156	0.37287	0.01966	24.90210	178.891
226	8758	25	0.15314	2	10	1.00	4	3	764	0.36848	0.01299	24.93521	116.999
227	8880	25	0.05549	2	10	1.00	4	3	876	0.13358	0.01490	24.92575	48.60924
228	5954	25	0.09156	2	10	1.00	4	3	2859	0.22189	0.04862	24.75923	261.77
228	8762	25	0.18209	2	10	1.00	4	3	52	0.43710	0.00089	24.99557	9.46868
229	5954	25	0.18856	2	10	1.00	4	3	1297	0.45453	0.02206	24.89020	244.5623
229	8761	25	0.10892	2	10	1.00	4	3	2119	0.26329	0.03604	24.82111	230.8015
229	8831	25	0.10722	2	10	1.00	4	3	1515	0.25866	0.02577	24.87181	162.4383
230	8765	25	0.15563	2	10	1.00	4	3	0	0.37351	0.00000	25.00000	0
231	8828	25	0.30377	2	10	1.00	4	3	0	0.72904	0.00000	25.00000	0
232	8834	25	0.14436	2	10	1.00	4	3	6671	0.35432	0.11346	24.44531	963.0256
232	8898	25	0.11890	2	10	1.00	4	3	11302	0.29634	0.19222	24.07449	1343.808
233	8898	25	0.32330	2	10	1.00	4	3	2339	0.78208	0.03977	24.80271	756.1987
234	8758	25	0.22142	2	10	1.00	4	3	5235	0.54088	0.08903	24.56264	1159.134
234	8760	25	0.19716	2	10	1.00	4	3	7967	0.48600	0.13550	24.34038	1570.774
234	8767	25	0.18775	2	10	1.00	4	3	0	0.45060	0.00000	25.00000	0
234	8836	25	0.21270	2	10	1.00	4	3	7385	0.52330	0.12559	24.38742	1570.79
237	3587	20	0.19558	3	10	3.00	0	3	55	0.58677	0.00031	19.99875	10.7569
237	9555	20	0.06707	3	10	3.00	0	3	4409	0.20222	0.02500	19.90051	295.7116
238	3457	20	0.06510	3	10	3.00	0	3	5723	0.19655	0.03244	19.87106	372.5673
238	3458	20	0.12401	3	10	3.00	0	3	70	0.37206	0.00039	19.99842	8.6807
239	3460	20	0.05142	3	10	3.00	0	3	2417	0.15468	0.01370	19.94534	124.2821
240	3468	20	0.08040	3	10	3.00	0	3	638	0.24137	0.00362	19.98555	51.2952
241	3467	20	0.05389	3	10	3.00	0	3	809	0.16182	0.00459	19.98166	43.59701
242	3465	20	0.10373	3	10	3.00	0	3	179	0.31125	0.00102	19.99594	18.56767
242	3467	20	0.11858	3	10	3.00	0	3	135	0.35578	0.00077	19.99693	16.0083
243	3465	20	0.13141	3	10	3.00	0	3	115	0.39429	0.00065	19.99740	15.11215
243	3595	20	0.13692	3	10	3.00	0	3	401	0.41096	0.00227	19.99091	54.90492
244	3466	20	0.17525	3	10	3.00	0	3	295	0.52591	0.00167	19.99331	51.69875
244	3595	20	0.13776	3	10	3.00	0	3	252	0.41341	0.00143	19.99429	34.71552
244	3596	20	0.21910	3	10	3.00	0	3	0	0.65729	0.00000	20.00000	0
245	3469	20	0.14929	3	10	3.00	0	3	193	0.44797	0.00109	19.99562	28.81297
245	3596	20	0.08842	3	10	3.00	0	3	492	0.26540	0.00279	19.98885	43.50264
246	3469	20	0.04369	3	10	3.00	0	3	336	0.13113	0.00191	19.99237	14.67984
247	3470	20	0.05124	3	10	3.00	0	3	521	0.15382	0.00295	19.98819	26.69604
248	3588	25	0.14634	2	10	1.00	4	3	6378	0.35884	0.10847	24.46917	933.3565
249	3456	20	0.12739	3	10	3.00	0	3	1532	0.38284	0.00868	19.96532	195.1615
249	9555	20	0.11774	3	10	3.00	0	3	1696	0.35390	0.00961	19.96161	199.687
250	5566	25	0.07944	2	10	1.00	3	3	2113	0.19202	0.03593	24.82161	167.8567
250	5630	25	0.16269	2	10	1.00	3	3	1965	0.39306	0.03341	24.83405	319.6859
251	5638	25	0.08464	2	10	1.00	3	3	2501	0.20487	0.04253	24.78915	211.6846
252	8910	25	0.18385	2	10	1.00	3	3	8072	0.45334	0.13728	24.33196	1484.037
253	5616	25	0.07651	2	10	1.00	3	3	1622	0.18465	0.02758	24.86285	124.0992
254	6010	25	0.09637	2	10	1.00	3	3	677	0.23183	0.01152	24.94255	65.24249
254	8912	25	0.08953	2	10	1.00	3	3	1794	0.21619	0.03051	24.84836	160.6168
255	6010	25	0.13359	2	10	1.00	3	3	3042	0.32394	0.05174	24.74395	406.3808
255	8904	25	0.17492	2	10	1.00	3	3	1598	0.42210	0.02717	24.86486	279.5222
256	5572	25	0.10010	2	10	1.00	3	3	1864	0.24176	0.03169	24.84254	186.5864
256	5626	25	0.18182	2	10	1.00	3	3	4662	0.44328	0.07929	24.60975	847.6448
256	5630	25	0.14477	2	10	1.00	3	3	5608	0.35407	0.09538	24.53204	811.8702
256	5640	25	0.17233	2	10	1.00	3	3	7907	0.42470	0.13447	24.34528	1362.613
257	5622	25	0.11802	2	10	1.00	3	3	29	0.28329	0.00049	24.99755	3.42258
257	5634	25	0.11674	2	10	1.00	3	3	1451	0.28157	0.02468	24.87719	169.3897
257	5640	25	0.08739	2	10	1.00	3	3	1692	0.21094	0.02877	24.85695	147.8639
258	13976	25	0.07499	2	10	1.00	3	3	2676	0.18162	0.04552	24.77448	200.6732
258	15250	25	0.10660	2	10	1.00	3	3	1342	0.25701	0.02283	24.88637	143.0572
258	25043	25	0.12902	2	10	1.00	3	3	14	0.30965	0.00023	24.99883	1.80628
259	5622	25	0.05814	2	10	1.00	3	3	3690	0.14128	0.06275	24.69015	214.5366
260	5576	25	0.09825	2	10	1.00	3	3	3090	0.23828	0.05256	24.73995	303.5925
260	5626	25	0.14006	2	10	1.00	3	3	3127	0.33972	0.05319	24.73687	437.9676
261	5600	25	0.11276	2	10	1.00	3	3	1815	0.27230	0.03086	24.84662	204.6594
262	5582	25	0.07184	2	10	1.00	3	3	773	0.17288	0.01315	24.93442	55.53232
262	5950	25	0.12601	2	10	1.00	3	3	1663	0.30413	0.02829	24.85937	209.5546
263	5606	25	0.15418	2	10	1.00	3	3	239	0.37034	0.00406	24.97970	36.84902
263	5628	25	0.15865	2	10	1.00	3	3	418	0.38130	0.00711	24.96450	66.3157
263	25044	25	0.16065	2	10	1.00	3	3	786	0.38660	0.01336	24.93336	126.2709
264	5602	25	0.15844	2	10	1.00	3	3	2603	0.38363	0.04427	24.78060	412.4193
267	5596	25	0.10181	2	10	1.00	3	3	494	0.24474	0.00839	24.95810	50.29414
268	5590	25	0.13082	2	10	1.00	3	0	319	0.31432	0.00542	24.97291	41.73158
268	5594	25	0.22087	2	10	1.00	3	3	381	0.53077	0.00647	24.96768	84.15147
270	5614	25	0.10485	2	10	1.00	3	3	858	0.25236	0.01459	24.92726	89.9613
270	8904	25	0.15018	2	10	1.00	3	3	721	0.36131	0.01227	24.93880	108.2798
271	8770	25	0.02758	2	10	1.00	3	3	1148	0.06644	0.01952	24.90280	31.66184
272	8938	25	0.10301	2	10	1.00	3	3	5776	0.25208	0.09822	24.51834	594.9858
273	5555	25	0.12084	2	10	1.00	3	3	12506	0.30236	0.21269	23.97992	1511.225
275	3352	20	0.30548	3	10	3.00	0	3	261	0.91670	0.00148	19.99408	79.73028

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
275	3683	20	0.22959	3	10	3.00	0	0	39	0.68881	0.00022	19.99912	8.95401
281	5778	25	0.03272	2	10	1.00	2	3	3009	0.07933	0.05118	24.74670	98.45448
282	5572	25	0.12863	2	10	1.00	2	3	1511	0.31029	0.02569	24.87221	194.3599
282	5780	25	0.04021	2	10	1.00	2	3	293	0.09659	0.00497	24.97515	11.78153
283	5730	25	0.08384	2	10	1.00	2	3	980	0.20187	0.01667	24.91694	82.1632
284	5784	25	0.16193	2	10	1.00	2	3	156	0.38884	0.00266	24.98673	25.26108
285	5786	25	0.15307	2	10	1.00	2	3	496	0.36799	0.00844	24.95789	75.92272
286	5790	25	0.12132	2	10	1.00	2	3	7	0.29117	0.00012	24.99939	0.84924
287	5576	25	0.09753	2	10	1.00	2	3	68	0.23413	0.00116	24.99422	6.63204
287	5578	25	0.17027	2	10	1.00	2	3	1058	0.41013	0.01800	24.91032	180.1457
287	5728	25	0.20307	2	10	1.00	2	3	2696	0.49184	0.04586	24.77280	547.4767
288	5732	25	0.09670	2	10	1.00	2	3	876	0.23277	0.01489	24.92576	84.7092
289	9562	25	0.08071	2	10	1.00	2	3	1507	0.19469	0.02564	24.87247	121.63
290	5716	25	0.09375	2	10	1.00	2	3	136	0.22510	0.00232	24.98842	12.75
290	5736	25	0.07633	2	10	1.00	2	3	91	0.18324	0.00154	24.99230	6.94603
291	5734	25	0.13343	2	10	1.00	2	3	358	0.32061	0.00608	24.96963	47.76794
291	5814	25	0.11976	2	10	1.00	2	3	128	0.28755	0.00218	24.98908	15.32928
292	5736	25	0.12502	2	10	1.00	2	3	280	0.30034	0.00477	24.97618	35.0056
292	5816	25	0.03339	2	10	1.00	2	3	111	0.08017	0.00189	24.99053	3.70629
293	5816	25	0.10616	2	10	1.00	2	3	452	0.25517	0.00769	24.96163	47.98432
294	5582	25	0.11441	2	10	1.00	2	3	2424	0.27684	0.04123	24.79554	277.3298
294	9563	25	0.13929	2	10	1.00	2	3	531	0.33489	0.00903	24.95495	73.96299
295	297	25	0.24676	2	10	1.00	2	3	46	0.59232	0.00078	24.99612	11.35096
295	9563	25	0.17538	2	10	1.00	2	3	1357	0.42285	0.02308	24.88511	237.9907
295	9564	25	0.32542	2	10	1.00	2	3	485	0.78229	0.00824	24.95884	157.8287
296	5584	25	0.15092	2	10	1.00	2	3	1749	0.36437	0.02975	24.85213	263.9591
296	6011	25	0.10931	2	10	1.00	2	3	12	0.26235	0.00021	24.99897	1.31172
296	9564	25	0.18762	2	10	1.00	2	3	1034	0.45188	0.01758	24.91241	193.9991
297	295	25	0.24676	2	10	1.00	2	3	46	0.59232	0.00078	24.99612	11.35096
297	9563	25	0.41996	2	10	1.00	2	3	1227	1.01212	0.02086	24.89612	515.2909
297	9564	25	0.10188	2	10	1.00	2	3	1957	0.24614	0.03328	24.83471	199.3792
298	5716	25	0.22804	2	10	1.00	2	3	652	0.54850	0.01109	24.94468	148.6821
298	5740	25	0.12022	2	10	1.00	2	3	557	0.28908	0.00948	24.95271	66.96254
299	5722	25	0.32974	2	10	1.00	2	3	166	0.79181	0.00283	24.98587	54.73684
299	5740	25	0.15714	2	10	1.00	2	3	1030	0.37847	0.01751	24.91275	161.8542
300	5722	25	0.05279	2	10	1.00	2	3	516	0.12693	0.00878	24.95619	27.23964
300	5738	25	0.24729	2	10	1.00	2	3	110	0.59371	0.00188	24.99062	27.2019
301	5722	25	0.13224	2	10	1.00	2	3	240	0.31763	0.00409	24.97957	31.7376
301	5810	25	0.13141	2	10	1.00	2	3	57	0.31545	0.00097	24.99515	7.49037
302	5726	25	0.15229	2	10	1.00	2	3	237	0.36580	0.00403	24.97986	36.09273
302	5812	25	0.15566	2	10	1.00	2	3	54	0.37366	0.00092	24.99541	8.40564
303	5726	25	0.08860	2	10	1.00	2	3	82	0.21269	0.00139	24.99303	7.2652
304	5690	25	0.08788	2	10	1.00	2	3	423	0.21121	0.00719	24.96408	37.17324
304	5726	25	0.09073	2	10	1.00	2	3	303	0.21798	0.00515	24.97427	27.49119
305	5684	25	0.06728	2	10	1.00	2	3	2514	0.16285	0.04276	24.78802	169.1419
305	5702	25	0.16686	2	10	1.00	2	0	178	0.40071	0.00302	24.98491	29.70108
306	5701	25	0.14301	2	10	1.00	2	3	522	0.34385	0.00888	24.95568	74.65122
306	5703	25	0.08804	2	10	1.00	2	3	264	0.21149	0.00450	24.97754	23.24256
307	5703	25	0.12663	2	10	1.00	2	3	367	0.30429	0.00623	24.96887	46.47321
307	5706	25	0.09852	2	10	1.00	2	3	144	0.23655	0.00246	24.98772	14.18688
308	5705	25	0.30354	2	10	1.00	2	3	575	0.72992	0.00978	24.95120	174.5355
309	5694	25	0.06432	2	10	1.00	2	3	247	0.15450	0.00420	24.97901	15.88704
310	5710	25	0.14042	2	10	1.00	2	3	413	0.33748	0.00703	24.96490	57.99346
311	5712	25	0.07167	2	10	1.00	2	0	132	0.17209	0.00225	24.98875	9.46044
312	5712	25	0.33594	2	10	1.00	2	0	908	0.80874	0.01545	24.92301	305.0335
313	8671	25	0.07796	2	10	1.00	7	3	901	0.18769	0.01531	24.92366	70.24196
314	8635	25	0.14087	2	10	1.00	7	3	957	0.33919	0.01627	24.91892	134.8126
315	8673	25	0.06120	2	10	1.00	7	3	1058	0.14742	0.01799	24.91038	64.7496
315	8677	25	0.59157	2	10	1.00	7	3	7	1.41979	0.00012	24.99940	4.14099
316	8675	25	0.11957	2	10	1.00	7	3	353	0.28731	0.00601	24.97001	42.20821
317	8633	25	0.18745	2	10	1.00	7	3	596	0.45078	0.01013	24.94944	111.7202
318	8631	25	0.21085	2	10	1.00	7	3	786	0.50738	0.01337	24.93331	165.7281
319	8637	25	0.07296	2	10	1.00	7	3	1252	0.17586	0.02129	24.89400	91.34592
320	8740	25	0.12796	2	10	1.00	1	3	176	0.30730	0.00299	24.98508	22.52096
320	9040	25	0.13308	2	10	1.00	1	3	166	0.31956	0.00282	24.98591	22.09128
321	6004	25	0.15538	2	10	1.00	1	3	635	0.37372	0.01080	24.94613	98.6663
321	8740	25	0.15277	2	10	1.00	1	3	1358	0.36834	0.02310	24.88505	207.4617
321	9046	25	0.10715	2	10	1.00	1	3	2574	0.25942	0.04378	24.78302	275.8041
322	5510	25	0.26877	2	10	1.00	1	3	755	0.64670	0.01283	24.93600	202.9214
322	9052	25	0.15156	2	10	1.00	1	3	3598	0.36820	0.06119	24.69775	545.3129
323	5509	25	0.13876	2	10	1.00	1	3	3241	0.33670	0.05512	24.72742	449.7212
323	24840	25	0.13749	2	10	1.00	1	3	2413	0.33268	0.04104	24.79645	331.7634
324	27043	25	0.09062	2	10	1.00	1	3	1866	0.21888	0.03174	24.84230	169.0969
325	9561	25	0.12367	2	10	1.00	1	3	3177	0.30001	0.05402	24.73277	392.8996
326	9086	25	0.15524	2	10	1.00	1	3	5284	0.37927	0.08986	24.55865	820.2882
326	9093	25	0.26096	2	10	1.00	1	3	2345	0.63130	0.03987	24.80220	611.9512
327	9088	25	0.17376	2	10	1.00	1	3	2416	0.42045	0.04108	24.79626	419.8042
328	5660	25	0.22084	2	10	1.00	1	3	4122	0.53745	0.07010	24.65436	910.3025
329	6003	25	0.14239	2	10	1.00	6	3	1661	0.34367	0.02825	24.85953	236.5098
329	9078	25	0.15099	2	10	1.00	6	3	1895	0.36471	0.03223	24.83987	286.1261
330	8723	25	0.23545	2	10	1.00	1	3	3529	0.57186	0.06002	24.70348	830.9031
331	9075	25	0.35885	2	10	1.00	6	3	2003	0.86711	0.03407	24.83082	718.7766
331	9077	25	0.22137	2	10	1.00	6	3	66	0.53140	0.00113	24.99436	14.61042

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
331	9078	25	0.19434	2	10	1.00	6	3	3708	0.47231	0.06306	24.68864	720.6127
332	8723	25	0.08392	2	10	1.00	1	3	7575	0.20660	0.12883	24.37203	635.694
333	9615	25	0.14133	2	10	1.00	0	3	668	0.33997	0.01136	24.94333	94.40844
502	8978	20	0.21281	1	10	3.00	100	0	734	0.63897	0.00416	19.98337	156.2025
616	5704	20	0.03096	1	10	3.00	100	0	2120	0.09311	0.01202	19.95205	65.6352
877	5557	20	0.06631	3	10	3.00	0	3	353	0.19900	0.00200	19.99200	23.40743
877	8769	20	0.04544	3	10	3.00	0	3	776	0.13644	0.00440	19.98241	35.26144
879	5563	20	0.10091	3	10	3.00	0	3	748	0.30300	0.00424	19.98306	75.48068
880	5563	25	0.08951	3	10	1.00	0	3	1843	0.21618	0.03134	24.84426	164.9669
880	5619	20	0.07415	3	10	3.00	0	3	559	0.22260	0.00317	19.98734	41.44985
881	5621	20	0.23051	3	10	3.00	0	3	1678	0.69285	0.00951	19.96202	386.7958
882	3348	20	0.17992	3	10	3.00	0	3	702	0.54020	0.00398	19.98410	126.3038
882	3350	20	0.14923	3	10	3.00	0	3	9	0.44769	0.00005	19.99981	1.34307
883	5615	20	0.22655	3	10	3.00	0	3	1515	0.68081	0.00859	19.96571	343.2233
884	5610	20	0.08804	3	10	3.00	0	3	603	0.26431	0.00342	19.98634	53.08812
885	5561	20	0.09611	3	10	3.00	0	3	3073	0.28934	0.01742	19.93055	295.346
885	5619	20	0.16635	3	10	3.00	0	3	184	0.49915	0.00104	19.99582	30.6084
886	5625	20	0.05279	3	10	3.00	0	3	1430	0.15864	0.00811	19.96762	75.4897
887	5602	20	0.14331	3	10	3.00	0	3	573	0.43021	0.00325	19.98700	82.11663
888	3108	20	0.25834	3	10	3.00	0	0	1503	0.77634	0.00852	19.96597	388.285
889	5623	20	0.05952	3	10	3.00	0	3	417	0.17865	0.00236	19.99055	24.81984
890	5605	20	0.14493	3	10	3.00	0	3	64	0.43482	0.00037	19.99854	9.27552
890	5609	20	0.14109	3	10	3.00	0	3	386	0.42346	0.00219	19.99126	54.46074
891	5605	20	0.11545	3	10	3.00	0	3	450	0.34651	0.00255	19.98980	51.9525
891	5613	20	0.25134	3	10	3.00	0	3	600	0.75454	0.00340	19.98640	150.804
892	5613	20	0.08241	3	10	3.00	0	3	437	0.24735	0.00248	19.99010	36.01317
893	5611	20	0.16524	3	10	3.00	0	3	538	0.49601	0.00305	19.98780	88.89912
894	3352	20	0.13004	3	10	3.00	0	3	346	0.39026	0.00196	19.99215	44.99384
900	3447	20	0.09160	3	10	3.00	0	3	1062	0.27513	0.00602	19.97595	97.2792
900	3449	20	0.23521	3	10	3.00	0	3	2	0.70563	0.00001	19.99995	0.47042
901	3449	20	0.13853	3	10	3.00	0	3	246	0.41570	0.00140	19.99442	34.07838
901	3450	20	0.14754	3	10	3.00	0	3	394	0.44283	0.00223	19.99107	58.13076
901	3451	20	0.16592	3	10	3.00	0	3	105	0.49782	0.00059	19.99763	17.4216
902	3451	20	0.22403	3	10	3.00	0	3	1	0.67210	0.00000	19.99998	0.22403
902	3470	20	0.08858	3	10	3.00	0	3	642	0.26592	0.00364	19.98545	56.86836
903	3445	20	0.07309	3	10	3.00	0	3	812	0.21947	0.00460	19.98161	59.34908
903	3449	20	0.09036	3	10	3.00	0	3	2	0.27107	0.00001	19.99995	0.18072
903	3450	20	0.13035	3	10	3.00	0	3	0	0.39104	0.00000	19.99999	0
904	3450	20	0.16178	3	10	3.00	0	3	11	0.48536	0.00006	19.99976	1.77958
904	3451	20	0.11557	3	10	3.00	0	3	1	0.34672	0.00000	19.99998	0.11557
904	3460	20	0.09608	3	10	3.00	0	3	411	0.28837	0.00233	19.99068	39.48888
905	3444	20	0.10449	3	10	3.00	0	3	2130	0.31423	0.01208	19.95181	222.5637
906	3447	20	0.08040	3	10	3.00	0	3	3136	0.24206	0.01778	19.92914	252.1344
907	3445	20	0.07719	3	10	3.00	0	3	4546	0.23277	0.02577	19.89745	350.9057
908	3727	25	0.13674	2	10	1.00	0	3	2015	0.33042	0.03426	24.82984	275.5311
909	3727	25	0.12580	2	10	1.00	0	3	486	0.30241	0.00827	24.95871	61.1388
910	3734	25	0.07702	2	10	1.00	0	3	11	0.18485	0.00019	24.99906	0.84722
910	3758	25	0.05580	2	10	1.00	0	3	77	0.13396	0.00130	24.99348	4.2966
911	3733	25	0.11304	2	10	1.00	0	3	101	0.27139	0.00172	24.99142	11.41704
911	3737	25	0.15259	2	10	1.00	0	3	720	0.36711	0.01224	24.93893	109.8648
912	3732	25	0.07955	2	10	1.00	0	3	1684	0.19202	0.02865	24.85758	133.9622
912	3737	25	0.11716	2	10	1.00	0	3	1563	0.28268	0.02658	24.86783	183.1211
913	3717	25	0.08917	2	10	1.00	0	3	903	0.21466	0.01536	24.92344	80.52051
913	3730	25	0.09717	2	10	1.00	0	3	237	0.23339	0.00404	24.97984	23.02929
914	3730	25	0.14047	2	10	1.00	0	3	1706	0.33908	0.02902	24.85575	239.6418
915	3751	25	0.09622	2	10	1.00	0	3	688	0.23147	0.01169	24.94167	66.19936
915	3753	25	0.12528	2	10	1.00	0	3	24	0.30069	0.00041	24.99796	3.00672
915	8611	25	0.09425	2	10	1.00	0	3	1267	0.22716	0.02154	24.89276	119.4148
916	3755	25	0.11912	2	10	1.00	0	3	353	0.28624	0.00600	24.97005	42.04936
916	8613	25	0.12405	2	10	1.00	0	3	113	0.29784	0.00192	24.99041	14.01765
917	8613	25	0.08565	2	10	1.00	0	3	782	0.20610	0.01329	24.93371	66.9783
918	3756	25	0.14810	2	10	1.00	0	3	141	0.35561	0.00239	24.98804	20.8821
918	8607	25	0.12876	2	10	1.00	0	3	751	0.30981	0.01277	24.93630	96.69876
919	3759	25	0.08274	2	10	1.00	0	3	738	0.19908	0.01256	24.93737	61.06212
920	3761	25	0.10199	2	10	1.00	0	3	1534	0.24604	0.02609	24.87024	156.4527
921	3763	25	0.10373	2	10	1.00	0	3	350	0.24925	0.00595	24.97027	36.3055
921	8608	25	0.23597	2	10	1.00	0	3	274	0.56686	0.00466	24.97673	64.65578
922	8608	25	0.13554	2	10	1.00	0	3	641	0.32601	0.01090	24.94561	86.88114
923	3739	20	0.06950	2	10	1.00	0	3	317	0.20873	0.00539	19.97845	22.0315
924	3736	20	0.14760	2	10	1.00	0	3	453	0.44347	0.00770	19.96925	66.8628
924	3739	20	0.24738	2	10	1.00	0	3	231	0.74274	0.00393	19.98428	57.14478
925	3743	20	0.29123	2	10	1.00	0	3	721	0.87583	0.01227	19.95105	209.9768
926	8669	25	0.07228	2	10	1.00	7	3	3040	0.17527	0.05169	24.74418	219.7312
927	7359	25	0.04222	2	10	1.00	0	3	405	0.10146	0.00688	24.96563	17.0991
928	8679	25	0.11750	2	10	1.00	0	3	1214	0.28317	0.02064	24.89721	142.645
929	8625	25	0.08951	2	10	1.00	0	3	615	0.21528	0.01046	24.94782	55.04865
929	8661	25	0.09928	2	10	1.00	0	3	1	0.23827	0.00001	24.99993	0.09928
930	3765	25	0.16884	2	10	1.00	0	3	1121	0.40676	0.01906	24.90505	189.2696
930	3767	25	0.09726	2	10	1.00	0	3	848	0.23411	0.01443	24.92807	82.47648
931	3769	20	0.14551	2	10	1.00	0	3	1005	0.43803	0.01709	19.93188	146.2376
932	3771	20	0.12038	2	10	1.00	0	3	488	0.36174	0.00830	19.96687	58.74544
932	8648	20	0.10354	2	10	1.00	0	3	62	0.31070	0.00106	19.99578	6.41948
933	8981	25	0.05363	2	10	1.00	0	3	0	0.12872	0.00000	25.00000	0

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
934	8989	25	0.06036	2	10	1.00	0	3	163	0.14494	0.00278	24.98611	9.83868
935	3769	25	0.09076	2	10	1.00	0	3	1323	0.21880	0.02251	24.88797	120.0755
936	8621	20	0.11419	2	10	1.00	0	0	747	0.34343	0.01270	19.94932	85.29993
937	9104	20	0.13919	2	10	1.00	0	3	1155	0.41921	0.01965	19.92172	160.7645
938	3736	20	0.27206	2	10	1.00	0	3	1058	0.81911	0.01799	19.92829	287.8395
938	9104	20	0.17427	2	10	1.00	0	3	536	0.52375	0.00912	19.96359	93.40872
939	9101	20	0.08703	2	10	1.00	0	3	186	0.26126	0.00317	19.98734	16.18758
939	9103	20	0.12589	2	10	1.00	0	3	114	0.37782	0.00194	19.99225	14.35146
940	3707	20	0.08705	2	10	1.00	0	3	183	0.26131	0.00311	19.98757	15.93015
940	9102	20	0.06686	2	10	1.00	0	3	144	0.20067	0.00245	19.99021	9.62784
1100	15058	20	0.10189	2	10	1.00	0	0	1423	0.30716	0.02421	19.90363	144.9895
1100	23338	20	0.12735	2	10	1.00	0	0	1405	0.38387	0.02389	19.90488	178.9268
1101	25087	20	0.13718	2	10	1.00	7	0	1443	0.41356	0.02454	19.90231	197.9507
1102	3716	20	0.23538	2	10	1.00	7	3	881	0.70826	0.01498	19.94027	207.3698
1102	9584	20	0.29424	2	10	1.00	7	3	1227	0.88640	0.02087	19.91685	361.0325
1103	9364	20	0.14929	2	10	1.00	7	3	280	0.44830	0.00477	19.98094	41.8012
1103	25067	20	0.13418	2	10	1.00	7	3	1385	0.40443	0.02356	19.90620	185.8393
1103	25079	20	0.23913	2	10	1.00	7	3	7	0.71740	0.00013	19.99949	1.67391
1104	25063	20	0.10372	2	10	1.00	7	3	104	0.31126	0.00176	19.99295	10.78688
1104	25074	20	0.08253	2	10	1.00	7	3	203	0.24775	0.00346	19.98619	16.75359
1104	25081	20	0.11049	2	10	1.00	7	3	5	0.33146	0.00008	19.99968	0.55245
1105	25067	20	0.14744	2	10	1.00	7	3	6	0.44234	0.00010	19.99962	0.88464
1105	25069	20	0.16449	2	10	1.00	7	3	47	0.49356	0.00080	19.99679	7.73103
1105	25078	20	0.09665	2	10	1.00	7	3	844	0.29079	0.01436	19.94274	81.5726
1106	3708	20	0.18200	2	10	1.00	0	3	1835	0.54940	0.03121	19.87591	333.97
1106	25049	20	0.12337	2	10	1.00	0	3	1640	0.37219	0.02789	19.88905	202.3268
1107	8663	20	0.24058	2	10	1.00	7	3	2560	0.72802	0.04353	19.82737	615.8848
1107	9585	20	0.26635	2	10	1.00	7	3	2906	0.80695	0.04941	19.80428	774.0131
1109	9595	20	0.41260	2	10	1.00	0	0	54	1.23801	0.00092	19.99633	22.2804
1109	25129	20	0.19365	2	10	1.00	0	0	1502	0.58391	0.02554	19.89836	290.8623
1109	25189	20	0.21562	2	10	1.00	0	0	966	0.64897	0.01643	19.93449	208.2889
1110	9365	25	0.14531	2	10	1.00	7	3	1438	0.35044	0.02446	24.87830	208.9558
1111	9578	25	0.11709	2	10	1.00	7	3	1035	0.28201	0.01760	24.91230	121.1882
1112	9357	25	0.18402	2	10	1.00	7	3	296	0.44210	0.00504	24.97483	54.46992
1112	9389	25	0.22707	2	10	1.00	7	3	949	0.54673	0.01613	24.91960	215.4894
1113	9386	20	0.18560	2	10	1.00	0	0	2603	0.56172	0.04427	19.82449	483.1168
1114	5032	25	0.52035	2	10	1.00	7	3	152	1.24948	0.00259	24.98707	79.0932
1114	9355	20	0.16984	2	10	1.00	0	0	3720	0.51595	0.06327	19.75007	631.8048
1115	9578	25	0.19451	2	10	1.00	7	3	681	0.46792	0.01158	24.94226	132.4613
1115	30003	25	0.18983	2	10	1.00	7	3	221	0.45594	0.00376	24.98121	41.95243
1116	9356	20	0.20014	2	10	1.00	0	0	860	0.60217	0.01462	19.94169	172.1204
1117	9354	20	0.17931	2	10	1.00	0	0	1267	0.54025	0.02154	19.91420	227.1858
1118	9352	20	0.21011	2	10	1.00	0	0	1545	0.63365	0.02627	19.89546	324.62
1118	23261	20	0.19036	2	10	1.00	0	0	713	0.57246	0.01212	19.95163	135.7267
1119	5032	25	0.33159	2	10	1.00	7	3	194	0.79635	0.00330	24.98351	64.32846
1119	9352	20	0.17364	2	10	1.00	0	0	365	0.52158	0.00620	19.97522	63.3786
1119	9593	20	0.22692	2	10	1.00	0	0	335	0.68153	0.00570	19.97724	76.0182
1120	9370	25	0.19777	2	10	1.00	7	3	1148	0.47651	0.01952	24.90278	227.04
1121	9367	25	0.10061	2	10	1.00	7	3	773	0.24210	0.01315	24.93445	77.77153
1122	9371	25	0.12071	2	10	1.00	7	3	766	0.29047	0.01303	24.93503	92.46386
1122	9596	25	0.09566	2	10	1.00	7	3	544	0.23001	0.00926	24.95380	52.03904
1123	9342	25	0.06134	2	10	1.00	7	3	917	0.14768	0.01559	24.92227	56.24878
1124	9381	25	0.12902	2	10	1.00	7	3	911	0.31060	0.01549	24.92278	117.5372
1124	24911	25	0.11334	2	10	1.00	7	3	180	0.27218	0.00306	24.98472	20.4012
1125	9591	25	0.09899	2	10	1.00	7	3	1583	0.23886	0.02692	24.86613	156.7012
1126	9341	25	0.13878	2	10	1.00	7	3	428	0.33356	0.00728	24.96363	59.39784
1126	9574	25	0.11970	2	10	1.00	7	3	43	0.28732	0.00073	24.99634	5.1471
1126	9588	25	0.12605	2	10	1.00	7	3	135	0.30266	0.00230	24.98849	17.01675
1127	24903	25	0.07909	2	10	1.00	7	3	558	0.19018	0.00949	24.95264	44.13222
1128	9589	25	0.07764	2	10	1.00	7	3	201	0.18646	0.00342	24.98289	15.60564
1128	24900	25	0.08455	2	10	1.00	7	3	431	0.20321	0.00733	24.96339	36.44105
1129	9380	25	0.14667	2	10	1.00	7	3	86	0.35212	0.00146	24.99269	12.61362
1129	9611	25	0.08999	2	10	1.00	7	3	655	0.21646	0.01114	24.94441	58.94345
1130	9573	25	0.14082	2	10	1.00	7	3	3829	0.34237	0.06512	24.67860	539.1998
1130	9587	25	0.12221	2	10	1.00	7	3	1180	0.29447	0.02006	24.90008	144.2078
1130	9589	25	0.12471	2	10	1.00	7	3	30	0.29933	0.00051	24.99743	3.7413
1131	3616	20	0.17211	3	10	3.00	0	3	8213	0.52114	0.04656	19.81549	1413.539
1132	5515	20	0.18811	3	10	3.00	0	3	2499	0.56592	0.01417	19.94348	470.0869
1188	8796	25	0.04916	2	10	1.00	1	3	678	0.11825	0.01152	24.94251	33.33048
1189	3725	25	0.30147	2	10	1.00	0	3	1593	0.72745	0.02709	24.86529	480.2417
1198	13410	20	0.05520	2	10	1.00	0	0	349	0.16580	0.00594	19.97626	19.2648
1201	24791	20	0.25216	2	10	1.00	0	0	0	0.75648	0.00000	20.00000	0
1202	14153	20	0.16068	2	10	1.00	0	0	136	0.48226	0.00230	19.99079	21.85248
1202	23262	20	0.10976	2	10	1.00	0	0	499	0.32984	0.00848	19.96614	54.77024
1202	23275	20	0.16227	2	10	1.00	0	0	576	0.48776	0.00979	19.96091	93.46752
1203	23264	20	0.15815	2	10	1.00	0	0	519	0.47527	0.00883	19.96472	82.07985
1203	23275	20	0.10071	2	10	1.00	0	0	1296	0.30346	0.02204	19.91222	130.5202
1203	23277	20	0.14685	2	10	1.00	0	0	1579	0.44292	0.02686	19.89314	231.8762
1204	14157	20	0.16068	2	10	1.00	0	0	540	0.48292	0.00918	19.96334	86.7672
1204	23262	20	0.15754	2	10	1.00	0	0	664	0.47368	0.01129	19.95495	104.6066
1204	23278	20	0.17031	2	10	1.00	0	0	153	0.51120	0.00261	19.98958	26.05743
1205	23264	20	0.15789	2	10	1.00	0	0	697	0.47478	0.01185	19.95271	110.0493
1205	23278	20	0.08754	2	10	1.00	0	0	885	0.26341	0.01505	19.93999	77.4729

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
1205	23280	20	0.16148	2	10	1.00	0	0	0	0.48444	0.00000	20.00000	0
1206	23282	20	0.16627	2	10	1.00	0	0	406	0.49951	0.00691	19.97241	67.50562
1206	25052	20	0.13488	2	10	1.00	0	0	523	0.40536	0.00890	19.96446	70.54224
1207	23282	20	0.13159	2	10	1.00	0	0	369	0.39526	0.00628	19.97492	48.55671
1207	23283	20	0.13306	2	10	1.00	0	0	781	0.40025	0.01327	19.94705	103.9199
1207	23284	20	0.18811	2	10	1.00	0	0	457	0.56520	0.00777	19.96898	85.96627
1208	12276	20	0.09997	2	10	1.00	0	0	150	0.30007	0.00256	19.98977	14.9955
1208	23283	20	0.09788	2	10	1.00	0	0	400	0.29403	0.00681	19.97280	39.152
1208	23319	20	0.12330	2	10	1.00	0	0	1	0.36990	0.00002	19.99992	0.1233
1209	23280	20	0.13119	2	10	1.00	0	0	908	0.39479	0.01544	19.93843	119.1205
1210	23260	20	0.12280	2	10	1.00	0	0	108	0.36854	0.00183	19.99268	13.2624
1210	23284	20	0.11797	2	10	1.00	0	0	92	0.35402	0.00156	19.99374	10.85324
1211	12276	20	0.16066	2	10	1.00	0	0	79	0.48209	0.00134	19.99466	12.69214
1211	25053	20	0.11997	2	10	1.00	0	0	446	0.36045	0.00758	19.96972	53.50662
1224	9800	25	0.07534	2	10	1.00	4	3	1533	0.18176	0.02607	24.87031	115.4962
1225	9801	25	0.05713	2	10	1.00	4	3	62	0.13713	0.00105	24.99475	3.54206
1225	9802	25	0.05991	2	10	1.00	4	3	1205	0.14438	0.02049	24.89796	72.19155
1226	9803	25	0.07131	2	10	1.00	4	3	4633	0.17384	0.07878	24.61219	330.3792
1227	9614	25	0.07340	2	10	1.00	0	3	645	0.17656	0.01096	24.94531	47.343
1228	9614	25	0.12102	2	10	1.00	0	3	466	0.29091	0.00792	24.96047	56.39532
1228	9615	25	0.18572	2	10	1.00	0	3	1326	0.44774	0.02256	24.88773	246.2647
1229	9095	25	0.08470	2	10	1.00	0	3	633	0.20371	0.01076	24.94633	53.6151
1229	9619	25	0.13098	2	10	1.00	0	3	471	0.31486	0.00802	24.95997	61.69158
1230	5650	25	0.17834	2	10	1.00	4	3	4041	0.43390	0.06872	24.66108	720.6719
1231	13976	25	0.08749	2	10	1.00	3	3	3960	0.21280	0.06734	24.66778	346.4604
1231	25041	25	0.13891	2	10	1.00	3	3	1242	0.33479	0.02112	24.89483	172.5262
1232	25041	25	0.11603	2	10	1.00	3	3	1493	0.27989	0.02539	24.87372	173.2328
1233	25043	25	0.12830	2	10	1.00	3	3	1215	0.30920	0.02067	24.89707	155.8845
1233	25044	25	0.12322	2	10	1.00	3	3	672	0.29639	0.01143	24.94297	82.80384
1294	5644	25	0.12133	2	10	1.00	1	3	189	0.29138	0.00321	24.98396	22.93137
1294	5952	25	0.07945	2	10	1.00	1	3	937	0.19128	0.01594	24.92057	74.44465
1295	8912	25	0.08418	2	10	1.00	1	3	310	0.20226	0.00526	24.97371	26.0958
1295	8937	25	0.05489	2	10	1.00	1	3	358	0.13189	0.00610	24.96955	19.65062
1296	8765	25	0.05999	2	10	1.00	4	3	525	0.14424	0.00893	24.95543	31.49475
1297	8754	25	0.09075	2	10	1.00	4	3	586	0.21824	0.00997	24.95024	53.1795
1297	8884	25	0.11460	2	10	1.00	4	3	483	0.27550	0.00822	24.95897	55.3518
1298	5679	25	0.07411	2	10	1.00	1	3	356	0.17807	0.00606	24.96972	26.38316
1299	23265	20	0.11263	2	10	1.00	0	0	152	0.33806	0.00258	19.98967	17.11976
1299	24062	20	0.09349	2	10	1.00	0	0	155	0.28063	0.00264	19.98944	14.49095
1312	9610	20	0.13291	2	10	1.00	0	0	282	0.39911	0.00479	19.98085	37.48062
1312	23265	20	0.11413	2	10	1.00	0	0	371	0.34283	0.00632	19.97477	42.34223
1313	12272	20	0.14073	2	10	1.00	0	0	378	0.42272	0.00642	19.97434	53.19594
1313	12274	20	0.09543	2	10	1.00	0	0	470	0.28676	0.00799	19.96808	44.8521
1313	24035	20	0.14076	2	10	1.00	0	0	430	0.42291	0.00732	19.97077	60.5268
1314	12270	20	0.17895	2	10	1.00	0	0	1010	0.53870	0.01718	19.93150	180.7395
1314	12272	20	0.13795	2	10	1.00	0	0	2651	0.41757	0.04509	19.82125	365.7055
1314	14123	20	0.11617	2	10	1.00	0	0	5401	0.35490	0.09186	19.63919	627.4342
1315	12292	20	0.13559	2	10	1.00	0	0	177	0.40701	0.00300	19.98800	23.99943
1315	12293	20	0.13065	2	10	1.00	0	0	188	0.39220	0.00320	19.98719	24.5622
1315	24065	20	0.13322	2	10	1.00	0	0	499	0.40035	0.00849	19.96609	66.47678
1316	12294	20	0.13380	2	10	1.00	0	0	617	0.40224	0.01048	19.95815	82.5546
1316	24065	20	0.20010	2	10	1.00	0	0	423	0.60115	0.00720	19.97124	84.6423
1317	9347	20	0.18601	2	10	1.00	0	0	826	0.55959	0.01405	19.94395	153.6443
1317	12293	20	0.16981	2	10	1.00	0	0	373	0.51007	0.00634	19.97467	63.33913
1317	12294	20	0.13025	2	10	1.00	0	0	805	0.39182	0.01370	19.94537	104.8513
1317	17260	20	0.13941	2	10	1.00	0	0	1059	0.41973	0.01801	19.92822	147.6352
1318	9347	20	0.16621	2	10	1.00	0	0	374	0.49927	0.00637	19.97457	62.16254
1318	24671	20	0.14142	2	10	1.00	0	0	738	0.42533	0.01255	19.94992	104.368
1319	16567	20	0.11499	2	10	1.00	0	0	5037	0.35088	0.08566	19.66312	579.2046
1319	16568	20	0.19913	2	10	1.00	0	0	1729	0.60089	0.02941	19.88304	344.2958
1331	12160	20	0.12354	2	10	1.00	0	0	1131	0.37205	0.01924	19.92334	139.7237
1331	23288	20	0.12232	2	10	1.00	0	0	3849	0.37176	0.06545	19.74157	470.8097
1331	23339	20	0.11320	2	10	1.00	0	0	1511	0.34135	0.02569	19.89775	171.0452
1332	12160	20	0.11151	2	10	1.00	0	0	215	0.33477	0.00366	19.98537	23.97465
1332	23288	20	0.10464	2	10	1.00	0	0	524	0.31447	0.00891	19.96442	54.83136
1333	9610	20	0.14302	2	10	1.00	0	0	479	0.42977	0.00815	19.96746	68.50658
1333	12300	20	0.18300	2	10	1.00	0	0	185	0.54935	0.00314	19.98744	33.855
1334	23333	20	0.05381	2	10	1.00	0	0	369	0.16164	0.00627	19.97496	19.85589
1340	23338	20	0.12322	2	10	1.00	0	0	777	0.37063	0.01321	19.94729	95.74194
1341	12266	20	0.14221	2	10	1.00	0	0	2432	0.43017	0.04136	19.83591	345.8547
1341	14153	20	0.13352	2	10	1.00	0	0	45	0.40063	0.00077	19.99691	6.0084
1341	23273	20	0.16734	2	10	1.00	0	0	1459	0.50451	0.02482	19.90121	244.1491
1342	23279	20	0.14911	2	10	1.00	0	0	1036	0.44890	0.01762	19.92977	154.478
1343	14157	20	0.17215	2	10	1.00	0	0	995	0.51820	0.01693	19.93252	171.2893
1344	14157	20	0.18786	2	10	1.00	0	0	4	0.56357	0.00006	19.99975	0.75144
1344	23317	20	0.08394	2	10	1.00	0	0	392	0.25215	0.00667	19.97334	32.90448
1344	23325	20	0.08754	2	10	1.00	0	0	346	0.26293	0.00588	19.97650	30.28884
1345	23317	20	0.12663	2	10	1.00	0	0	0	0.37988	0.00000	20.00000	0
1346	12165	20	0.12453	2	10	1.00	0	0	332	0.37402	0.00564	19.97745	41.34396
1346	23324	20	0.11843	2	10	1.00	0	0	303	0.35567	0.00516	19.97938	35.88429
1347	12165	20	0.13217	2	10	1.00	0	0	536	0.39723	0.00912	19.96358	70.84312
1347	12270	20	0.14959	2	10	1.00	0	0	808	0.45000	0.01373	19.94521	120.8687
1347	12274	20	0.16704	2	10	1.00	0	0	4	0.50113	0.00008	19.99969	0.66816

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
1348	23319	20	0.13712	2	10	1.00	0	0	1	0.41137	0.00002	19.99992	0.13712
1348	25052	20	0.10479	2	10	1.00	0	0	682	0.31510	0.01159	19.95374	71.46678
1349	12295	20	0.13093	2	10	1.00	0	0	1463	0.39474	0.02489	19.90095	191.5506
1349	12296	20	0.16063	2	10	1.00	0	0	1910	0.48503	0.03249	19.87090	306.8033
1350	12298	20	0.07997	2	10	1.00	0	0	403	0.24025	0.00685	19.97262	32.22791
1350	12299	20	0.14589	2	10	1.00	0	0	79	0.43778	0.00135	19.99460	11.52531
1351	12300	20	0.17139	2	10	1.00	0	0	221	0.51456	0.00376	19.98495	37.87719
1351	24671	20	0.09202	2	10	1.00	0	0	356	0.27639	0.00606	19.97579	32.75912
1355	9340	20	0.15889	2	10	1.00	0	0	958	0.47822	0.01630	19.93501	152.2166
1355	24037	20	0.08326	2	10	1.00	0	0	655	0.25034	0.01113	19.95557	54.5353
1356	14125	20	0.15910	2	10	1.00	0	0	476	0.47808	0.00809	19.96769	75.7316
1356	23324	20	0.13327	2	10	1.00	0	0	22	0.39985	0.00038	19.99849	2.93194
1356	24035	20	0.12644	2	10	1.00	0	0	278	0.37969	0.00473	19.98111	35.15032
1357	12291	20	0.14336	2	10	1.00	0	0	18	0.43011	0.00031	19.99874	2.58048
1357	12292	20	0.14028	2	10	1.00	0	0	51	0.42092	0.00086	19.99655	7.15428
1357	14125	20	0.11015	2	10	1.00	0	0	527	0.33104	0.00896	19.96424	58.04905
1357	23332	20	0.14310	2	10	1.00	0	0	233	0.42964	0.00396	19.98417	33.3423
1358	9344	20	0.17979	2	10	1.00	0	0	55	0.53948	0.00094	19.99624	9.88845
1358	9345	20	0.16514	2	10	1.00	0	0	257	0.49584	0.00438	19.98251	42.44098
1358	12291	20	0.16757	2	10	1.00	0	0	118	0.50291	0.00201	19.99197	19.77326
1358	17260	20	0.12327	2	10	1.00	0	0	2163	0.37253	0.03679	19.85392	266.633
1359	9344	20	0.09928	2	10	1.00	0	0	1312	0.29918	0.02231	19.91116	130.2554
1359	12297	20	0.11927	2	10	1.00	0	0	496	0.35841	0.00843	19.96632	59.15792
1359	24062	20	0.16082	2	10	1.00	0	0	825	0.48381	0.01404	19.94401	132.6765
1415	22798	0	0.19380	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1415	23096	0	0.19726	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1418	23099	0	0.09099	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1419	9519	0	0.12036	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1419	22799	0	0.10499	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1502	9387	20	0.13681	2	10	1.00	0	0	0	0.41042	0.00000	20.00000	0
1503	24791	20	0.17141	2	10	1.00	0	0	426	0.51496	0.00725	19.97105	73.02066
1504	24791	20	0.13613	2	10	1.00	0	0	520	0.40910	0.00884	19.96472	70.7876
1505	24777	20	0.14990	2	10	1.00	0	0	408	0.45034	0.00694	19.97228	61.1592
1505	24779	20	0.14282	2	10	1.00	0	0	95	0.42861	0.00162	19.99354	13.5679
1506	24779	20	0.09131	2	10	1.00	0	0	288	0.27420	0.00490	19.98042	26.29728
1507	24782	20	0.04661	2	10	1.00	0	0	707	0.14016	0.01203	19.95199	32.95327
1508	24777	20	0.09754	2	10	1.00	0	0	166	0.29277	0.00282	19.98873	16.19164
1508	24779	20	0.08535	2	10	1.00	0	0	39	0.25608	0.00067	19.99733	3.32865
1509	24777	20	0.08185	2	10	1.00	0	0	194	0.24572	0.00330	19.98680	15.8789
1510	24777	20	0.11921	2	10	1.00	0	0	767	0.35857	0.01304	19.94798	91.43407
1510	25056	20	0.11507	2	10	1.00	0	0	192	0.34543	0.00326	19.98698	22.09344
1511	24795	20	0.09320	2	10	1.00	0	0	230	0.27983	0.00392	19.98434	21.436
1512	24767	20	0.12084	2	10	1.00	0	0	268	0.36285	0.00455	19.98181	32.38512
1512	24795	20	0.06001	2	10	1.00	0	0	83	0.18008	0.00141	19.99438	4.98083
1513	9384	20	0.05767	2	10	1.00	0	0	2	0.17300	0.00003	19.99986	0.11534
1514	24789	20	0.11457	2	10	1.00	0	0	162	0.34390	0.00276	19.98897	18.56034
1514	30005	20	0.14954	2	10	1.00	0	0	588	0.44951	0.01000	19.96007	87.92952
1515	25127	20	0.08742	2	10	1.00	0	0	4511	0.26628	0.07672	19.69777	394.3516
1516	24777	20	0.11134	2	10	1.00	0	0	310	0.33438	0.00527	19.97896	34.5154
1516	25056	20	0.10092	2	10	1.00	0	0	81	0.30283	0.00137	19.99452	8.17452
1517	3712	20	0.04573	2	10	1.00	0	0	1383	0.13782	0.02351	19.90638	63.24459
1518	24793	20	0.11624	2	10	1.00	0	0	213	0.34898	0.00362	19.98554	24.75912
1519	25130	20	0.05500	2	10	1.00	0	0	442	0.16523	0.00752	19.96995	24.31
1520	24794	20	0.09959	2	10	1.00	0	0	0	0.29877	0.00000	20.00000	0
1521	24794	20	0.08734	2	10	1.00	0	0	328	0.26230	0.00559	19.97768	28.64752
1522	24794	20	0.10915	2	10	1.00	0	0	0	0.32744	0.00000	20.00000	0
1542	5518	25	0.13532	2	10	1.00	4	3	618	0.32545	0.01051	24.94758	83.62776
1542	24840	25	0.18733	2	10	1.00	4	3	327	0.45010	0.00556	24.97225	61.25691
1573	9371	25	0.23413	2	10	1.00	7	3	131	0.56217	0.00223	24.98886	30.67103
1573	24908	25	0.09175	2	10	1.00	7	3	996	0.22094	0.01693	24.91563	91.383
1574	24904	25	0.20208	2	10	1.00	7	3	860	0.48641	0.01463	24.92706	173.7888
1575	9357	20	0.17667	2	10	1.00	7	3	1443	0.53261	0.02454	19.90232	254.9348
1575	9585	20	0.25819	2	10	1.00	7	3	362	0.77551	0.00616	19.97540	93.46478
1576	9364	20	0.14289	2	10	1.00	7	3	1095	0.43026	0.01862	19.92578	156.4646
1577	9580	20	0.28728	2	10	1.00	0	3	483	0.86327	0.00822	19.96718	138.7562
1578	9334	20	0.10244	2	10	1.00	0	0	1457	0.30885	0.02478	19.90138	149.2551
1581	25084	20	0.12259	2	10	1.00	7	3	381	0.36824	0.00648	19.97410	46.70679
1581	25086	20	0.12491	2	10	1.00	7	3	338	0.37515	0.00575	19.97702	42.21958
1582	9361	20	0.04508	2	10	1.00	7	3	1618	0.13598	0.02752	19.89054	72.93944
1583	25084	20	0.09121	2	10	1.00	7	3	1394	0.27491	0.02371	19.90562	127.1467
1584	25074	20	0.09717	2	10	1.00	7	3	1519	0.29303	0.02583	19.89721	147.6012
1584	25082	20	0.10589	2	10	1.00	7	3	0	0.31768	0.00000	20.00000	0
1585	25071	20	0.10792	2	10	1.00	7	3	390	0.32418	0.00663	19.97351	42.0888
1585	25082	20	0.10418	2	10	1.00	7	3	159	0.31272	0.00270	19.98921	16.56462
1586	25065	20	0.09217	2	10	1.00	7	3	6	0.27653	0.00010	19.99960	0.55302
1586	25069	20	0.11254	2	10	1.00	7	3	2	0.33761	0.00004	19.99986	0.22508
1586	25076	20	0.08200	2	10	1.00	7	3	476	0.24639	0.00809	19.96769	39.032
1586	25081	20	0.09493	2	10	1.00	7	3	50	0.28485	0.00085	19.99661	4.7465
1587	25071	20	0.13096	2	10	1.00	7	3	129	0.39306	0.00219	19.99123	16.89384
1587	25078	20	0.13772	2	10	1.00	7	3	531	0.41390	0.00903	19.96395	73.12932
1588	25063	20	0.08645	2	10	1.00	7	3	726	0.26000	0.01236	19.95070	62.7627
1588	25080	20	0.08978	2	10	1.00	7	3	119	0.26946	0.00202	19.99194	10.68382
1589	25065	20	0.14091	2	10	1.00	7	3	0	0.42274	0.00000	20.00000	0

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
1589	25079	20	0.08312	2	10	1.00	7	3	545	0.24982	0.00927	19.96300	45.3004
1589	25080	20	0.08779	2	10	1.00	7	3	255	0.26358	0.00433	19.98269	22.38645
2489	9334	45	0.21637	9	3	3.00	100	0	16449	0.31264	0.54854	41.52459	3559.07
2489	14123	45	0.24912	9	3	2.00	100	0	19244	0.46966	0.96258	31.82530	4794.065
2489	15058	45	0.23798	9	3	2.00	100	0	17792	0.41124	0.88996	34.72097	4234.14
2500	2501	45	0.15822	10	2	3.00	1	3	30957	0.27014	0.87747	35.14160	4898.017
2500	5885	45	0.23765	10	2	3.00	1	3	31562	0.41260	0.89463	34.55847	7500.709
2501	2500	45	0.15822	10	2	3.00	1	3	31562	0.27470	0.89463	34.55847	4993.74
2501	2502	45	0.16153	10	2	3.00	1	3	30957	0.27579	0.87747	35.14160	5000.484
2502	2501	45	0.16153	10	2	3.00	1	3	31562	0.28044	0.89463	34.55847	5098.21
2502	5882	45	0.19759	10	2	3.00	1	3	30957	0.33736	0.87747	35.14160	6116.794
2507	9346	35	0.23918	10	4	1.00	7	0	3016	0.42451	0.32062	33.80593	721.3669
2507	12295	45	0.30740	9	3	2.00	100	0	17364	0.52059	0.86855	35.42983	5337.694
2507	16567	45	0.28623	9	3	2.00	100	0	17693	0.49223	0.88501	34.89005	5064.267
2507	22539	35	0.06359	23	5	1.00	901	0	2729	0.11305	0.33149	33.75037	173.5371
2508	16567	45	0.18789	9	3	2.00	100	0	16500	0.30722	0.82534	36.69432	3100.185
2508	16568	35	0.22640	10	4	1.00	7	0	2064	0.39640	0.21938	34.26860	467.2896
2508	23339	45	0.14302	9	3	2.00	100	0	17008	0.23853	0.85074	35.97637	2432.484
2978	3616	45	0.28035	9	4	1.00	100	0	8335	0.48253	0.88590	34.86004	2336.717
3033	3596	45	0.22381	11	3	3.00	20	0	22710	0.35047	0.75731	38.31676	5082.725
3108	888	20	0.25834	3	10	3.00	0	0	1503	0.77634	0.00852	19.96597	388.285
3108	3305	50	0.29376	9	3	2.00	100	0	9474	0.37519	0.47390	46.97747	2783.082
3138	8942	40	0.40106	11	3	2.00	20	0	12632	0.66874	0.63186	35.98312	5066.19
3303	3304	50	0.90616	11	3	3.00	20	0	9649	1.12599	0.32178	48.28581	8743.538
3304	3303	50	0.90616	11	3	3.00	20	0	8509	1.11986	0.28376	48.55046	7710.515
3304	3342	50	0.45089	9	3	3.00	100	3	11313	0.56527	0.37726	47.85959	5100.919
3304	3653	35	0.08278	11	5	1.00	20	0	2051	0.14547	0.24910	34.14226	169.7818
3305	3108	50	0.29376	9	3	2.00	100	0	10406	0.37926	0.52049	46.47272	3056.867
3305	3342	50	0.46149	9	3	2.00	100	3	9474	0.58942	0.47390	46.97747	4372.156
3342	3304	50	0.45089	9	3	3.00	100	3	10263	0.56204	0.34224	48.13450	4627.484
3342	3305	50	0.46149	9	3	2.00	100	3	10406	0.59582	0.52049	46.47272	4802.265
3342	3352	45	0.07276	10	4	2.00	0	3	4303	0.09919	0.22868	44.00977	313.0863
3348	882	20	0.17992	3	10	3.00	0	3	653	0.54017	0.00370	19.98520	117.4878
3348	5613	45	0.14192	10	4	2.00	0	3	4663	0.19395	0.24783	43.90428	661.773
3348	5615	45	0.25857	10	4	2.00	0	3	5151	0.35457	0.27375	43.75512	1331.894
3349	3350	40	0.25757	10	5	1.00	0	3	474	0.38805	0.05760	39.82640	122.0882
3349	5615	40	0.11030	10	5	1.00	0	3	507	0.16623	0.06156	39.81232	55.9221
3350	882	20	0.14923	3	10	3.00	0	3	57	0.44771	0.00032	19.99871	8.50611
3350	3349	40	0.25757	10	5	1.00	0	3	507	0.38818	0.06156	39.81232	130.588
3350	3351	40	0.16147	10	5	1.00	0	0	483	0.24328	0.05865	39.82269	77.99001
3351	3350	40	0.16147	10	5	1.00	0	0	564	0.24349	0.06848	39.78745	91.06908
3352	275	20	0.30548	3	10	3.00	0	3	261	0.91670	0.00148	19.99408	79.73028
3352	894	20	0.13004	3	10	3.00	0	3	346	0.39026	0.00196	19.99215	44.99384
3352	3342	45	0.07276	10	4	2.00	0	3	4184	0.09912	0.22238	44.04367	304.4278
3352	5603	45	0.06696	10	4	2.00	0	3	4429	0.09137	0.23541	43.97317	296.5658
3364	5704	40	0.38466	10	4	2.00	2	0	8322	0.61008	0.44226	37.83086	3201.141
3385	9560	35	0.56802	10	4	1.00	2	0	7515	1.17243	0.79884	29.06889	4268.67
3444	905	20	0.10449	3	10	3.00	0	3	2130	0.31423	0.01208	19.95181	222.5637
3444	3445	40	0.15123	10	3	2.00	4	3	12100	0.24994	0.60524	36.30361	1829.883
3444	3450	30	0.16061	10	5	1.00	0	3	402	0.32236	0.04880	29.89307	64.56522
3444	3459	40	0.16590	10	3	2.00	4	3	14860	0.29008	0.74330	34.31557	2465.274
3445	903	20	0.07309	3	10	3.00	0	3	812	0.21947	0.00460	19.98161	59.34908
3445	907	20	0.07719	3	10	3.00	0	3	4546	0.23277	0.02577	19.89745	350.9057
3445	3444	40	0.15123	10	3	2.00	4	3	13699	0.25735	0.68524	35.25778	2071.7
3445	3446	40	0.21064	10	3	2.00	4	3	10946	0.34231	0.54752	36.92075	2305.665
3446	3445	40	0.21064	10	3	2.00	4	3	12545	0.35070	0.62752	36.03705	2642.479
3446	3447	40	0.14365	10	3	2.00	4	3	11190	0.23423	0.55973	36.79825	1607.444
3446	3449	30	0.23863	10	5	1.00	0	3	244	0.47818	0.02966	29.94247	58.22572
3447	900	20	0.09160	3	10	3.00	0	3	1062	0.27513	0.00602	19.97595	97.2792
3447	906	20	0.08040	3	10	3.00	0	3	3136	0.24206	0.01778	19.92914	252.1344
3447	3446	40	0.14365	10	3	2.00	4	3	12790	0.24020	0.63974	35.88335	1837.284
3447	3448	40	0.10935	10	3	2.00	4	0	12153	0.18089	0.60792	36.27253	1328.931
3448	3447	40	0.10935	10	3	2.00	4	0	13753	0.18630	0.68792	35.21812	1503.891
3449	900	20	0.23521	3	10	3.00	0	3	2	0.70563	0.00001	19.99995	0.47042
3449	901	20	0.13853	3	10	3.00	0	3	246	0.41570	0.00140	19.99442	34.07838
3449	903	20	0.09036	3	10	3.00	0	3	2	0.27107	0.00001	19.99995	0.18072
3449	3446	30	0.23863	10	5	1.00	0	3	244	0.47818	0.02965	29.94250	58.22572
3450	901	20	0.14754	3	10	3.00	0	3	390	0.44283	0.00221	19.99116	57.5406
3450	903	20	0.13035	3	10	3.00	0	3	0	0.39104	0.00000	19.99999	0
3450	904	20	0.16178	3	10	3.00	0	3	12	0.48536	0.00007	19.99973	1.94136
3450	3444	30	0.16061	10	5	1.00	0	3	404	0.32237	0.04908	29.89231	64.88644
3451	901	20	0.16592	3	10	3.00	0	3	108	0.49782	0.00061	19.99755	17.91936
3451	902	20	0.22403	3	10	3.00	0	3	1	0.67210	0.00000	19.99998	0.22403
3451	904	20	0.11557	3	10	3.00	0	3	0	0.34672	0.00000	19.99999	0
3451	3461	30	0.19348	10	5	1.00	0	3	104	0.38715	0.01263	29.98520	20.12192
3455	9560	35	0.44058	9	5	1.00	100	0	1463	0.76769	0.17767	34.43440	644.5685
3456	249	20	0.12739	3	10	3.00	0	3	1520	0.38283	0.00862	19.96559	193.6328
3456	3587	25	0.06686	10	4	2.00	4	3	2704	0.16250	0.14372	24.68595	180.7894
3456	3592	40	0.12828	10	3	2.00	4	3	9239	0.20428	0.46213	37.67682	1185.179
3456	9555	40	0.19389	10	3	2.00	4	3	11093	0.31572	0.55487	36.84752	2150.822
3457	238	20	0.06510	3	10	3.00	0	3	5742	0.19656	0.03255	19.87064	373.8042
3457	3458	40	0.08970	10	3	2.00	4	3	14958	0.15724	0.74821	34.22729	1341.733
3457	3468	30	0.15000	10	5	1.00	0	3	1499	0.30508	0.18213	29.50054	224.85

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
3457	9555	40	0.21960	10	3	2.00	4	3	12682	0.36649	0.63434	35.95202	2784.967
3458	238	20	0.12401	3	10	3.00	0	3	51	0.37206	0.00029	19.99884	6.32451
3458	3457	40	0.08970	10	3	2.00	4	3	14260	0.15454	0.71326	34.82551	1279.122
3458	3459	40	0.19618	10	3	2.00	4	3	15028	0.34453	0.75169	34.16367	2948.193
3459	3444	40	0.16590	10	3	2.00	4	3	13258	0.27983	0.66318	35.57206	2199.502
3459	3458	40	0.19618	10	3	2.00	4	3	14311	0.33839	0.71581	34.78416	2807.532
3459	3460	45	0.14740	11	4	3.00	0	3	19692	0.22415	0.69770	39.45418	2902.601
3459	5655	45	0.14923	10	3	3.00	4	3	32878	0.36888	1.09636	24.27361	4906.384
3460	239	20	0.05142	3	10	3.00	0	3	2417	0.15468	0.01370	19.94534	124.2821
3460	904	20	0.09608	3	10	3.00	0	3	410	0.28837	0.00232	19.99071	39.3928
3460	3459	45	0.14740	11	4	3.00	0	3	19762	0.22440	0.70017	39.41142	2912.919
3460	3461	45	0.11036	11	4	3.00	0	3	18306	0.16455	0.64861	40.23919	2020.25
3461	3451	30	0.19348	10	5	1.00	0	3	107	0.38716	0.01302	29.98424	20.70236
3461	3460	45	0.11036	11	4	3.00	0	3	18375	0.16470	0.65104	40.20300	2027.865
3461	3462	30	0.13835	10	5	1.00	0	3	4714	0.30189	0.57265	27.49814	652.1819
3461	3470	45	0.17095	11	4	3.00	0	3	14421	0.24467	0.51096	41.92286	2465.27
3462	3461	30	0.13835	10	5	1.00	0	3	4856	0.30343	0.58994	27.35779	671.8276
3462	3463	30	0.14331	10	5	1.00	0	3	4714	0.31270	0.57265	27.49814	675.5633
3463	3462	30	0.14331	10	5	1.00	0	3	4856	0.31430	0.58994	27.35779	695.9134
3463	3464	30	0.18963	10	5	1.00	0	3	4824	0.41539	0.58598	27.39053	914.7751
3463	3468	30	0.14207	10	5	1.00	0	3	682	0.28603	0.08280	29.80132	96.89174
3463	3469	30	0.11820	10	5	1.00	0	3	523	0.23757	0.06354	29.85393	61.8186
3464	3463	30	0.18963	10	5	1.00	0	3	4989	0.41798	0.60601	27.22102	946.0641
3464	3465	30	0.14746	10	5	1.00	0	3	309	0.29568	0.03755	29.92230	45.56514
3464	3466	30	0.09905	10	5	1.00	0	3	4891	0.21751	0.59415	27.32253	484.4536
3465	242	20	0.10373	3	10	3.00	0	3	198	0.31126	0.00112	19.99551	20.53854
3465	243	20	0.13141	3	10	3.00	0	3	112	0.39429	0.00063	19.99747	14.71792
3465	3464	30	0.14746	10	5	1.00	0	3	293	0.29563	0.03564	29.92721	43.20578
3466	244	20	0.17525	3	10	3.00	0	3	307	0.52592	0.00174	19.99304	53.80175
3466	3464	30	0.09905	10	5	1.00	0	3	5072	0.21904	0.61609	27.13196	502.3816
3466	3595	45	0.25421	11	3	3.00	0	3	18319	0.37413	0.61087	40.76768	4656.873
3466	3596	45	0.06332	11	3	3.00	0	3	21555	0.09723	0.71880	39.07722	1364.863
3467	241	20	0.05389	3	10	3.00	0	3	809	0.16182	0.00459	19.98166	43.59701
3467	242	20	0.11858	3	10	3.00	0	3	117	0.35577	0.00066	19.99736	13.87386
3467	3468	30	0.18518	10	5	1.00	0	3	944	0.37397	0.11463	29.71056	174.8099
3468	240	20	0.08040	3	10	3.00	0	3	638	0.24137	0.00362	19.98555	51.2952
3468	3457	30	0.15000	10	5	1.00	0	3	1546	0.30527	0.18784	29.48156	231.9
3468	3463	30	0.14207	10	5	1.00	0	3	653	0.28593	0.07937	29.81083	92.77171
3468	3467	30	0.18518	10	5	1.00	0	3	925	0.37389	0.11235	29.71722	171.2915
3469	245	20	0.14929	3	10	3.00	0	3	187	0.44797	0.00106	19.99575	27.91723
3469	246	20	0.04369	3	10	3.00	0	3	336	0.13113	0.00191	19.99237	14.67984
3469	3463	30	0.11820	10	5	1.00	0	3	529	0.23758	0.06423	29.85207	62.5278
3470	247	20	0.05124	3	10	3.00	0	3	521	0.15382	0.00295	19.98819	26.69604
3470	902	20	0.08858	3	10	3.00	0	3	642	0.26592	0.00364	19.98545	56.86836
3470	3461	45	0.17095	11	4	3.00	0	3	14351	0.24452	0.50846	41.94796	2453.303
3470	5661	45	0.10761	11	3	3.00	0	0	13851	0.15233	0.46189	42.38850	1490.506
3587	237	20	0.19558	3	10	3.00	0	3	55	0.58677	0.00031	19.99875	10.7569
3587	3456	25	0.06686	10	4	2.00	4	3	2735	0.16252	0.14534	24.68176	182.8621
3587	3588	30	0.09148	10	4	2.00	4	3	2759	0.18534	0.14664	29.61411	252.3933
3588	248	25	0.14634	2	10	1.00	4	3	6378	0.35884	0.10847	24.46917	933.3565
3588	3587	30	0.09148	10	4	2.00	4	3	2790	0.18538	0.14826	29.60906	255.2292
3588	3593	25	0.21442	10	4	1.00	4	0	3588	0.53801	0.38141	23.91279	769.339
3592	3456	40	0.12828	10	3	2.00	4	3	9878	0.20572	0.49412	37.41256	1267.15
3592	3594	40	0.16061	10	3	2.00	4	0	9239	0.25576	0.46213	37.67682	1483.876
3593	3588	25	0.21442	10	4	1.00	4	0	3619	0.53831	0.38466	23.89935	775.986
3593	3594	40	0.12823	10	3	3.00	8	2	25782	0.24243	0.85975	31.73748	3306.026
3593	3629	25	0.20062	11	4	2.00	20	2	10267	0.52139	0.54564	23.08703	2059.766
3593	8845	40	0.19129	10	3	3.00	4	2	31956	0.49240	1.06562	23.30891	6112.863
3594	3592	40	0.16061	10	3	2.00	4	0	9878	0.25757	0.49412	37.41256	1586.506
3594	3593	40	0.12823	10	3	3.00	8	2	26269	0.24597	0.87597	31.28071	3368.474
3594	3595	45	0.23893	10	3	3.00	8	0	17739	0.34951	0.59153	41.01681	4238.379
3595	243	20	0.13692	3	10	3.00	0	3	404	0.41096	0.00229	19.99084	55.31568
3595	244	20	0.13776	3	10	3.00	0	3	240	0.41340	0.00136	19.99457	33.0624
3595	3466	45	0.25421	11	3	3.00	0	3	17290	0.37020	0.57656	41.20043	4395.291
3595	3594	45	0.23893	10	3	3.00	8	0	18777	0.35344	0.62613	40.56098	4486.389
3596	244	20	0.21910	3	10	3.00	0	3	0	0.65729	0.00000	20.00000	0
3596	245	20	0.08842	3	10	3.00	0	3	498	0.26540	0.00282	19.98872	44.03316
3596	3033	45	0.22381	11	3	3.00	20	0	21483	0.34326	0.71639	39.12157	4808.11
3596	3466	45	0.06332	11	3	3.00	0	3	22777	0.09928	0.75953	38.26984	1442.24
3616	1131	20	0.17211	3	10	3.00	0	3	8213	0.52114	0.04656	19.81549	1413.539
3616	2978	45	0.28035	9	4	1.00	100	0	9516	0.57241	1.01144	29.38593	2667.811
3616	5515	45	0.39564	10	3	1.00	1	3	10510	0.87615	1.05139	27.09394	4158.176
3629	3593	25	0.20062	11	4	2.00	20	2	10298	0.52162	0.54731	23.07681	2065.985
3653	3304	35	0.08278	11	5	1.00	20	0	1961	0.14527	0.23817	34.18958	162.3316
3664	8972	40	0.28535	9	4	1.00	100	0	6424	0.48509	0.68279	35.29380	1833.088
3678	5892	45	0.10873	10	4	1.00	1	3	10834	0.31475	1.15159	20.72724	1177.981
3683	275	20	0.22959	3	10	3.00	0	0	39	0.68881	0.00022	19.99912	8.95401
3693	8981	30	0.30417	9	4	1.00	100	0	1307	0.61578	0.13897	29.63771	397.5502
3707	940	20	0.08705	2	10	1.00	0	3	185	0.26131	0.00314	19.98745	16.10425
3707	9101	30	0.21349	10	5	1.00	0	3	1894	0.43666	0.23012	29.33465	404.3501
3707	9103	30	0.13989	10	5	1.00	0	3	2108	0.28707	0.25613	29.23822	294.8881
3707	9104	30	0.26902	10	5	1.00	0	3	1659	0.54836	0.20149	29.43540	446.3042
3708	1106	20	0.18200	2	10	1.00	0	3	1846	0.54942	0.03139	19.87523	335.972

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
3708	9100	45	0.07462	9	4	1.00	100	3	1835	0.10133	0.19509	44.18576	136.9277
3712	1517	20	0.04573	2	10	1.00	0	0	1383	0.13782	0.02351	19.90638	63.24459
3712	9521	25	0.05808	10	5	1.00	0	0	397	0.13987	0.04818	24.91224	23.05776
3712	25130	25	0.04902	10	5	1.00	0	0	1124	0.11906	0.13659	24.70414	55.09848
3714	9363	30	0.20043	10	4	1.00	7	3	996	0.40443	0.10590	29.73594	199.6283
3714	25080	25	0.10178	10	5	1.00	0	3	266	0.24478	0.03227	24.94652	27.07348
3714	25087	30	0.10671	10	4	1.00	7	0	753	0.21478	0.08007	29.80888	80.35263
3716	1102	20	0.23538	2	10	1.00	7	3	880	0.70826	0.01496	19.94033	207.1344
3716	9364	30	0.19492	10	4	1.00	7	3	1540	0.39564	0.16370	29.56041	300.1768
3716	9583	30	0.18247	10	4	1.00	7	3	2521	0.37504	0.26797	29.19268	460.0069
3717	913	25	0.08917	2	10	1.00	0	3	905	0.21467	0.01540	24.92326	80.69885
3717	3719	40	0.10708	10	3	2.00	0	3	3604	0.16331	0.18027	39.34223	385.9163
3717	9619	40	0.07714	10	3	2.00	0	3	4436	0.11822	0.22189	39.15223	342.193
3719	3717	40	0.10708	10	3	2.00	0	3	3573	0.16328	0.17871	39.34905	382.5968
3719	3721	40	0.16430	10	3	2.00	0	3	3228	0.25005	0.16148	39.42333	530.3604
3719	3730	35	0.13970	10	5	1.00	0	3	3398	0.25178	0.41274	33.29091	474.7006
3719	9614	35	0.20585	10	3	1.00	0	3	2917	0.36382	0.29178	33.94741	600.4645
3721	3719	40	0.16430	10	3	2.00	0	3	3194	0.25000	0.15976	39.43063	524.7742
3721	3723	40	0.05892	10	3	2.00	0	3	3228	0.08967	0.16148	39.42333	190.1938
3723	3721	40	0.05892	10	3	2.00	0	3	3194	0.08966	0.15976	39.43063	188.1905
3723	3725	45	0.24512	10	3	2.00	0	3	3228	0.33160	0.16148	44.35125	791.2474
3725	1189	25	0.30147	2	10	1.00	0	3	1593	0.72745	0.02709	24.86529	480.2417
3725	3723	45	0.24512	10	3	2.00	0	3	3194	0.33154	0.15976	44.35946	782.9133
3725	3727	35	0.22417	10	5	1.00	0	3	1948	0.39332	0.23670	34.19587	436.6832
3725	9630	0	0.37417	10	3	0.00	0	3	0	0.00000	0.00000	0.00000	0
3727	908	25	0.13674	2	10	1.00	0	3	2015	0.33042	0.03426	24.82984	275.5311
3727	909	25	0.12580	2	10	1.00	0	3	486	0.30241	0.00827	24.95871	61.1388
3727	3725	35	0.22417	10	5	1.00	0	3	1914	0.39312	0.23251	34.21366	429.0614
3727	3729	35	0.21570	10	5	1.00	0	3	878	0.37307	0.10666	34.68937	189.3846
3729	3727	35	0.21570	10	5	1.00	0	3	844	0.37292	0.10248	34.70342	182.0508
3729	3734	35	0.11533	10	5	1.00	0	3	3677	0.20924	0.44661	33.07299	424.0684
3729	3758	35	0.07296	10	5	1.00	0	3	3517	0.13186	0.42727	33.19957	256.6003
3730	913	25	0.09717	2	10	1.00	0	3	235	0.23338	0.00400	24.98001	22.83495
3730	914	25	0.14047	2	10	1.00	0	3	1706	0.33908	0.02902	24.85575	239.6418
3730	3719	35	0.13970	10	5	1.00	0	3	3387	0.25172	0.41141	33.29915	473.1639
3730	3732	35	0.10975	10	5	1.00	0	3	3177	0.19685	0.38592	33.45179	348.6758
3731	3733	35	0.14370	10	5	1.00	0	3	3590	0.26015	0.43611	33.14243	515.883
3731	3758	35	0.06390	10	5	1.00	0	3	3671	0.11591	0.44597	33.07734	234.5769
3732	912	25	0.07955	2	10	1.00	0	3	1685	0.19202	0.02866	24.85754	134.0418
3732	3730	35	0.10975	10	5	1.00	0	3	3164	0.19680	0.38433	33.46103	347.249
3732	3735	35	0.07548	10	5	1.00	0	3	1492	0.13157	0.18123	34.42073	112.6162
3733	911	25	0.11304	2	10	1.00	0	3	90	0.27138	0.00153	24.99235	10.1736
3733	3731	35	0.14370	10	5	1.00	0	3	3671	0.26066	0.44597	33.07734	527.5227
3733	3735	35	0.17648	10	5	1.00	0	3	3500	0.31881	0.42518	33.21288	617.68
3734	910	25	0.07702	2	10	1.00	0	3	11	0.18485	0.00018	24.99910	0.84722
3734	3729	35	0.11533	10	5	1.00	0	3	3561	0.20865	0.43264	33.16503	410.6901
3734	3736	30	0.12028	10	5	1.00	0	3	3688	0.25465	0.44795	28.34058	443.5926
3735	3732	35	0.07548	10	5	1.00	0	3	1479	0.13155	0.17970	34.42662	111.6349
3735	3733	35	0.17648	10	5	1.00	0	3	3570	0.31934	0.43370	33.15813	630.0336
3735	3737	35	0.00683	10	5	1.00	0	3	4085	0.01252	0.49623	32.72009	27.90055
3736	924	20	0.14760	2	10	1.00	0	3	456	0.44348	0.00776	19.96900	67.3056
3736	938	20	0.27206	2	10	1.00	0	3	1070	0.81914	0.01820	19.92746	291.1042
3736	3734	30	0.12028	10	5	1.00	0	3	3572	0.25394	0.43392	28.42004	429.6402
3736	9101	30	0.12245	10	5	1.00	0	3	2180	0.25156	0.26487	29.20473	266.941
3737	911	25	0.15259	2	10	1.00	0	3	731	0.36712	0.01243	24.93800	111.5433
3737	912	25	0.11716	2	10	1.00	0	3	1562	0.28268	0.02657	24.86787	183.0039
3737	3735	35	0.00683	10	5	1.00	0	3	4142	0.01254	0.50321	32.66682	28.28986
3737	8660	35	0.17800	10	5	1.00	0	3	5394	0.34209	0.65525	31.21995	960.132
3739	923	20	0.06950	2	10	1.00	0	3	317	0.20873	0.00539	19.97845	22.0315
3739	924	20	0.24738	2	10	1.00	0	3	228	0.74273	0.00387	19.98452	56.40264
3739	3741	30	0.08864	10	5	1.00	0	3	4855	0.19439	0.58976	27.35929	430.3472
3739	9103	30	0.07538	10	5	1.00	0	3	5136	0.16712	0.62386	27.06155	387.1517
3741	3739	30	0.08864	10	5	1.00	0	3	4983	0.19534	0.60532	27.22703	441.6931
3741	3743	30	0.22143	10	5	1.00	0	3	4855	0.48561	0.58976	27.35929	1075.043
3743	925	20	0.29123	2	10	1.00	0	3	721	0.87583	0.01227	19.95105	209.9768
3743	3741	30	0.22143	10	5	1.00	0	3	4983	0.48797	0.60532	27.22703	1103.386
3743	3745	30	0.18216	10	5	1.00	0	3	5377	0.40810	0.65312	26.78127	979.4743
3745	3743	30	0.18216	10	5	1.00	0	3	5505	0.41055	0.66869	26.62175	1002.791
3745	3747	30	0.13827	10	5	1.00	0	3	5377	0.30977	0.65312	26.78127	743.4778
3747	3745	30	0.13827	10	5	1.00	0	3	5505	0.31162	0.66869	26.62175	761.1764
3747	8657	45	0.34205	10	3	3.00	0	3	27099	0.59947	0.90367	34.23495	9269.213
3747	8660	45	0.40090	10	3	3.00	0	3	31897	0.91303	1.06364	26.34532	12787.51
3749	8603	40	0.08018	10	3	2.00	0	3	7482	0.12559	0.37425	38.30725	599.9068
3749	8611	40	0.05377	10	3	2.00	0	3	7581	0.08430	0.37923	38.27481	407.6304
3751	915	25	0.09622	2	10	1.00	0	3	692	0.23148	0.01177	24.94130	66.58424
3751	8609	45	0.09186	10	3	3.00	0	3	30224	0.18634	1.00788	29.57748	2776.377
3751	8660	45	0.19512	10	3	3.00	0	3	30928	0.41405	1.03136	28.27424	6034.671
3753	915	25	0.12528	2	10	1.00	0	3	24	0.30069	0.00041	24.99796	3.00672
3753	3755	35	0.05654	10	5	1.00	0	3	1920	0.09916	0.23318	34.21082	108.5568
3753	8603	35	0.08130	10	5	1.00	0	3	1735	0.14220	0.21073	34.30405	141.0555
3755	916	25	0.11912	2	10	1.00	0	3	354	0.28624	0.00603	24.96990	42.16848
3755	3753	35	0.05654	10	5	1.00	0	3	1759	0.09892	0.21364	34.29219	99.45386
3755	3757	35	0.09108	10	5	1.00	0	3	1567	0.15892	0.19037	34.38526	142.7224

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
3756	918	25	0.14810	2	10	1.00	0	3	142	0.35561	0.00241	24.98795	21.0302
3756	3757	35	0.06065	10	5	1.00	0	3	141	0.10407	0.01710	34.96978	8.55165
3757	3755	35	0.09108	10	5	1.00	0	3	1408	0.15858	0.17105	34.45957	128.2406
3757	3756	35	0.06065	10	5	1.00	0	3	142	0.10407	0.01723	34.96941	8.6123
3757	8613	35	0.10872	10	5	1.00	0	3	1684	0.19003	0.20458	34.32890	183.0845
3758	910	25	0.05580	2	10	1.00	0	3	77	0.13396	0.00131	24.99344	4.2966
3758	3729	35	0.07296	10	5	1.00	0	3	3598	0.13212	0.43706	33.13620	262.5101
3758	3731	35	0.06390	10	5	1.00	0	3	3590	0.11569	0.43611	33.14243	229.401
3759	919	25	0.08274	2	10	1.00	0	3	738	0.19908	0.01256	24.93737	61.06212
3759	8605	40	0.29380	10	3	2.00	0	3	6657	0.45712	0.33297	38.56308	1955.827
3759	8607	40	0.10810	10	3	2.00	0	3	7263	0.16900	0.36327	38.37752	785.1303
3761	920	25	0.10199	2	10	1.00	0	3	1534	0.24604	0.02609	24.87024	156.4527
3761	8605	35	0.15998	10	5	1.00	0	3	1534	0.27902	0.18633	34.40102	245.4093
3763	921	25	0.10373	2	10	1.00	0	3	342	0.24924	0.00581	24.97099	35.47566
3763	8605	35	0.09148	10	5	1.00	0	3	350	0.15730	0.04252	34.89434	32.018
3765	930	25	0.16884	2	10	1.00	0	3	1117	0.40676	0.01899	24.90541	188.5943
3765	8655	40	0.10916	10	5	1.00	0	0	1121	0.16569	0.13617	39.52834	122.3684
3767	930	25	0.09726	2	10	1.00	0	3	853	0.23411	0.01450	24.92770	82.96278
3767	8623	30	0.08380	10	5	1.00	0	3	5347	0.18750	0.64954	26.81695	448.0786
3767	8625	30	0.25172	10	5	1.00	0	3	6588	0.60673	0.80030	24.89236	1658.331
3769	931	20	0.14551	2	10	1.00	0	3	1005	0.43803	0.01709	19.93188	146.2376
3769	935	25	0.09076	2	10	1.00	0	3	1323	0.21880	0.02251	24.88797	120.0755
3769	8625	40	0.18483	10	3	2.00	0	3	6893	0.28811	0.34479	38.49215	1274.033
3769	8989	40	0.14354	10	3	2.00	0	3	6870	0.22370	0.34366	38.49900	986.1198
3771	932	20	0.12038	2	10	1.00	0	3	489	0.36174	0.00831	19.96681	58.86582
3771	3772	45	0.22021	10	3	2.00	0	3	17331	0.37237	0.86687	35.48297	3816.46
3771	8986	45	0.15686	10	3	2.00	8	3	17600	0.26856	0.88037	35.04586	2760.736
3772	3771	45	0.22021	10	3	2.00	0	3	17456	0.37448	0.87313	35.28316	3843.986
3772	8987	45	0.09762	10	3	2.00	0	3	17331	0.16507	0.86687	35.48297	1691.852
5020	5027	25	0.77535	9	5	1.00	100	0	0	1.85983	0.00000	25.01345	0
5020	9545	25	0.17788	9	5	1.00	100	0	0	0.42669	0.00000	25.01345	0
5020	27006	0	0.61697	9	2	0.00	100	0	0	0.00000	0.00000	0.00000	0
5027	5020	25	0.77535	9	5	1.00	100	0	0	1.85983	0.00000	25.01345	0
5027	5050	25	0.54318	9	5	1.00	100	0	0	1.30294	0.00000	25.01345	0
5028	9387	50	0.20216	10	3	3.00	7	0	7748	0.24898	0.25836	48.71621	1566.336
5029	24764	45	0.09674	9	3	3.00	100	0	18699	0.14297	0.62355	40.59660	1808.941
5029	25056	50	0.09277	10	3	3.00	7	0	8893	0.11486	0.29654	48.46377	825.0036
5029	25129	50	0.09675	10	3	3.00	7	0	16350	0.12570	0.54520	46.17947	1581.863
5029	25189	45	0.13340	9	3	3.00	100	0	14972	0.19040	0.49925	42.03920	1997.265
5032	1114	25	0.52035	2	10	1.00	7	3	152	1.24948	0.00259	24.98705	79.0932
5032	1119	25	0.33159	2	10	1.00	7	3	192	0.79634	0.00326	24.98370	63.66528
5032	9596	35	0.20768	9	7	1.00	100	3	474	0.35670	0.03358	34.93352	98.44032
5032	30003	35	0.40063	9	7	1.00	100	3	198	0.68732	0.01402	34.97365	79.32474
5041	5050	30	1.35250	9	7	1.00	100	0	0	2.70487	0.00000	30.00137	0
5049	6983	25	1.02360	9	5	1.00	100	0	0	2.45532	0.00000	25.01345	0
5050	5027	25	0.54318	9	5	1.00	100	0	0	1.30294	0.00000	25.01345	0
5050	5041	30	1.35250	9	7	1.00	100	0	0	2.70487	0.00000	30.00137	0
5050	6983	25	0.40174	9	5	1.00	100	0	0	0.96367	0.00000	25.01345	0
5325	5884	40	0.29909	10	3	2.00	1	0	13316	0.50504	0.66605	35.53244	3982.682
5500	162	25	0.07582	2	10	1.00	5	3	232	0.18212	0.00395	24.98027	17.59024
5500	196	25	0.20681	2	10	1.00	5	3	472	0.49715	0.00803	24.95993	97.61432
5500	197	25	0.20456	2	10	1.00	5	3	129	0.49115	0.00220	24.98900	26.38824
5500	8992	45	0.19017	10	3	2.00	5	3	10436	0.27290	0.52201	41.80971	1984.614
5500	8998	45	0.15013	10	3	2.00	5	3	10535	0.21572	0.52694	41.75822	1581.62
5502	161	25	0.09503	2	10	1.00	5	3	77	0.22814	0.00131	24.99343	7.31731
5502	5504	45	0.19285	10	3	2.00	5	3	12156	0.28357	0.60803	40.80506	2344.285
5502	8992	45	0.12502	10	3	2.00	5	3	12353	0.18443	0.61790	40.67356	1544.372
5504	181	25	0.13954	2	10	1.00	5	3	674	0.33567	0.01147	24.94279	94.04996
5504	182	25	0.33275	2	10	1.00	5	3	118	0.79893	0.00200	24.99001	39.2645
5504	5502	45	0.19285	10	3	2.00	5	3	12400	0.28471	0.62023	40.64201	2391.34
5504	5506	45	0.19635	10	3	2.00	5	3	12699	0.29136	0.63518	40.43402	2493.449
5506	159	25	0.20348	2	10	1.00	5	3	535	0.48924	0.00910	24.95457	108.8618
5506	5504	45	0.19635	10	3	2.00	5	3	12955	0.29270	0.64801	40.24804	2543.714
5506	8632	45	0.06694	10	3	2.00	5	3	13075	0.10002	0.65401	40.15853	875.2405
5509	323	25	0.13876	2	10	1.00	1	3	3285	0.33675	0.05587	24.72374	455.8266
5509	5511	45	0.25754	10	5	2.00	1	3	10607	0.38340	0.64427	40.30306	2731.727
5509	5514	45	0.14168	10	5	2.00	1	3	11446	0.21522	0.69521	39.49705	1621.669
5510	322	25	0.26877	2	10	1.00	1	3	705	0.64660	0.01200	24.94015	189.4829
5510	5511	45	0.35823	10	3	1.00	1	3	4874	0.50991	0.48761	42.15156	1746.013
5510	6004	40	0.32318	10	3	1.00	1	3	4256	0.51092	0.42579	37.95311	1375.454
5511	5509	45	0.25754	10	5	2.00	1	3	10820	0.38524	0.65717	40.11074	2786.583
5511	5510	45	0.35823	10	3	1.00	1	3	4903	0.51024	0.49045	42.12443	1756.402
5511	5512	45	0.44797	10	3	1.00	1	3	8556	0.75036	0.85595	35.82035	3832.831
5511	15064	45	0.10042	10	5	2.00	1	3	16747	0.20725	1.01720	29.07131	1681.734
5512	5511	45	0.44797	10	3	1.00	1	3	8919	0.77588	0.89223	34.64220	3995.444
5512	5513	45	0.04154	10	3	1.00	1	3	8722	0.07060	0.87251	35.30332	362.3119
5512	27043	25	0.19897	10	3	1.00	1	3	664	0.47999	0.06643	24.87178	132.1161
5513	5512	45	0.04154	10	3	1.00	1	3	9018	0.07268	0.90213	34.29096	374.6077
5513	5519	25	0.11739	10	4	1.00	1	3	1413	0.28552	0.15021	24.66916	165.8721
5513	5525	45	0.20076	10	3	1.00	1	3	7361	0.31092	0.73641	38.74173	1477.794
5514	5509	45	0.14168	10	5	2.00	1	3	11278	0.21429	0.68499	39.66924	1597.867
5514	5518	45	0.21235	10	3	3.00	4	3	17133	0.30878	0.57133	41.26290	3638.193
5514	9054	45	0.15115	10	3	2.00	1	3	14399	0.23223	0.72022	39.05085	2176.409

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5514	24840	45	0.14589	10	3	2.00	4	3	17655	0.25043	0.88312	34.95411	2575.688
5515	1132	20	0.18811	3	10	3.00	0	3	2499	0.56592	0.01417	19.94348	470.0869
5515	3616	45	0.39564	10	3	1.00	1	3	11691	1.20992	1.16955	19.61976	4625.427
5515	5525	45	0.31545	10	3	1.00	1	3	11779	0.99153	1.17842	19.08848	3715.686
5516	210	25	0.32283	2	10	1.00	4	3	12170	0.80685	0.20697	24.00627	3928.841
5516	5517	45	0.14283	10	3	2.00	4	3	22738	0.39625	1.13738	21.62715	3247.669
5516	24840	45	0.25659	10	3	2.00	1	3	20786	0.55402	1.03973	27.78849	5333.48
5516	27043	25	0.20523	10	3	1.00	1	3	883	0.49610	0.08835	24.82154	181.2181
5517	5516	45	0.14283	10	3	2.00	4	3	22886	0.40502	1.14475	21.15842	3268.807
5517	5521	50	0.12236	10	6	2.00	1	0	6	0.14676	0.00025	50.02589	0.73416
5517	5523	45	0.15314	10	3	4.00	1	3	26445	0.22944	0.66140	40.04607	4049.787
5517	9571	45	0.10367	10	3	3.00	1	3	44759	0.74675	1.49257	8.32975	4640.166
5518	214	25	0.17614	2	10	1.00	4	3	259	0.42312	0.00441	24.97797	45.62026
5518	1542	25	0.13532	2	10	1.00	4	3	616	0.32545	0.01047	24.94777	83.35712
5518	5514	45	0.21235	10	3	3.00	4	3	17840	0.31096	0.59491	40.97425	3788.324
5518	5520	45	0.21328	10	3	3.00	4	3	17916	0.31256	0.59745	40.94191	3821.124
5519	5513	25	0.11739	10	4	1.00	1	3	2279	0.28857	0.24226	24.40856	267.5318
5519	9091	45	0.18542	10	2	4.00	1	3	35982	0.29158	0.76493	38.15421	6671.782
5519	9561	25	0.08617	10	4	1.00	1	3	8485	0.27134	0.90191	19.05499	731.1525
5519	27042	45	0.09822	10	3	4.00	1	3	35470	0.16926	0.88710	34.81920	3483.863
5520	213	25	0.15218	2	10	1.00	4	3	246	0.36553	0.00418	24.97914	37.43628
5520	5518	45	0.21328	10	3	3.00	4	3	18323	0.31391	0.61100	40.76596	3907.929
5520	5526	45	0.14547	10	3	3.00	4	3	17671	0.21265	0.58927	41.04503	2570.6
5521	5517	50	0.12236	10	6	1.00	1	0	12274	0.23981	1.04371	30.61471	1501.847
5522	5524	45	0.19169	10	3	3.00	4	3	18519	0.28273	0.61755	40.67838	3549.907
5522	5526	45	0.12397	10	3	3.00	4	3	19203	0.18429	0.64035	40.35993	2380.596
5523	5517	45	0.15314	10	3	4.00	1	3	35453	0.26377	0.88667	34.83370	5429.272
5523	5966	0	0.41388	10	6	0.00	4	0	0	0.00000	0.00000	0.00000	0
5523	27042	45	0.04943	10	3	4.00	1	3	39016	0.09504	0.97579	31.20646	1928.561
5524	212	25	0.06349	2	10	1.00	4	3	297	0.15254	0.00505	24.97477	18.85653
5524	216	25	0.13744	2	10	1.00	4	3	1441	0.33147	0.02451	24.87807	198.051
5524	5522	45	0.19169	10	3	3.00	4	3	19203	0.28496	0.64035	40.35993	3681.023
5524	8748	45	0.09655	10	3	3.00	4	3	19529	0.14410	0.65123	40.20016	1885.525
5525	5513	45	0.20076	10	3	1.00	1	3	6791	0.30295	0.67940	39.76098	1363.361
5525	5515	45	0.31545	10	3	1.00	1	3	12961	1.41889	1.29657	13.33920	4088.547
5525	9561	25	0.11058	10	4	1.00	1	3	4999	0.28631	0.53136	23.17302	552.7894
5526	213	25	0.09035	2	10	1.00	4	3	531	0.21723	0.00902	24.95497	47.97585
5526	5520	45	0.14547	10	3	3.00	4	3	18083	0.21356	0.60300	40.87072	2630.534
5526	5522	45	0.12397	10	3	3.00	4	3	18519	0.18285	0.61755	40.67838	2295.8
5526	5528	30	0.18405	10	5	1.00	4	3	888	0.37144	0.10782	29.73041	163.4364
5528	214	25	0.24093	2	10	1.00	4	3	414	0.57904	0.00704	24.96487	99.74502
5528	5526	30	0.18405	10	5	1.00	4	3	610	0.37026	0.07407	29.82537	112.2705
5528	5530	30	0.18129	10	5	1.00	4	3	544	0.36443	0.06603	29.84723	98.62176
5530	5528	30	0.18129	10	5	1.00	4	3	550	0.36446	0.06684	29.84504	99.7095
5530	5532	30	0.18844	10	5	1.00	4	3	724	0.37958	0.08797	29.78692	136.4306
5530	5534	30	0.05955	10	5	1.00	4	3	834	0.12011	0.10131	29.74914	49.6647
5532	215	25	0.15861	2	10	1.00	4	3	1357	0.38243	0.02308	24.88511	215.2338
5532	5530	30	0.18844	10	5	1.00	4	3	347	0.37801	0.04213	29.91046	65.38868
5532	8744	30	0.20849	10	5	1.00	4	3	1197	0.42236	0.14544	29.61781	249.5625
5534	217	25	0.05053	2	10	1.00	4	3	1043	0.12171	0.01774	24.91160	52.70279
5534	5530	30	0.05955	10	5	1.00	4	3	1218	0.12067	0.14796	29.61000	72.5319
5534	9050	30	0.17078	10	5	1.00	4	3	1022	0.34522	0.12409	29.68260	174.5372
5536	5542	50	0.18583	10	1	2.00	1	0	53467	0.44631	1.13662	24.98278	9935.773
5536	5544	63	0.18581	10	1	3.00	1	0	54998	0.21192	0.77945	52.60748	10219.18
5536	7153	65	0.02973	2	9	1.00	0	0	0	0.02743	0.00000	65.03497	0
5538	5540	63	0.39224	10	1	3.00	1	0	63867	0.49402	0.90514	47.63847	25051.19
5538	5542	50	0.23239	10	1	1.00	1	0	15487	0.31494	0.65846	44.27367	3599.024
5540	8954	63	0.40455	10	1	5.00	1	0	96496	0.47395	0.82054	51.21404	39037.46
5540	10290	65	0.03020	2	9	1.00	0	0	15330	0.03542	0.86902	51.15494	462.966
5542	25162	63	0.01109	10	1	2.00	4	0	68954	0.04962	1.46585	13.40996	764.6999
5546	5540	50	0.25012	10	1	2.00	1	0	47959	0.46350	1.01953	32.37762	11995.51
5546	5544	50	0.26194	10	1	1.00	1	0	21931	0.42829	0.93245	36.69561	5744.606
5548	5549	30	0.13942	10	6	1.00	4	2	13295	0.56858	1.13049	14.71241	1853.589
5548	5550	63	0.31677	10	1	3.00	4	0	55659	0.36337	0.78882	52.30640	17631.1
5549	8840	25	0.07379	10	6	1.00	4	2	2897	0.18148	0.24638	24.39581	213.7696
5549	8845	30	0.11513	10	6	1.00	4	2	10397	0.29673	0.88411	23.28036	1197.007
5550	25165	63	0.02081	10	1	3.00	4	0	66072	0.02713	0.93639	46.02290	1374.958
5552	5654	35	0.17405	10	6	1.00	4	3	12788	0.54039	1.08744	19.32458	2225.751
5552	5657	63	0.11194	10	1	3.00	4	0	53283	0.12591	0.75515	53.34618	5964.499
5553	5555	40	0.06006	10	3	2.00	0	3	12506	0.09993	0.62557	36.06112	751.1104
5553	5556	40	0.04209	10	3	2.00	0	3	12506	0.07003	0.62557	36.06112	526.3775
5554	25168	63	0.01653	10	1	3.00	4	0	69306	0.02289	0.98223	43.31404	1145.628
5555	273	25	0.12084	2	10	1.00	3	3	12506	0.30236	0.21269	23.97992	1511.225
5555	5553	40	0.06006	10	3	2.00	0	3	12506	0.09993	0.62557	36.06112	751.1104
5556	5553	40	0.04209	10	3	2.00	0	3	12506	0.07003	0.62557	36.06112	526.3775
5556	5557	45	0.09004	10	3	3.00	0	3	12256	0.12612	0.40869	42.83467	1103.53
5556	5563	45	0.10911	10	3	3.00	0	3	34092	0.30222	1.13684	21.66142	3719.778
5556	8769	45	0.06686	10	3	3.00	0	3	39046	0.30542	1.30206	13.13373	2610.616
5557	877	20	0.06631	3	10	3.00	0	3	459	0.19903	0.00260	19.98960	30.43629
5557	5556	45	0.09004	10	3	3.00	0	3	8965	0.12390	0.29895	43.60244	807.2086
5557	5614	45	0.18963	10	3	3.00	0	3	12522	0.26606	0.41756	42.76405	2374.547
5558	82	25	0.04314	2	10	1.00	1	3	413	0.10368	0.00703	24.96490	17.81682
5558	135	25	0.05928	2	10	1.00	1	3	1813	0.14315	0.03083	24.84679	107.4746

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5558	5560	35	0.09193	10	3	3.00	1	3	25024	0.19460	0.83447	28.34564	2300.456
5558	5848	35	0.05552	10	3	3.00	1	3	25928	0.12048	0.86462	27.65282	1439.523
5560	5558	35	0.09193	10	3	3.00	1	3	24813	0.19357	0.82743	28.49620	2281.059
5560	5562	35	0.08977	10	3	3.00	1	3	24015	0.18554	0.80081	29.03135	2155.827
5560	5646	25	0.06705	10	5	1.00	1	3	999	0.16258	0.12132	24.74236	66.98295
5560	5844	25	0.14348	10	5	1.00	1	3	2382	0.35492	0.28931	24.25656	341.7694
5561	885	20	0.09611	3	10	3.00	0	3	3064	0.28934	0.01737	19.93077	294.481
5561	5610	45	0.12542	10	3	3.00	3	3	24622	0.20443	0.82107	36.80862	3088.091
5561	5612	45	0.13195	10	3	3.00	3	3	24294	0.21343	0.81011	37.09322	3205.593
5562	136	25	0.06705	2	10	1.00	1	3	2010	0.16201	0.03419	24.83021	134.7705
5562	5560	35	0.08977	10	3	3.00	1	3	25438	0.19211	0.84827	28.03838	2283.569
5562	5564	35	0.07654	10	3	3.00	1	3	23478	0.15640	0.78291	29.36305	1797.006
5563	879	20	0.10091	3	10	3.00	0	3	748	0.30300	0.00424	19.98306	75.48068
5563	880	25	0.08951	3	10	1.00	0	3	1840	0.21618	0.03129	24.84453	164.6984
5563	5556	45	0.10911	10	3	3.00	0	3	32620	0.26370	1.08776	24.82545	3559.168
5563	5612	45	0.10312	10	3	3.00	0	3	31850	0.23398	1.06208	26.44203	3284.372
5564	5562	35	0.07654	10	3	3.00	1	3	24796	0.16109	0.82687	28.50791	1897.886
5564	5566	35	0.14358	10	3	3.00	1	3	23607	0.29416	0.78721	29.28534	3389.493
5564	5642	25	0.17600	10	5	1.00	1	3	1074	0.42719	0.13041	24.71973	189.024
5564	5852	25	0.17850	10	5	1.00	1	3	1692	0.43683	0.20553	24.51793	302.022
5566	84	25	0.05271	2	10	1.00	1	3	2782	0.12770	0.04731	24.76568	146.6392
5566	250	25	0.07944	2	10	1.00	3	3	1799	0.19182	0.03059	24.84798	142.9126
5566	5564	35	0.14358	10	3	3.00	1	3	24282	0.29851	0.80972	28.85802	3486.41
5566	5568	35	0.08228	10	3	3.00	1	3	21761	0.16297	0.72564	30.29383	1790.495
5568	5566	35	0.08228	10	3	3.00	3	3	22122	0.16395	0.73768	30.11309	1820.198
5568	5570	35	0.10909	10	3	3.00	2	3	21127	0.21394	0.70451	30.59412	2304.744
5568	5776	25	0.11147	10	5	1.00	1	3	1217	0.27105	0.14786	24.67527	135.659
5570	5568	35	0.10909	10	3	3.00	3	3	22122	0.21736	0.73768	30.11309	2413.289
5570	5572	45	0.15682	10	3	3.00	2	3	21353	0.24002	0.71206	39.20050	3348.577
5570	5630	35	0.06885	10	4	3.00	3	3	17341	0.13044	0.61441	31.67149	1193.928
5570	5774	35	0.15259	10	4	3.00	2	3	17042	0.28809	0.60380	31.78025	2600.439
5572	256	25	0.10010	2	10	1.00	3	3	6525	0.24557	0.11098	24.45717	653.1525
5572	282	25	0.12863	2	10	1.00	2	3	656	0.30939	0.01115	24.94438	84.38128
5572	5570	45	0.15682	10	3	3.00	3	3	21848	0.24192	0.72857	38.89358	3426.203
5572	5574	45	0.17784	10	3	3.00	2	3	19030	0.26384	0.63458	40.44250	3384.295
5574	5572	45	0.17784	10	3	3.00	3	3	23332	0.28181	0.77804	37.86372	4149.363
5574	5576	45	0.17595	10	3	3.00	2	3	21804	0.27123	0.72709	38.92169	3836.414
5574	5626	40	0.09972	10	3	3.00	3	3	20175	0.16884	0.67278	35.43792	2011.851
5574	5728	40	0.10341	10	3	3.00	2	3	17958	0.17056	0.59885	36.37694	1857.037
5576	260	25	0.09825	2	10	1.00	3	3	2629	0.23791	0.04470	24.77846	258.2993
5576	287	25	0.09753	2	10	1.00	2	3	2729	0.23625	0.04641	24.77008	266.1594
5576	5574	45	0.17595	10	3	3.00	3	3	22180	0.27294	0.73962	38.67846	3902.571
5576	5578	45	0.17028	10	3	3.00	2	3	19757	0.25487	0.65882	40.08567	3364.222
5578	287	25	0.17027	2	10	1.00	2	3	1063	0.41013	0.01809	24.90990	180.997
5578	5576	45	0.17028	10	3	3.00	2	3	22331	0.26483	0.74468	38.57732	3802.523
5578	5580	45	0.24312	10	3	3.00	2	3	18041	0.35675	0.60162	40.88856	4386.128
5578	5600	35	0.11368	10	5	1.00	3	3	3233	0.20414	0.39276	33.41171	367.5274
5580	5578	45	0.24312	10	3	3.00	3	3	20696	0.36851	0.69013	39.58336	5031.612
5580	5582	45	0.15314	10	3	3.00	3	3	27663	0.27407	0.92246	33.52534	4236.312
5580	5714	40	0.21421	10	3	3.00	2	3	12579	0.33824	0.41946	37.99891	2694.548
5580	5950	40	0.03830	10	3	3.00	3	3	22536	0.06727	0.75149	34.16729	863.1288
5582	262	25	0.07184	2	10	1.00	3	3	842	0.17292	0.01432	24.92858	60.48928
5582	294	25	0.11441	2	10	1.00	2	3	2457	0.27687	0.04179	24.79280	281.1054
5582	5580	45	0.15314	10	3	3.00	3	3	28163	0.27970	0.93915	32.84970	4312.882
5582	5584	45	0.24500	10	3	3.00	3	3	27728	0.43961	0.92464	33.43945	6793.36
5584	140	25	0.07799	2	10	1.00	1	3	3125	0.18916	0.05314	24.73707	243.7188
5584	296	25	0.15092	2	10	1.00	2	3	1290	0.36380	0.02193	24.89082	194.6868
5584	5582	45	0.24500	10	3	3.00	3	3	28330	0.45073	0.94472	32.61406	6940.85
5584	5586	45	0.11863	10	3	3.00	2	0	26713	0.20516	0.89078	34.69275	3168.963
5586	5584	45	0.11863	10	3	3.00	2	0	26855	0.20615	0.89554	34.52646	3185.809
5586	6011	45	0.15398	10	3	3.00	2	3	17102	0.22383	0.57029	41.27514	2633.366
5588	141	25	0.07456	2	10	1.00	1	0	530	0.17926	0.00902	24.95500	39.5168
5590	268	25	0.13082	2	10	1.00	3	0	319	0.31432	0.00543	24.97290	41.73158
5592	5594	40	0.33098	10	4	2.00	3	0	4438	0.50809	0.23587	39.08500	1468.889
5594	142	25	0.12059	2	10	1.00	3	3	1110	0.29051	0.01887	24.90601	133.8549
5594	268	25	0.22087	2	10	1.00	3	3	380	0.53077	0.00647	24.96769	83.9306
5594	5592	40	0.33098	10	4	2.00	3	0	3744	0.50585	0.19898	39.25863	1239.189
5594	5596	40	0.20375	10	4	2.00	3	3	5294	0.31465	0.28135	38.85326	1078.653
5596	267	25	0.10181	2	10	1.00	3	3	494	0.24474	0.00839	24.95810	50.29414
5596	5594	40	0.20375	10	4	2.00	3	3	4599	0.31312	0.24445	39.04287	937.0463
5596	5598	40	0.12584	10	4	2.00	3	3	5644	0.19484	0.29997	38.75208	710.241
5598	5596	40	0.12584	10	4	2.00	3	3	4950	0.19385	0.26307	38.94887	622.908
5598	5600	35	0.20699	10	5	1.00	3	3	2414	0.36593	0.29328	33.94025	499.6739
5598	5602	40	0.14226	10	3	3.00	3	3	25430	0.26630	0.84800	32.05087	3617.672
5598	5950	40	0.11518	10	3	3.00	3	3	23296	0.20519	0.77683	33.68097	2683.233
5600	261	25	0.11276	2	10	1.00	3	3	1815	0.27230	0.03086	24.84662	204.6594
5600	5578	35	0.11368	10	5	1.00	3	3	3159	0.20382	0.38370	33.46465	359.1151
5600	5598	35	0.20699	10	5	1.00	3	3	2489	0.36640	0.30233	33.89661	515.1981
5601	5607	35	0.17168	10	5	1.00	0	3	1820	0.30065	0.22110	34.26151	312.4576
5601	5608	45	0.22983	10	3	3.00	3	3	24370	0.37240	0.81264	37.02853	5600.957
5601	5610	45	0.17120	10	3	3.00	3	3	22730	0.26817	0.75796	38.30320	3891.376
5602	264	25	0.15844	2	10	1.00	3	3	2603	0.38363	0.04427	24.78060	412.4193
5602	887	20	0.14331	3	10	3.00	0	3	573	0.43021	0.00325	19.98700	82.11663

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5602	5598	40	0.14226	10	3	3.00	3	3	25973	0.27043	0.86612	31.56152	3694.919
5602	5604	40	0.27274	10	3	3.00	3	3	25719	0.51468	0.85765	31.79453	7014.6
5603	3352	45	0.06696	10	4	2.00	0	3	4311	0.09130	0.22910	44.00750	288.6646
5603	5609	45	0.10301	10	4	2.00	0	3	4429	0.14056	0.23541	43.97317	456.2313
5604	5602	40	0.27274	10	3	3.00	3	3	26263	0.52304	0.87577	31.28666	7162.971
5604	5606	40	0.04619	10	3	3.00	3	3	24501	0.08446	0.81704	32.81290	1131.701
5604	5628	40	0.13374	10	4	2.00	3	3	3753	0.20441	0.19948	39.25636	501.9262
5605	890	20	0.14493	3	10	3.00	0	3	67	0.43482	0.00038	19.99849	9.71031
5605	891	20	0.11545	3	10	3.00	0	3	456	0.34652	0.00258	19.98967	52.6452
5605	5611	35	0.23971	10	5	1.00	0	3	796	0.41422	0.09672	34.72262	190.8092
5605	5623	35	0.18396	10	5	1.00	0	3	790	0.31785	0.09599	34.72503	145.3284
5606	263	25	0.15418	2	10	1.00	3	3	240	0.37034	0.00409	24.97959	37.0032
5606	5604	40	0.04619	10	3	3.00	3	3	25385	0.08637	0.84651	32.08975	1172.533
5606	5608	40	0.16718	10	3	3.00	3	3	24263	0.30402	0.80909	32.99474	4056.288
5607	5601	35	0.17168	10	5	1.00	0	3	1832	0.30070	0.22256	34.25543	314.5178
5607	5625	35	0.29920	10	5	1.00	0	3	1820	0.52397	0.22110	34.26151	544.544
5608	5601	45	0.22983	10	3	3.00	3	3	22698	0.35980	0.75691	38.32530	5216.681
5608	5606	40	0.16718	10	3	3.00	3	3	25148	0.31064	0.83860	32.29168	4204.243
5608	25044	35	0.15319	10	4	2.00	3	3	2163	0.26518	0.11498	34.66112	331.35
5609	890	20	0.14109	3	10	3.00	0	3	383	0.42346	0.00217	19.99131	54.03747
5609	5603	45	0.10301	10	4	2.00	0	3	4311	0.14045	0.22910	44.00750	444.0761
5609	5611	45	0.12927	10	4	2.00	0	3	4534	0.17650	0.24095	43.94265	586.1102
5610	884	20	0.08804	3	10	3.00	0	3	603	0.26431	0.00342	19.98634	53.08812
5610	5561	45	0.12542	10	3	3.00	3	3	22963	0.19731	0.76574	38.13665	2880.019
5610	5601	45	0.17120	10	3	3.00	3	3	24389	0.27753	0.81329	37.01191	4175.397
5611	893	20	0.16524	3	10	3.00	0	3	538	0.49601	0.00305	19.98780	88.89912
5611	5605	35	0.23971	10	5	1.00	0	3	816	0.41432	0.09910	34.71469	195.6034
5611	5609	45	0.12927	10	4	2.00	0	3	4413	0.17636	0.23453	43.97796	570.4685
5611	5613	45	0.09620	10	4	2.00	0	3	4054	0.13094	0.21544	44.08048	389.9948
5612	5561	45	0.13195	10	3	3.00	3	3	25943	0.22277	0.86512	35.53813	3423.179
5612	5563	45	0.10312	10	3	3.00	0	3	30375	0.21111	1.01289	29.30734	3132.27
5612	5619	45	0.09999	10	4	2.00	0	3	7424	0.13971	0.39454	42.94430	742.3258
5613	891	20	0.25134	3	10	3.00	0	3	595	0.75454	0.00337	19.98653	149.5473
5613	892	20	0.08241	3	10	3.00	0	3	437	0.24735	0.00248	19.99010	36.01317
5613	3348	45	0.14192	10	4	2.00	0	3	4770	0.19409	0.25350	43.87232	676.9584
5613	5611	45	0.09620	10	4	2.00	0	3	3953	0.13086	0.21007	44.10867	380.2786
5614	270	25	0.10485	2	10	1.00	3	3	1558	0.25296	0.02649	24.86826	163.3563
5614	5557	45	0.18963	10	3	3.00	0	3	9337	0.26141	0.31137	43.52430	1770.575
5614	8906	45	0.21410	10	3	3.00	3	3	8613	0.29413	0.28720	43.67461	1844.043
5614	25041	35	0.13498	10	5	1.00	0	3	5408	0.25957	0.65690	31.20048	729.9718
5615	883	20	0.22655	3	10	3.00	0	3	1515	0.68081	0.00859	19.96571	343.2233
5615	3348	45	0.25857	10	4	2.00	0	3	4996	0.35418	0.26551	43.80335	1291.816
5615	3349	40	0.11030	10	5	1.00	0	3	474	0.16617	0.05760	39.82640	52.2822
5615	5621	45	0.08354	10	4	2.00	0	3	6526	0.11579	0.34682	43.28970	545.182
5616	253	25	0.07651	2	10	1.00	3	3	1622	0.18465	0.02758	24.86285	124.0992
5616	5618	40	0.18035	10	3	3.00	3	3	27064	0.35515	0.90251	30.46856	4880.992
5616	8906	40	0.15428	10	3	4.00	3	3	36777	0.30967	0.91978	29.89289	5673.956
5616	13976	35	0.11304	10	5	1.00	0	3	4703	0.21133	0.57132	32.09345	531.6271
5618	5616	40	0.18035	10	3	3.00	3	3	31328	0.44273	1.04468	24.44082	5650.005
5618	5622	40	0.18271	10	3	3.00	3	3	17672	0.30048	0.58930	36.48412	3228.851
5618	5634	35	0.13129	10	4	2.00	3	3	10853	0.24584	0.57677	32.04280	1424.89
5618	15250	35	0.10915	10	4	2.00	3	3	1708	0.18850	0.09079	34.74217	186.4282
5619	880	20	0.07415	3	10	3.00	0	3	562	0.22260	0.00319	19.98726	41.6723
5619	885	20	0.16635	3	10	3.00	0	3	194	0.49915	0.00110	19.99560	32.2719
5619	5612	45	0.09999	10	4	2.00	0	3	7598	0.13994	0.40382	42.87281	759.724
5619	5621	45	0.47275	10	4	2.00	0	3	7362	0.66013	0.39127	42.96918	3480.386
5620	15250	35	0.12124	10	4	2.00	3	3	1016	0.20868	0.05401	34.85924	123.1798
5620	25043	35	0.11286	10	5	1.00	0	3	2135	0.19861	0.25931	34.09711	240.9561
5620	25044	35	0.11611	10	4	2.00	3	3	1830	0.20065	0.09728	34.72077	212.4813
5621	881	20	0.23051	3	10	3.00	0	3	1678	0.69285	0.00951	19.96202	386.7958
5621	5615	45	0.08354	10	4	2.00	0	3	6338	0.11561	0.33686	43.35743	529.4765
5621	5619	45	0.47275	10	4	2.00	0	3	7550	0.66131	0.40124	42.89286	3569.263
5622	257	25	0.11802	2	10	1.00	3	3	29	0.28329	0.00050	24.99752	3.42258
5622	259	25	0.05814	2	10	1.00	3	3	3690	0.14128	0.06275	24.69015	214.5366
5622	5618	40	0.18271	10	3	3.00	3	3	21203	0.31390	0.70704	34.92487	3874
5622	5624	40	0.13531	10	3	3.00	3	3	17591	0.22235	0.58660	36.51385	2380.238
5623	889	20	0.05952	3	10	3.00	0	3	417	0.17865	0.00236	19.99055	24.81984
5623	5605	35	0.18396	10	5	1.00	0	3	778	0.31781	0.09453	34.72987	143.1209
5623	5625	35	0.20702	10	5	1.00	0	3	915	0.35823	0.11112	34.67429	189.4233
5624	5622	40	0.13531	10	3	3.00	3	3	21122	0.23219	0.70436	34.96714	2858.018
5624	5626	40	0.18376	10	3	3.00	3	3	19019	0.30667	0.63424	35.95329	3494.931
5624	5628	40	0.18370	10	4	2.00	3	3	3827	0.28090	0.20339	39.23851	703.0199
5624	5640	40	0.15133	10	4	2.00	3	3	6072	0.23508	0.32270	38.62328	918.8758
5625	886	20	0.05279	3	10	3.00	0	3	1430	0.15864	0.00811	19.96762	75.4897
5625	5607	35	0.29920	10	5	1.00	0	3	1832	0.52406	0.22256	34.25543	548.1344
5625	5623	35	0.20702	10	5	1.00	0	3	903	0.35818	0.10965	34.67926	186.9391
5626	256	25	0.18182	2	10	1.00	3	3	201	0.43666	0.00341	24.98294	36.54582
5626	260	25	0.14006	2	10	1.00	3	3	3589	0.34025	0.06104	24.69848	502.6753
5626	5574	40	0.09972	10	3	3.00	3	3	21406	0.17185	0.71382	34.81654	2134.606
5626	5624	40	0.18376	10	3	3.00	3	3	21788	0.31861	0.72657	34.60587	4003.763
5628	263	25	0.15865	2	10	1.00	3	3	414	0.38130	0.00704	24.96486	65.6811
5628	5604	40	0.13374	10	4	2.00	3	3	3413	0.20399	0.18140	39.33726	456.4546
5628	5624	40	0.18370	10	4	2.00	3	3	4172	0.28151	0.22170	39.15314	766.3964

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5630	250	25	0.16269	2	10	1.00	3	3	2279	0.39348	0.03876	24.80771	370.7705
5630	256	25	0.14477	2	10	1.00	3	3	5897	0.35441	0.10029	24.50842	853.7087
5630	5570	35	0.06885	10	4	3.00	3	3	16623	0.12940	0.58896	31.92688	1144.494
5630	5632	35	0.20317	10	4	3.00	3	3	11589	0.36603	0.41061	33.30405	2354.537
5632	5630	35	0.20317	10	4	3.00	3	3	11474	0.36575	0.40653	33.32907	2331.173
5632	5634	35	0.14195	10	4	2.00	3	3	10101	0.26289	0.53682	32.39675	1433.837
5632	5638	40	0.14149	10	4	2.00	3	3	11760	0.23537	0.62498	36.06837	1663.922
5632	5640	40	0.14545	10	4	2.00	3	3	12183	0.24389	0.64746	35.78332	1772.017
5634	257	25	0.11674	2	10	1.00	3	3	1568	0.28168	0.02667	24.86734	183.0483
5634	5618	35	0.13129	10	4	2.00	3	3	11530	0.24859	0.61278	31.68850	1513.774
5634	5632	35	0.14195	10	4	2.00	3	3	9306	0.26020	0.49460	32.73235	1320.987
5636	139	25	0.08716	2	10	1.00	1	3	1352	0.21014	0.02299	24.88560	117.8403
5636	5638	40	0.15272	10	4	2.00	3	3	12064	0.25549	0.64114	35.86543	1842.414
5636	8914	40	0.29518	10	4	2.00	1	3	11933	0.49260	0.63422	35.95355	3522.383
5638	251	25	0.08464	2	10	1.00	3	3	2501	0.20487	0.04253	24.78915	211.6846
5638	5632	40	0.14149	10	4	2.00	3	3	12250	0.23756	0.65103	35.73624	1733.253
5638	5636	40	0.15272	10	4	2.00	3	3	11574	0.25321	0.61509	36.18793	1767.581
5640	256	25	0.17233	2	10	1.00	3	3	7417	0.42402	0.12614	24.38481	1278.172
5640	257	25	0.08739	2	10	1.00	3	3	1575	0.21086	0.02678	24.86682	137.6393
5640	5624	40	0.15133	10	4	2.00	3	3	6490	0.23589	0.34491	38.49143	982.1317
5640	5632	40	0.14545	10	4	2.00	3	3	12372	0.24481	0.65750	35.64953	1799.507
5642	139	25	0.07317	2	10	1.00	1	3	717	0.17605	0.01220	24.93915	52.46289
5642	5564	25	0.17600	10	5	1.00	1	3	1209	0.42791	0.14688	24.67780	212.784
5642	5644	30	0.13375	10	5	1.00	1	3	1581	0.27233	0.19203	29.46750	211.4588
5644	1294	25	0.12133	2	10	1.00	1	3	199	0.29139	0.00339	24.98306	24.14467
5644	5642	30	0.13375	10	5	1.00	1	3	1768	0.27306	0.21480	29.38926	236.47
5644	5646	30	0.15378	10	5	1.00	1	3	1284	0.31187	0.15600	29.58485	197.4535
5644	8916	30	0.17770	10	5	1.00	1	3	1651	0.36219	0.20062	29.43839	293.3827
5646	135	25	0.09258	2	10	1.00	1	3	23	0.22221	0.00039	24.99806	2.12934
5646	136	25	0.08977	2	10	1.00	1	3	552	0.21586	0.00938	24.95317	49.55304
5646	5560	25	0.06705	10	5	1.00	1	3	761	0.16213	0.09243	24.81199	51.02505
5646	5644	30	0.15378	10	5	1.00	1	3	1419	0.31243	0.17241	29.53235	218.2138
5648	212	25	0.07625	2	10	1.00	4	3	164	0.18310	0.00279	24.98607	12.505
5648	221	25	0.07684	2	10	1.00	4	3	1759	0.18553	0.02991	24.85133	135.1616
5648	5650	45	0.27108	10	3	3.00	4	3	31272	0.58920	1.04283	27.60540	8477.214
5648	8748	45	0.07437	10	3	3.00	4	3	28987	0.14104	0.96663	31.63876	2155.763
5650	211	25	0.10824	2	10	1.00	4	3	7707	0.26659	0.13107	24.36140	834.2057
5650	1230	25	0.17834	2	10	1.00	4	3	4041	0.43390	0.06872	24.66108	720.6719
5650	5648	45	0.27108	10	3	3.00	4	3	29211	0.51986	0.97410	31.28733	7918.518
5650	5651	45	0.18906	10	3	3.00	4	3	31924	0.43149	1.06456	26.28870	6035.551
5651	5650	45	0.18906	10	3	3.00	4	3	29863	0.37547	0.99583	30.21061	5645.899
5651	5652	45	0.02496	10	3	3.00	4	3	31924	0.05696	1.06456	26.28870	796.823
5652	5554	35	0.21258	10	6	2.00	4	3	8612	0.38001	0.36614	33.56440	1830.739
5652	5651	45	0.02496	10	3	3.00	4	3	29863	0.04956	0.99583	30.21061	745.3805
5652	5653	45	0.03519	10	3	3.00	4	3	27435	0.06243	0.91487	33.81814	965.4377
5653	5652	45	0.03519	10	3	3.00	4	3	24101	0.05667	0.80367	37.25524	848.1142
5653	5655	45	0.11154	10	3	3.00	4	3	27435	0.19789	0.91487	33.81814	3060.1
5653	5659	25	0.03000	10	6	1.00	4	0	12007	0.11226	1.02104	16.03227	360.21
5654	5655	35	0.04326	10	6	1.00	4	3	12788	0.13433	1.08744	19.32458	553.2089
5654	5657	35	0.07908	10	6	1.00	4	3	4033	0.14083	0.34291	33.69059	318.9296
5655	3459	45	0.14923	10	3	3.00	4	3	30489	0.30771	1.01670	29.09857	4549.873
5655	5653	45	0.11154	10	3	3.00	4	3	36108	0.37978	1.20408	17.62142	4027.486
5655	5654	35	0.04326	10	6	1.00	4	3	4033	0.07705	0.34291	33.69059	174.4676
5655	5656	35	0.13791	10	6	1.00	4	0	2471	0.24119	0.21016	34.30637	340.7756
5656	25169	63	0.02821	10	1	3.00	4	0	59788	0.03372	0.84733	50.19451	1686.619
5657	5656	63	0.21178	10	1	3.00	4	0	57316	0.24669	0.81230	51.50920	12138.38
5658	5652	35	0.13228	10	6	1.00	4	3	9885	0.28133	0.84057	28.21166	1307.588
5658	5659	63	0.10065	10	1	3.00	4	0	48687	0.10966	0.69001	55.06659	4900.347
5659	5554	63	0.23154	10	1	3.00	4	0	60694	0.27969	0.86018	49.67055	14053.09
5660	328	25	0.22084	2	10	1.00	1	3	4122	0.53745	0.07010	24.65436	910.3025
5660	5663	40	0.17742	10	3	2.00	1	3	21098	0.44595	1.05533	23.87122	3743.207
5660	6003	40	0.06367	10	3	2.00	6	3	6268	0.09878	0.31354	38.67596	399.0836
5660	9079	45	0.24798	10	3	2.00	6	3	19152	0.46447	0.95797	32.03380	4749.313
5661	3470	45	0.10761	11	3	3.00	0	0	13781	0.15225	0.45955	42.40940	1482.973
5662	8752	45	0.12310	10	3	3.00	4	3	27402	0.21813	0.91378	33.85970	3373.186
5662	8754	45	0.19593	10	3	3.00	4	3	26625	0.33788	0.88787	34.79279	5216.636
5662	8884	30	0.05046	10	5	1.00	4	3	3239	0.10573	0.39342	28.63522	163.4399
5663	5660	40	0.17742	10	3	2.00	1	3	21031	0.44257	1.05195	24.05362	3731.32
5663	9089	40	0.08447	10	3	2.00	1	3	21098	0.21232	1.05533	23.87122	1782.148
5664	95	25	0.11480	2	10	1.00	1	3	2628	0.27799	0.04469	24.77854	301.6944
5664	96	25	0.03983	2	10	1.00	1	3	1917	0.09621	0.03260	24.83804	76.35411
5664	5666	40	0.13585	10	3	3.00	1	3	23972	0.24544	0.79939	33.20967	3256.596
5664	8934	40	0.22011	10	3	2.00	1	3	21836	0.60547	1.09224	21.81212	4806.322
5666	5664	40	0.13585	10	3	3.00	1	3	23651	0.24376	0.78868	33.43826	3212.988
5666	5668	40	0.11856	10	3	3.00	1	3	32218	0.31168	1.07436	22.82350	3819.766
5666	5764	40	0.07841	10	3	2.00	1	3	17282	0.14884	0.86445	31.60819	1355.082
5666	5864	40	0.14736	10	3	2.00	1	3	20511	0.34803	1.02598	25.40507	3022.501
5668	108	25	0.03900	2	10	1.00	1	3	1309	0.09402	0.02227	24.88916	51.051
5668	5666	40	0.11856	10	3	3.00	1	3	32299	0.31376	1.07706	22.67227	3829.369
5668	5670	40	0.07275	10	3	3.00	1	3	32209	0.19112	1.07407	22.83978	2343.205
5670	105	25	0.23242	2	10	1.00	1	3	419	0.55859	0.00713	24.96440	97.38398
5670	109	25	0.30678	2	10	1.00	1	3	242	0.73688	0.00411	24.97944	74.24076
5670	5668	40	0.07275	10	3	3.00	1	3	32220	0.19129	1.07443	22.81973	2344.005

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5670	5672	40	0.29643	10	3	3.00	1	3	31966	0.76365	1.06597	23.29009	9475.681
5671	110	25	0.10410	2	10	1.00	1	3	941	0.25064	0.01601	24.92023	97.9581
5671	5672	25	0.16083	10	5	1.00	1	3	1425	0.39213	0.17316	24.60828	229.1828
5671	5673	25	0.08666	10	5	1.00	1	3	1333	0.21103	0.16189	24.63848	115.5178
5672	5670	40	0.29643	10	3	3.00	1	3	31976	0.76423	1.06628	23.27254	9478.646
5672	5671	25	0.16083	10	5	1.00	1	3	1462	0.39232	0.17762	24.59615	235.1335
5672	5951	30	0.11606	10	5	1.00	1	3	3178	0.24287	0.38601	28.67251	368.8387
5672	10903	40	0.25324	10	3	3.00	1	0	34564	0.82722	1.15259	18.36832	8752.987
5673	5671	25	0.08666	10	5	1.00	1	3	1296	0.21093	0.15743	24.65027	112.3114
5673	5677	25	0.15881	10	5	1.00	1	3	670	0.38365	0.08145	24.83757	106.4027
5673	5839	25	0.24280	10	5	1.00	1	3	662	0.58648	0.08045	24.83987	160.7336
5674	5675	63	0.25736	10	1	3.00	1	0	87623	0.65928	1.24183	23.42203	22550.66
5674	5931	30	0.23199	10	6	2.00	1	3	16153	0.52672	0.68679	26.42615	3747.334
5674	7140	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
5675	5676	63	0.25991	10	1	3.00	1	0	90709	0.75268	1.28556	20.71837	23576.18
5676	13887	63	0.08812	23	1	4.00	901	0	104650	0.15782	1.11235	33.50220	9221.758
5677	111	25	0.07187	2	10	1.00	1	3	807	0.17297	0.01372	24.93159	57.99909
5677	5673	25	0.15881	10	5	1.00	1	3	621	0.38343	0.07541	24.85142	98.62101
5677	5678	25	0.15292	10	5	1.00	1	3	975	0.37072	0.11839	24.74958	149.097
5678	5677	25	0.15292	10	5	1.00	1	3	925	0.37050	0.11236	24.76434	141.451
5678	5679	25	0.11185	10	5	1.00	1	3	1375	0.27254	0.16701	24.62483	153.7938
5678	5681	25	0.13108	10	5	1.00	1	3	1128	0.31838	0.13708	24.70290	147.8582
5679	1298	25	0.07411	2	10	1.00	1	3	356	0.17807	0.00606	24.96972	26.38316
5679	5678	25	0.11185	10	5	1.00	1	3	1310	0.27231	0.15918	24.64567	146.5235
5679	5760	25	0.19845	10	5	1.00	1	3	1592	0.48497	0.19342	24.55235	315.9324
5680	5682	45	0.19018	10	3	3.00	2	0	19645	0.28426	0.65510	40.14208	3736.086
5680	6011	45	0.15407	10	3	3.00	2	3	15831	0.22143	0.52793	41.74786	2439.082
5680	9564	35	0.01705	10	5	1.00	3	3	3385	0.03071	0.41114	33.30077	57.71425
5680	9570	35	0.01155	10	5	1.00	3	0	1310	0.02009	0.15919	34.50388	15.1305
5681	5678	25	0.13108	10	5	1.00	1	3	1143	0.31844	0.13888	24.69832	149.8244
5681	5683	25	0.29881	10	5	1.00	1	3	1128	0.72577	0.13708	24.70290	337.0577
5682	5680	45	0.19018	10	3	3.00	2	0	18888	0.28168	0.62985	40.50920	3592.12
5682	5684	45	0.18731	10	3	3.00	2	0	19092	0.27809	0.63665	40.41311	3576.123
5682	5702	40	0.09186	10	3	2.00	2	0	10286	0.14802	0.51450	37.23288	944.872
5682	5740	40	0.20772	10	3	2.00	2	0	11577	0.34057	0.57906	36.59586	2404.774
5683	113	25	0.17314	2	10	1.00	1	3	1386	0.41749	0.02357	24.88270	239.972
5683	5681	25	0.29881	10	5	1.00	1	3	1143	0.72591	0.13888	24.69832	341.5398
5683	5685	25	0.13283	10	5	1.00	1	3	357	0.31977	0.04334	24.92276	47.42031
5684	305	25	0.06728	2	10	1.00	2	3	2505	0.16285	0.04261	24.78876	168.5364
5684	5682	45	0.18731	10	3	3.00	2	0	18863	0.27735	0.62902	40.52085	3533.229
5684	5686	45	0.13024	10	3	3.00	2	3	18924	0.19298	0.63104	40.49259	2464.662
5685	5683	25	0.13283	10	5	1.00	1	3	359	0.31978	0.04355	24.92230	47.68597
5685	5687	25	0.35117	10	5	1.00	1	3	357	0.84541	0.04334	24.92276	125.3677
5685	5759	25	0.17623	10	5	1.00	1	3	0	0.42272	0.00000	25.01345	0
5686	5684	45	0.13024	10	3	3.00	2	3	18686	0.19246	0.62311	40.60262	2433.665
5686	5688	45	0.07275	10	3	3.00	2	3	18924	0.10780	0.63104	40.49259	1376.721
5687	5685	25	0.35117	10	5	1.00	1	3	359	0.84543	0.04355	24.92230	126.07
5687	5689	25	0.21646	10	5	1.00	1	3	641	0.52273	0.07782	24.84591	138.7509
5687	5823	25	0.17284	10	5	1.00	1	3	286	0.41580	0.03479	24.94115	49.43224
5688	5686	45	0.07275	10	3	3.00	2	3	18686	0.10751	0.62311	40.60262	1359.407
5688	5690	45	0.08033	10	3	3.00	2	3	27904	0.14515	0.93051	33.20476	2241.528
5688	5705	40	0.16832	10	4	1.00	2	3	7088	0.29588	0.75339	34.13226	1193.052
5688	5726	40	0.12822	10	3	2.00	2	3	16851	0.23904	0.84288	32.18313	2160.635
5689	115	25	0.11036	2	10	1.00	1	3	186	0.26504	0.00316	24.98422	20.52696
5689	5687	25	0.21646	10	5	1.00	1	3	609	0.52255	0.07404	24.85456	131.8241
5689	5824	20	0.13375	10	5	1.00	1	3	836	0.40464	0.10160	19.83221	111.815
5690	304	25	0.08788	2	10	1.00	2	3	422	0.21121	0.00717	24.96419	37.08536
5690	5688	45	0.08033	10	3	3.00	2	3	27498	0.14285	0.91697	33.73808	2208.914
5690	5692	45	0.22805	9	3	3.00	100	3	27947	0.41280	0.93195	33.14626	6373.313
5692	125	25	0.30468	1	10	1.00	100	0	325	0.73205	0.00554	24.97235	99.021
5692	5690	45	0.22805	9	3	3.00	100	3	27540	0.40621	0.91837	33.68416	6280.497
5692	5694	45	0.16080	9	3	3.00	100	3	27763	0.28891	0.92581	33.39297	4464.29
5694	309	25	0.06432	2	10	1.00	2	3	247	0.15450	0.00420	24.97901	15.88704
5694	5692	45	0.16080	9	3	3.00	100	3	27356	0.28444	0.91223	33.91790	4398.845
5694	5696	45	0.13543	9	3	3.00	100	3	27709	0.24282	0.92400	33.46475	3752.63
5696	5694	45	0.13543	9	3	3.00	100	3	27302	0.23910	0.91042	33.98598	3697.51
5696	5698	45	0.27524	9	3	3.00	100	0	26771	0.47694	0.89272	34.62517	7368.45
5696	5712	40	0.18445	10	5	1.00	2	0	3443	0.29118	0.41824	38.00767	635.0614
5696	5742	40	0.38152	9	4	1.00	100	0	6960	0.66586	0.73976	34.37833	2655.379
5698	5696	45	0.27524	9	3	3.00	100	0	26450	0.47195	0.88200	34.99134	7280.098
5701	306	25	0.14301	2	10	1.00	2	3	521	0.34384	0.00886	24.95580	74.50821
5701	5703	35	0.17604	10	5	1.00	2	3	368	0.30275	0.04470	34.88774	64.78272
5701	5704	35	0.16579	10	5	1.00	2	3	894	0.28681	0.10862	34.68277	148.2163
5702	305	25	0.16686	2	10	1.00	2	0	186	0.40073	0.00317	24.98415	31.03596
5702	5682	40	0.09186	10	3	2.00	2	0	10470	0.14836	0.52373	37.14835	961.7742
5702	5704	40	0.06310	10	3	2.00	2	0	10447	0.10188	0.52254	37.15929	659.2057
5703	306	25	0.08804	2	10	1.00	2	3	266	0.21149	0.00452	24.97742	23.41864
5703	307	25	0.12663	2	10	1.00	2	3	365	0.30429	0.00621	24.96898	46.21995
5703	5701	35	0.17604	10	5	1.00	2	3	372	0.30276	0.04519	34.88624	65.48688
5703	5705	35	0.09082	10	5	1.00	2	3	411	0.15627	0.04997	34.87164	37.32702
5704	616	20	0.03096	1	10	3.00	100	0	2120	0.09311	0.01202	19.95205	65.6352
5704	3364	40	0.38466	10	4	2.00	2	0	8134	0.60888	0.43227	37.90559	3128.824
5704	5701	35	0.16579	10	5	1.00	2	3	889	0.28679	0.10795	34.68502	147.3873

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5704	5702	40	0.06310	10	3	2.00	2	0	10640	0.10213	0.53222	37.06876	671.384
5705	308	25	0.30354	2	10	1.00	2	3	575	0.72992	0.00978	24.95120	174.5355
5705	5688	40	0.16832	10	4	1.00	2	3	7080	0.29575	0.75258	34.14725	1191.706
5705	5703	35	0.09082	10	5	1.00	2	3	416	0.15628	0.05048	34.87010	37.78112
5705	5706	40	0.13715	10	4	1.00	2	3	6455	0.23347	0.68608	35.24550	885.3033
5706	307	25	0.09852	2	10	1.00	2	3	146	0.23655	0.00248	24.98761	14.38392
5706	5705	40	0.13715	10	4	1.00	2	3	6451	0.23343	0.68570	35.25100	884.7547
5706	5708	40	0.07990	10	4	1.00	2	3	6587	0.13683	0.70010	35.03349	526.3013
5708	5706	40	0.07990	10	4	1.00	2	3	6584	0.13682	0.69987	35.03705	526.0616
5708	5710	40	0.33606	10	5	1.00	2	3	2791	0.52337	0.33908	38.52662	937.9435
5708	9560	40	0.13206	10	4	1.00	2	3	8592	0.26311	0.91325	30.11506	1134.66
5710	310	25	0.14042	2	10	1.00	2	3	413	0.33748	0.00703	24.96490	57.99346
5710	5708	40	0.33606	10	5	1.00	2	3	2677	0.52225	0.32514	38.60910	899.6326
5710	5712	40	0.25884	10	5	1.00	2	0	2687	0.40232	0.32642	38.60163	695.5031
5712	311	25	0.07167	2	10	1.00	2	0	132	0.17209	0.00225	24.98875	9.46044
5712	312	25	0.33594	2	10	1.00	2	0	908	0.80874	0.01545	24.92301	305.0335
5712	5696	40	0.18445	10	5	1.00	2	0	3558	0.29196	0.43218	37.90629	656.2731
5712	5710	40	0.25884	10	5	1.00	2	0	2572	0.40149	0.31248	38.68195	665.7365
5714	5580	40	0.21421	10	3	3.00	2	3	13351	0.33995	0.44522	37.80835	2859.918
5714	5716	40	0.20176	10	3	2.00	2	3	10248	0.32499	0.51259	37.25006	2067.636
5714	9562	35	0.02292	10	5	1.00	3	3	1507	0.03996	0.18312	34.41346	34.54044
5714	9563	35	0.02111	10	5	1.00	3	3	2971	0.03770	0.36086	33.59364	62.71781
5716	290	25	0.09375	2	10	1.00	2	3	128	0.22510	0.00217	24.98914	12
5716	298	25	0.22804	2	10	1.00	2	3	646	0.54849	0.01099	24.94519	147.3138
5716	5714	40	0.20176	10	3	2.00	2	3	10956	0.32793	0.54802	36.91586	2210.483
5716	5718	40	0.09191	10	3	2.00	2	3	9938	0.14750	0.49707	37.38708	913.4016
5718	5716	40	0.09191	10	3	2.00	2	3	10631	0.14875	0.53177	37.07298	977.0952
5718	5720	40	0.13413	10	3	2.00	2	3	18656	0.27355	0.93318	29.41895	2502.329
5718	5736	40	0.13367	10	3	2.00	2	3	17040	0.25113	0.85233	31.93706	2277.737
5718	5738	40	0.12259	10	3	2.00	2	3	10203	0.19735	0.51034	37.27033	1250.786
5720	5718	40	0.13413	10	3	2.00	2	3	19179	0.28317	0.95934	28.41963	2572.479
5720	5722	40	0.17726	10	3	2.00	2	3	16358	0.32440	0.81821	32.78565	2899.619
5720	5816	30	0.14740	10	5	1.00	2	3	3246	0.30889	0.39426	28.63096	478.4604
5722	299	25	0.32974	2	10	1.00	2	3	247	0.79203	0.00421	24.97899	81.44578
5722	300	25	0.05279	2	10	1.00	2	3	514	0.12693	0.00875	24.95634	27.13406
5722	301	25	0.13224	2	10	1.00	2	3	237	0.31762	0.00403	24.97985	31.34088
5722	5720	40	0.17726	10	3	2.00	2	3	16332	0.32410	0.81692	32.81573	2895.01
5722	5724	40	0.14076	10	3	2.00	2	3	15916	0.25377	0.79612	33.28033	2240.336
5724	5722	40	0.14076	10	3	2.00	2	3	15966	0.25418	0.79863	33.22611	2247.374
5724	5726	40	0.17282	10	3	2.00	2	3	17333	0.32879	0.86698	31.53753	2995.489
5724	5812	25	0.16652	10	5	1.00	2	3	2178	0.41051	0.26457	24.33824	362.6806
5726	302	25	0.15229	2	10	1.00	2	3	234	0.36579	0.00398	24.98013	35.63586
5726	303	25	0.08860	2	10	1.00	2	3	82	0.21269	0.00139	24.99303	7.2652
5726	304	25	0.09073	2	10	1.00	2	3	304	0.21798	0.00517	24.97417	27.58192
5726	5688	40	0.12822	10	3	2.00	2	3	17027	0.24076	0.85169	31.95399	2183.202
5726	5724	40	0.17282	10	3	2.00	2	3	17158	0.32630	0.85826	31.77799	2965.246
5728	287	25	0.20307	2	10	1.00	2	3	30	0.48742	0.00052	24.99742	6.0921
5728	5574	40	0.10341	10	3	3.00	2	3	20654	0.17624	0.68875	35.20579	2135.83
5728	5730	40	0.14635	10	3	2.00	2	3	17999	0.28752	0.90030	30.53953	2634.154
5728	5780	30	0.09678	10	5	1.00	2	3	1604	0.19713	0.19485	29.45801	155.2351
5730	283	25	0.08384	2	10	1.00	2	3	980	0.20187	0.01667	24.91694	82.1632
5730	5728	40	0.14635	10	3	2.00	2	3	18609	0.29762	0.93084	29.50364	2723.427
5730	5732	40	0.15968	10	3	2.00	2	3	17282	0.30311	0.86444	31.60825	2759.59
5732	288	25	0.09670	2	10	1.00	2	3	876	0.23277	0.01489	24.92576	84.7092
5732	5730	40	0.15968	10	3	2.00	2	3	17892	0.31200	0.89498	30.70758	2856.995
5732	5734	40	0.19760	10	3	2.00	2	3	16800	0.36764	0.84032	32.24829	3319.68
5734	291	25	0.13343	2	10	1.00	2	3	355	0.32061	0.00604	24.96985	47.36765
5734	5732	40	0.19760	10	3	2.00	2	3	17410	0.37724	0.87086	31.42776	3440.216
5734	5736	40	0.12719	10	3	2.00	2	3	16625	0.23505	0.83157	32.46650	2114.534
5736	290	25	0.07633	2	10	1.00	2	3	99	0.18324	0.00168	24.99158	7.55667
5736	292	25	0.12502	2	10	1.00	2	3	280	0.30034	0.00475	24.97625	35.0056
5736	5718	40	0.13367	10	3	2.00	2	3	16424	0.24521	0.82154	32.70767	2195.396
5736	5734	40	0.12719	10	3	2.00	2	3	17233	0.24092	0.86197	31.67660	2191.865
5738	300	25	0.24729	2	10	1.00	2	3	112	0.59372	0.00191	24.99047	27.69648
5738	5718	40	0.12259	10	3	2.00	2	3	10989	0.19933	0.54966	36.89959	1347.142
5738	5740	40	0.18839	10	3	2.00	2	3	10307	0.30367	0.51554	37.22342	1941.736
5740	298	25	0.12022	2	10	1.00	2	3	563	0.28909	0.00958	24.95219	67.68386
5740	299	25	0.15714	2	10	1.00	2	3	949	0.37836	0.01613	24.91960	149.1259
5740	5682	40	0.20772	10	3	2.00	2	0	10864	0.33720	0.54340	36.96125	2256.67
5740	5738	40	0.18839	10	3	2.00	2	3	11095	0.30677	0.55496	36.84667	2090.187
5742	5696	40	0.38152	9	4	1.00	100	0	6759	0.65891	0.71845	34.74097	2578.694
5742	5744	40	0.40841	10	4	1.00	2	0	6922	0.71134	0.73573	34.44902	2827.014
5744	120	25	0.15757	1	10	1.00	100	3	600	0.37895	0.01020	24.94909	94.542
5744	121	25	0.13327	2	10	1.00	1	3	0	0.31985	0.00000	25.00000	0
5744	5742	40	0.40841	10	4	1.00	2	0	6725	0.70416	0.71483	34.80008	2746.557
5744	5746	40	0.25253	10	4	1.00	1	3	7634	0.45995	0.81144	32.94163	1927.814
5744	6009	40	0.19118	10	4	1.00	2	3	551	0.28805	0.05855	39.82303	105.3402
5746	5744	40	0.25253	10	4	1.00	1	3	7419	0.45310	0.78861	33.43969	1873.52
5746	5748	40	0.12412	10	3	1.00	1	3	10399	0.30191	1.04035	24.66807	1290.724
5746	5824	35	0.12777	10	3	1.00	1	3	13479	0.85095	1.34844	9.00875	1722.212
5748	117	25	0.04633	2	10	1.00	1	3	403	0.11133	0.00685	24.96580	18.67099
5748	5746	40	0.12412	10	3	1.00	1	3	10467	0.30636	1.04716	24.30929	1299.164
5748	5750	40	0.25258	10	3	1.00	1	3	10527	0.63168	1.05311	23.99148	2658.91

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5750	5748	40	0.25258	10	3	1.00	1	3	10595	0.64155	1.05991	23.62234	2676.085
5750	5752	40	0.26736	10	3	2.00	1	3	12253	0.44297	0.61288	36.21419	3275.962
5750	5820	30	0.03946	10	5	1.00	1	3	3611	0.08338	0.43864	28.39362	142.4901
5750	5822	25	0.14621	10	5	1.00	1	3	799	0.35372	0.09709	24.80100	116.8218
5752	114	25	0.22128	2	10	1.00	1	3	1408	0.53362	0.02395	24.88083	311.5622
5752	5750	40	0.26736	10	3	2.00	1	3	12563	0.44528	0.62839	36.02637	3358.844
5752	5754	40	0.15461	10	3	2.00	1	3	13661	0.26290	0.68333	35.28592	2112.127
5754	5752	40	0.15461	10	3	2.00	1	3	13971	0.26465	0.69882	35.05318	2160.056
5754	5756	40	0.11484	10	3	2.00	1	3	14915	0.20109	0.74603	34.26656	1712.839
5754	5766	35	0.26980	10	4	2.00	1	3	18191	0.65797	0.96678	24.60250	4907.932
5756	5754	40	0.11484	10	3	2.00	1	3	15795	0.20624	0.79006	33.40931	1813.898
5756	5757	25	0.11877	10	5	1.00	1	3	1240	0.28889	0.15061	24.66813	147.2748
5756	22227	40	0.09733	10	3	2.00	1	3	13815	0.16604	0.69104	35.17150	1344.614
5757	5756	25	0.11877	10	5	1.00	1	3	1227	0.28884	0.14902	24.67225	145.7308
5757	5759	25	0.41705	10	5	1.00	1	3	1240	1.01437	0.15061	24.66813	517.142
5758	5760	40	0.17785	10	3	2.00	1	3	13882	0.30384	0.69439	35.12088	2468.914
5758	22227	40	0.09403	10	3	2.00	1	3	14148	0.16159	0.70771	34.91438	1330.336
5758	22228	25	0.01526	10	5	1.00	1	3	1021	0.03702	0.12408	24.73555	15.58046
5759	113	25	0.13622	2	10	1.00	1	3	1240	0.32830	0.02109	24.89502	168.9128
5759	5685	25	0.17623	10	5	1.00	1	3	0	0.42272	0.00000	25.01345	0
5759	5757	25	0.41705	10	5	1.00	1	3	1227	1.01421	0.14902	24.67225	511.7204
5760	5679	25	0.19845	10	5	1.00	1	3	1528	0.48454	0.18559	24.57422	303.2316
5760	5758	40	0.17785	10	3	2.00	1	3	14771	0.31025	0.73883	34.39471	2627.022
5760	5762	40	0.15895	10	3	2.00	1	3	14957	0.27863	0.74813	34.22873	2377.415
5762	5760	40	0.15895	10	3	2.00	1	3	15781	0.28533	0.78934	33.42435	2508.39
5762	5764	40	0.17415	10	3	2.00	1	3	16324	0.31833	0.81653	32.82480	2842.825
5762	5834	30	0.13791	10	5	1.00	1	3	4751	0.30130	0.57716	27.46213	655.2104
5762	5836	30	0.04413	10	5	1.00	1	3	1114	0.08930	0.13538	29.64865	49.16082
5764	97	25	0.10917	2	10	1.00	1	3	713	0.26264	0.01212	24.93955	77.83821
5764	108	25	0.11802	2	10	1.00	1	3	347	0.28359	0.00590	24.97052	40.95294
5764	5666	40	0.07841	10	3	2.00	1	3	16215	0.14278	0.81109	32.94968	1271.418
5764	5762	40	0.17415	10	3	2.00	1	3	17321	0.33115	0.86638	31.55424	3016.452
5766	5754	35	0.26980	10	4	2.00	1	3	17621	0.63143	0.93646	25.63652	4754.146
5766	5768	35	0.08409	10	4	2.00	1	3	16795	0.18733	0.89262	26.93357	1412.292
5766	5798	34	0.22955	10	5	1.00	1	3	3042	0.42266	0.36952	32.58708	698.2911
5768	90	25	0.12064	2	10	1.00	1	3	289	0.28983	0.00491	24.97549	34.86496
5768	131	25	0.15494	2	10	1.00	1	3	127	0.37201	0.00216	24.98921	19.67738
5768	5766	35	0.08409	10	4	2.00	1	3	16868	0.18806	0.89645	26.82887	1418.43
5768	5770	35	0.16652	10	4	2.00	1	3	16795	0.37095	0.89259	26.93424	2796.703
5770	5768	35	0.16652	10	4	2.00	1	3	16844	0.37193	0.89519	26.86346	2804.863
5770	5772	35	0.06521	10	4	2.00	1	3	16997	0.14689	0.90335	26.63634	1108.374
5770	5782	30	0.17788	10	5	1.00	1	3	629	0.35792	0.07644	29.81889	111.8865
5772	5770	35	0.06521	10	4	2.00	1	3	17007	0.14697	0.90384	26.62246	1109.026
5772	5800	35	0.05186	10	4	2.00	1	3	16815	0.11565	0.89367	26.90482	872.0259
5772	5854	23	0.17425	10	5	1.00	1	3	640	0.45739	0.07772	22.85846	111.52
5774	5570	35	0.15259	10	4	3.00	2	3	18259	0.29236	0.64695	31.31622	2786.141
5774	5776	30	0.07754	10	5	1.00	1	3	734	0.15621	0.08914	29.78364	56.91436
5774	5778	30	0.11029	10	5	1.00	2	3	2680	0.22854	0.32552	28.95518	295.5772
5774	5802	35	0.12070	10	4	2.00	1	3	16449	0.26416	0.87419	27.41575	1985.394
5776	85	25	0.21194	2	10	1.00	1	3	734	0.50992	0.01249	24.93772	155.564
5776	5568	25	0.11147	10	5	1.00	1	3	584	0.26902	0.07089	24.86171	65.09848
5776	5774	30	0.07754	10	5	1.00	1	3	1427	0.15755	0.17332	29.52941	110.6496
5778	281	25	0.03272	2	10	1.00	2	3	3009	0.07933	0.05118	24.74670	98.45448
5778	5774	30	0.11029	10	5	1.00	2	3	2405	0.22743	0.29219	29.09613	265.2475
5778	5780	30	0.15710	10	5	1.00	2	3	1019	0.31756	0.12374	29.68366	160.0849
5780	282	25	0.04021	2	10	1.00	2	3	1148	0.09687	0.01952	24.90280	46.16108
5780	5728	30	0.09678	10	5	1.00	2	3	1023	0.19564	0.12432	29.68193	99.00594
5780	5778	30	0.15710	10	5	1.00	2	3	744	0.31653	0.09040	29.78009	116.8824
5782	132	25	0.08811	2	10	1.00	1	3	138	0.21156	0.00235	24.98824	12.15918
5782	5770	30	0.17788	10	5	1.00	1	3	669	0.35808	0.08125	29.80562	119.0017
5782	5784	30	0.11645	10	5	1.00	2	3	570	0.23415	0.06927	29.83844	66.3765
5784	284	25	0.16193	2	10	1.00	2	3	156	0.38884	0.00266	24.98673	25.26108
5784	5782	30	0.11645	10	5	1.00	2	3	610	0.23426	0.07413	29.82522	71.0345
5784	5786	30	0.23615	10	5	1.00	2	3	470	0.47433	0.05703	29.87132	110.9905
5786	285	25	0.15307	2	10	1.00	2	3	496	0.36799	0.00844	24.95789	75.92272
5786	5784	30	0.23615	10	5	1.00	2	3	509	0.47454	0.06189	29.85836	120.2004
5786	5788	34	0.39286	10	5	1.00	2	3	339	0.69531	0.04123	33.90115	133.1795
5788	5786	34	0.39286	10	5	1.00	2	3	379	0.69560	0.04609	33.88685	148.8939
5788	5790	34	0.13769	10	5	1.00	2	3	2822	0.25242	0.34279	32.72861	388.5612
5788	5814	30	0.06186	10	5	1.00	2	3	3608	0.13072	0.43825	28.39579	223.1909
5790	130	25	0.22222	2	10	1.00	1	3	263	0.53380	0.00448	24.97762	58.44386
5790	286	25	0.12132	2	10	1.00	2	3	7	0.29117	0.00012	24.99939	0.84924
5790	5788	34	0.13769	10	5	1.00	2	3	3414	0.25555	0.41474	32.32771	470.0737
5790	5792	34	0.07462	10	5	1.00	2	3	2719	0.13653	0.33025	32.79226	202.8918
5792	5790	34	0.07462	10	5	1.00	2	3	3307	0.13817	0.40170	32.40524	246.7683
5792	5794	34	0.14924	10	5	1.00	2	3	2719	0.27307	0.33025	32.79226	405.7836
5794	129	25	0.04806	2	10	1.00	1	3	328	0.11548	0.00558	24.97215	15.76368
5794	5792	34	0.14924	10	5	1.00	2	3	3307	0.27633	0.40170	32.40524	493.5367
5794	5796	34	0.13627	10	5	1.00	1	3	2813	0.24978	0.34176	32.73392	383.3275
5796	5794	34	0.13627	10	5	1.00	1	3	3400	0.25284	0.41303	32.33803	463.318
5796	5798	34	0.22459	10	5	1.00	1	3	2188	0.40718	0.26582	33.09452	491.4029
5796	5804	30	0.08998	10	5	1.00	1	3	1510	0.18304	0.18339	29.49635	135.8698
5798	128	25	0.22538	2	10	1.00	1	3	389	0.54163	0.00661	24.96698	87.67282

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5798	5766	34	0.22955	10	5	1.00	1	3	2399	0.41764	0.29147	32.97892	550.6905
5798	5796	34	0.22459	10	5	1.00	1	3	2831	0.41180	0.34386	32.72309	635.8143
5800	132	25	0.13613	2	10	1.00	1	3	305	0.32706	0.00519	24.97410	41.51965
5800	5772	35	0.05186	10	4	2.00	1	3	16016	0.11124	0.85121	27.97082	830.5898
5800	5802	35	0.12374	10	4	2.00	1	3	17093	0.28027	0.90842	26.49142	2115.088
5802	133	25	0.10428	2	10	1.00	1	3	267	0.25050	0.00455	24.97728	27.84276
5802	5774	35	0.12070	10	4	2.00	1	3	17248	0.27590	0.91667	26.24960	2081.834
5802	5800	35	0.12374	10	4	2.00	1	3	16294	0.26881	0.86594	27.62066	2016.22
5804	5796	30	0.08998	10	5	1.00	1	3	1454	0.18290	0.17662	29.51866	130.8309
5804	5806	25	0.14337	10	5	1.00	1	3	2171	0.35341	0.26373	24.34092	311.2563
5804	5818	33	0.09594	10	5	1.00	1	3	2801	0.18115	0.34032	31.77834	268.7279
5806	129	25	0.05373	2	10	1.00	1	3	206	0.12905	0.00350	24.98249	11.06838
5806	5804	25	0.14337	10	5	1.00	1	3	1917	0.35201	0.23283	24.43738	274.8403
5806	5808	25	0.19601	10	5	1.00	2	3	2059	0.48231	0.25009	24.38422	403.5846
5808	119	25	0.17042	1	10	1.00	100	3	816	0.41015	0.01387	24.93084	139.0627
5808	5806	25	0.19601	10	5	1.00	2	3	1806	0.48047	0.21936	24.47765	353.9941
5808	6006	25	0.13690	10	5	1.00	2	3	1861	0.33585	0.22604	24.45780	254.7709
5810	130	25	0.13755	2	10	1.00	1	3	159	0.33029	0.00271	24.98648	21.87045
5810	301	25	0.13141	2	10	1.00	2	3	60	0.31546	0.00103	24.99487	7.8846
5810	5812	25	0.09982	10	5	1.00	2	3	2459	0.24723	0.29876	24.22425	245.4574
5810	6006	25	0.10350	10	5	1.00	2	3	2198	0.25523	0.26698	24.33044	227.493
5812	302	25	0.15566	2	10	1.00	2	3	57	0.37366	0.00097	24.99515	8.87262
5812	5724	25	0.16652	10	5	1.00	2	3	2402	0.41203	0.29183	24.24798	399.981
5812	5810	25	0.09982	10	5	1.00	2	3	2232	0.24629	0.27112	24.31700	222.7982
5814	291	25	0.11976	2	10	1.00	2	3	131	0.28755	0.00223	24.98886	15.68856
5814	5788	30	0.06186	10	5	1.00	2	3	3055	0.12913	0.37116	28.74541	188.9823
5814	5816	34	0.09959	10	5	1.00	2	3	3556	0.18546	0.43199	32.22149	354.142
5816	292	25	0.03339	2	10	1.00	2	3	112	0.08017	0.00191	24.99047	3.73968
5816	293	25	0.10616	2	10	1.00	2	3	452	0.25517	0.00769	24.96163	47.98432
5816	5720	30	0.14740	10	5	1.00	2	3	3795	0.31289	0.46095	28.26463	559.383
5816	5814	34	0.09959	10	5	1.00	2	3	3006	0.18324	0.36522	32.61041	299.3675
5818	118	25	0.03845	2	10	1.00	1	3	235	0.09236	0.00399	24.98005	9.03575
5818	5804	33	0.09594	10	5	1.00	1	3	3000	0.18185	0.36445	31.65532	287.82
5818	5820	33	0.18827	10	5	1.00	1	3	2765	0.35523	0.33588	31.80027	520.5666
5820	116	25	0.07337	2	10	1.00	1	3	919	0.17664	0.01562	24.92213	67.42703
5820	5750	30	0.03946	10	5	1.00	1	3	3412	0.08299	0.41450	28.52570	134.6375
5820	5818	33	0.18827	10	5	1.00	1	3	2964	0.35659	0.36001	31.67842	558.0323
5822	114	25	0.14642	2	10	1.00	1	3	458	0.35196	0.00780	24.96107	67.06036
5822	5750	25	0.14621	10	5	1.00	1	3	756	0.35355	0.09182	24.81342	110.5348
5822	5823	25	0.18732	10	5	1.00	1	3	762	0.45298	0.09262	24.81154	142.7378
5823	115	25	0.09224	2	10	1.00	1	3	475	0.22175	0.00808	24.95965	43.814
5823	5687	25	0.17284	10	5	1.00	1	3	319	0.41594	0.03879	24.93258	55.13596
5823	5822	25	0.18732	10	5	1.00	1	3	719	0.45276	0.08739	24.82378	134.6831
5824	5689	20	0.13375	10	5	1.00	1	3	795	0.40444	0.09659	19.84175	106.3313
5824	5746	35	0.12777	10	3	1.00	1	3	13196	0.78908	1.32014	9.71510	1686.053
5824	11066	30	0.22880	23	3	1.00	901	0	14196	2.11784	1.42022	6.48222	3248.045
5826	80	25	0.07332	2	10	1.00	1	3	1105	0.17662	0.01879	24.90639	81.0186
5826	5828	30	0.10553	10	5	1.00	1	3	2774	0.21906	0.33693	28.90463	292.7402
5826	8926	25	0.06262	10	5	1.00	1	3	3757	0.15937	0.45637	23.57640	235.2633
5828	86	25	0.17035	2	10	1.00	1	3	269	0.40921	0.00458	24.97714	45.82415
5828	5826	30	0.10553	10	5	1.00	1	3	3352	0.22167	0.40722	28.56413	353.7366
5828	5830	30	0.28296	10	5	1.00	1	3	4376	0.61057	0.53163	27.80572	1238.233
5828	5840	23	0.11499	10	5	1.00	1	3	1891	0.30677	0.22967	22.49116	217.4461
5830	5828	30	0.28296	10	5	1.00	1	3	4581	0.61460	0.55645	27.62370	1296.24
5830	5832	30	0.18569	10	5	1.00	1	3	4583	0.40336	0.55671	27.62170	851.0173
5830	5838	30	0.18798	10	5	1.00	1	3	342	0.37707	0.04149	29.91213	64.28916
5832	91	25	0.09067	2	10	1.00	1	3	1124	0.21845	0.01912	24.90478	101.9131
5832	5830	30	0.18569	10	5	1.00	1	3	4739	0.40554	0.57573	27.47362	879.9849
5832	5834	30	0.18550	10	5	1.00	1	3	4570	0.40277	0.55518	27.63328	847.735
5834	98	25	0.20522	2	10	1.00	1	3	478	0.49334	0.00814	24.95939	98.09516
5834	5762	30	0.13791	10	5	1.00	1	3	4590	0.29963	0.55758	27.61514	633.0069
5834	5832	30	0.18550	10	5	1.00	1	3	4727	0.40493	0.57420	27.48582	876.8585
5836	5762	30	0.04413	10	5	1.00	1	3	1103	0.08929	0.13400	29.65285	48.67539
5836	5837	25	0.06777	10	5	1.00	1	3	1114	0.16458	0.13538	24.70720	75.49578
5837	109	25	0.18827	2	10	1.00	1	3	440	0.45253	0.00748	24.96267	82.8388
5837	5836	25	0.06777	10	5	1.00	1	3	1103	0.16456	0.13400	24.71071	74.75031
5837	5839	25	0.13475	10	5	1.00	1	3	675	0.32552	0.08202	24.83624	90.95625
5838	5830	30	0.18798	10	5	1.00	1	3	389	0.37726	0.04729	29.89702	73.12422
5838	8932	30	0.05739	10	5	1.00	1	3	342	0.11511	0.04149	29.91213	19.62738
5839	5673	25	0.24280	10	5	1.00	1	3	675	0.58657	0.08202	24.83624	163.89
5839	5837	25	0.13475	10	5	1.00	1	3	662	0.32548	0.08045	24.83987	89.2045
5840	87	25	0.02323	2	10	1.00	1	3	1000	0.05594	0.01701	24.91524	23.23
5840	5828	23	0.11499	10	5	1.00	1	3	2198	0.30824	0.26704	22.38385	252.748
5840	5842	23	0.10943	10	5	1.00	1	3	2123	0.29299	0.25788	22.41086	232.3199
5842	5840	23	0.10943	10	5	1.00	1	3	2430	0.29448	0.29525	22.29741	265.9149
5842	5844	23	0.13402	10	5	1.00	1	3	266	0.35037	0.03226	22.95083	35.64932
5842	5848	25	0.13339	10	5	1.00	1	3	1713	0.32652	0.20812	24.51045	228.4971
5842	5850	23	0.35180	10	5	1.00	1	3	1595	0.93451	0.19370	22.58743	561.121
5844	83	25	0.03178	2	10	1.00	1	3	1122	0.07657	0.01908	24.90498	35.65716
5844	5560	25	0.14348	10	5	1.00	1	3	985	0.34789	0.11967	24.74644	141.3278
5844	5842	23	0.13402	10	5	1.00	1	3	1662	0.35635	0.20189	22.56608	222.7412
5848	5558	35	0.05552	10	3	3.00	1	3	26059	0.12094	0.86898	27.54608	1446.796
5848	5842	25	0.13339	10	5	1.00	1	3	2023	0.32803	0.24574	24.39778	269.848

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5848	8922	35	0.06515	10	3	3.00	1	3	25928	0.14136	0.86462	27.65282	1689.209
5850	88	25	0.08666	2	10	1.00	1	3	930	0.20864	0.01581	24.92118	80.5938
5850	5842	23	0.35180	10	5	1.00	1	3	196	0.91906	0.02382	22.96725	68.9528
5850	5852	30	0.20186	10	5	1.00	1	3	1212	0.40900	0.14722	29.61229	244.6543
5850	5854	23	0.16588	10	5	1.00	1	3	1467	0.43986	0.17818	22.62704	243.346
5852	85	25	0.06247	2	10	1.00	1	3	1177	0.15053	0.02003	24.90027	73.52719
5852	5564	25	0.17850	10	5	1.00	1	3	2200	0.44021	0.26721	24.32971	392.7
5852	5850	30	0.20186	10	5	1.00	1	3	645	0.40623	0.07833	29.81368	130.1997
5854	89	25	0.06897	2	10	1.00	1	3	777	0.16595	0.01321	24.93414	53.58969
5854	90	25	0.29282	2	10	1.00	1	3	78	0.70295	0.00133	24.99337	22.83996
5854	5772	23	0.17425	10	5	1.00	1	3	1448	0.46195	0.17589	22.63278	252.314
5854	5850	23	0.16588	10	5	1.00	1	3	635	0.43538	0.07718	22.85958	105.3338
5856	5858	63	0.35683	10	1	3.00	1	0	85709	0.84578	1.21470	25.31341	30583.54
5856	5860	30	0.09988	10	6	2.00	1	3	8737	0.20849	0.37146	28.74393	872.6516
5856	5862	30	0.12045	10	6	1.00	1	3	12932	0.45059	1.09970	16.03875	1557.659
5858	7141	65	0.02705	2	9	1.00	0	0	3202	0.02539	0.18151	63.92222	86.6141
5858	8944	63	1.42343	10	1	4.00	1	0	98694	2.21196	1.04904	38.61089	140484
5860	5861	35	0.03468	10	3	2.00	1	3	28172	0.26820	1.40915	7.75782	977.005
5860	5934	30	0.09813	10	5	1.00	1	3	9105	0.37348	1.10607	15.76426	893.4737
5860	5948	35	0.03013	10	3	2.00	1	3	26530	0.18957	1.32703	9.53501	799.3489
5861	5858	30	0.26508	10	6	2.00	1	3	16187	0.60221	0.68821	26.41035	4290.85
5861	5860	35	0.03468	10	3	2.00	1	3	24174	0.15425	1.20920	13.48848	838.3543
5861	5862	35	0.03683	10	3	2.00	1	3	11985	0.06945	0.59949	31.82345	441.4076
5862	5861	35	0.03683	10	3	2.00	1	3	24174	0.16385	1.20920	13.48848	890.3284
5862	5863	35	0.10530	10	3	2.00	1	3	24918	0.52529	1.24637	12.02808	2623.865
5863	5675	30	0.06675	10	6	1.00	1	3	3086	0.13709	0.26242	29.21419	205.9905
5863	5862	35	0.10530	10	3	2.00	1	3	24174	0.46841	1.20920	13.48848	2545.522
5863	5932	35	0.07462	10	3	2.00	1	3	21831	0.23445	1.09201	19.09687	1629.029
5864	104	25	0.09175	2	10	1.00	1	3	965	0.22093	0.01641	24.91823	88.53875
5864	5666	40	0.14736	10	3	2.00	1	3	21176	0.37370	1.05923	23.65983	3120.495
5864	6002	40	0.14817	10	3	2.00	1	3	20450	0.34783	1.02291	25.55871	3030.077
5866	5953	25	0.32462	10	5	1.00	1	3	5628	0.88332	0.68373	22.05007	1826.961
5866	6001	40	0.09043	10	3	2.00	1	3	21973	0.25331	1.09911	21.41878	1987.018
5866	6002	40	0.08536	10	3	2.00	1	3	20350	0.19846	1.01789	25.80706	1737.076
5868	94	25	0.27293	2	10	1.00	1	3	756	0.65671	0.01286	24.93585	206.3351
5868	5870	40	0.30883	10	3	2.00	1	3	20910	0.76017	1.04591	24.37598	6457.635
5868	5936	30	0.23141	10	5	1.00	1	3	4880	0.50798	0.59283	27.33362	1129.281
5868	6001	40	0.09120	10	3	2.00	1	3	23013	0.29658	1.15111	18.45104	2098.786
5870	66	25	0.09433	2	10	1.00	1	3	1672	0.22767	0.02844	24.85860	157.7198
5870	68	25	0.11633	2	10	1.00	1	3	2923	0.28197	0.04972	24.75387	340.0326
5870	5868	40	0.30883	10	3	2.00	1	3	19111	0.64889	0.95591	28.55657	5902.05
5870	5872	40	0.12747	10	3	2.00	1	3	21953	0.35614	1.09811	21.47599	2798.349
5871	5676	30	0.36613	10	6	1.00	1	3	13940	1.76403	1.18538	12.45313	5103.852
5871	5931	35	0.05170	10	3	2.00	1	3	11484	0.09675	0.57443	32.06467	593.7228
5871	30004	35	0.02538	10	3	2.00	1	3	25294	0.13396	1.26523	11.36537	641.9617
5872	5870	40	0.12747	10	3	2.00	1	3	19069	0.26707	0.95383	28.63852	2430.725
5872	5876	40	0.08620	10	3	2.00	1	3	27561	0.54214	1.37858	9.53944	2375.758
5872	5918	35	0.21440	10	3	2.00	1	3	15510	0.43624	0.77581	29.48881	3325.344
5872	30004	35	0.10461	10	3	3.00	1	3	25424	0.22376	0.84781	28.04899	2659.605
5874	69	25	0.06897	2	10	1.00	1	3	1272	0.16623	0.02162	24.89234	87.72984
5874	71	25	0.14941	2	10	1.00	1	3	641	0.35936	0.01089	24.94564	95.77181
5874	5876	40	0.16062	10	3	2.00	1	3	21766	0.43782	1.08874	22.01143	3496.055
5874	5878	40	0.11856	10	3	2.00	1	3	22023	0.33434	1.10159	21.27658	2611.047
5876	5872	40	0.08620	10	3	2.00	1	3	26362	0.46388	1.31864	11.14885	2272.404
5876	5874	40	0.16062	10	3	2.00	1	3	22368	0.47508	1.11883	20.28515	3592.748
5876	5930	25	0.19995	10	5	1.00	1	3	5447	0.53928	0.66163	22.24586	1089.128
5878	74	25	0.15241	2	10	1.00	1	3	215	0.36605	0.00365	24.98176	32.76815
5878	5874	40	0.11856	10	3	2.00	1	3	21416	0.30931	1.07123	22.99830	2539.081
5878	5880	40	0.13960	10	3	2.00	1	3	21815	0.38293	1.09118	21.87271	3045.374
5880	5878	40	0.13960	10	3	2.00	1	3	21223	0.35592	1.06155	23.53289	2962.731
5880	5882	40	0.21650	10	3	2.00	1	3	26277	1.15151	1.31435	11.28097	5688.971
5880	5908	30	0.17800	10	5	1.00	1	3	4073	0.38069	0.49483	28.05484	724.994
5880	5910	40	0.13207	10	4	2.00	1	3	9978	0.21366	0.53032	37.08671	1317.794
5882	2502	45	0.19759	10	2	3.00	1	3	31562	0.34306	0.89463	34.55847	6236.336
5882	5880	40	0.21650	10	3	2.00	1	3	25999	1.10770	1.30046	11.72722	5628.784
5882	5884	40	0.32255	10	3	2.00	1	3	13935	0.55167	0.69701	35.08095	4494.734
5884	76	25	0.07889	2	10	1.00	1	3	2722	0.19109	0.04630	24.77064	214.7386
5884	5325	40	0.29909	10	3	2.00	1	0	12988	0.50190	0.64967	35.75421	3884.581
5884	5882	40	0.32255	10	3	2.00	1	3	14262	0.55575	0.71339	34.82339	4600.208
5885	2500	45	0.23765	10	2	3.00	1	3	30957	0.40575	0.87747	35.14161	7356.931
5885	5888	45	0.19339	10	3	3.00	1	3	27641	0.34581	0.92173	33.55368	5345.493
5885	5899	20	0.12668	10	6	1.00	1	3	3394	0.39165	0.28860	19.40717	429.9519
5885	25088	20	0.06557	10	6	1.00	1	3	7947	0.22229	0.67573	17.69798	521.0848
5888	5885	45	0.19339	10	3	3.00	1	3	28129	0.35271	0.93800	32.89739	5439.867
5888	9010	45	0.23781	10	3	3.00	1	3	27641	0.42524	0.92173	33.55368	6573.306
5892	49	25	0.10350	2	10	1.00	1	3	5573	0.25310	0.09477	24.53494	576.8055
5892	3678	45	0.10873	10	4	1.00	1	3	10833	0.31459	1.15141	20.73817	1177.872
5892	5894	45	0.29662	10	4	1.00	1	3	10518	0.77797	1.11797	22.87645	3119.849
5894	5892	45	0.29662	10	4	1.00	1	3	10516	0.77759	1.11779	22.88773	3119.256
5894	5896	45	0.13818	10	4	1.00	1	3	10518	0.36242	1.11797	22.87644	1453.377
5896	5894	45	0.13818	10	4	1.00	1	3	10516	0.36224	1.11779	22.88773	1453.101
5896	5898	45	0.44145	10	4	1.00	1	3	10819	1.27185	1.15002	20.82544	4776.048
5897	5898	40	0.04892	10	4	1.00	1	3	11489	0.19763	1.22116	14.85308	562.0419

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5897	5899	40	0.15698	10	4	1.00	1	3	4486	0.25078	0.47687	37.55763	704.2123
5897	25088	20	0.06182	10	6	1.00	1	3	7035	0.20391	0.59821	18.19211	434.9037
5898	48	25	0.11382	2	10	1.00	1	3	630	0.27375	0.01072	24.94653	71.7066
5898	50	25	0.70760	2	10	1.00	1	3	391	1.70050	0.00665	24.96677	276.6716
5898	5896	45	0.44145	10	4	1.00	1	3	10818	1.27118	1.14985	20.83640	4775.606
5898	5897	40	0.04892	10	4	1.00	1	3	11490	0.19773	1.22134	14.84506	562.0908
5899	5885	20	0.12668	10	6	1.00	1	3	3177	0.39066	0.27012	19.45620	402.4624
5899	5897	40	0.15698	10	4	1.00	1	3	3609	0.24627	0.38359	38.24607	566.5408
5899	5900	35	0.07852	10	5	1.00	1	3	7880	0.18891	0.95727	24.93959	618.7376
5900	43	25	0.17402	2	10	1.00	1	3	2755	0.42156	0.04686	24.76788	479.4251
5900	5899	35	0.07852	10	5	1.00	1	3	6785	0.16495	0.82428	28.56238	532.7582
5900	5902	35	0.22715	10	5	1.00	1	3	5125	0.43149	0.62256	31.58568	1164.144
5902	5900	35	0.22715	10	5	1.00	1	3	4079	0.41645	0.49547	32.72583	926.5449
5902	9014	33	0.17604	10	5	1.00	1	3	5125	0.35468	0.62256	29.78079	902.205
5905	73	25	0.20040	2	10	1.00	1	0	309	0.48146	0.00525	24.97379	61.9236
5906	75	25	0.30788	2	10	1.00	1	3	2134	0.74428	0.03629	24.81984	657.0159
5906	5908	25	0.31764	10	5	1.00	1	3	4549	0.82703	0.55257	23.04412	1444.944
5906	5924	30	0.16648	10	5	1.00	1	3	3398	0.35005	0.41274	28.53506	565.699
5908	74	25	0.08815	2	10	1.00	1	3	239	0.21174	0.00407	24.97968	21.06785
5908	5880	30	0.17800	10	5	1.00	1	3	4682	0.38796	0.56870	27.52922	833.396
5908	5906	25	0.31764	10	5	1.00	1	3	3955	0.81255	0.48048	23.45487	1256.266
5910	77	25	0.05294	2	10	1.00	1	3	1113	0.12753	0.01892	24.90574	58.92222
5910	5880	40	0.13207	10	4	2.00	1	3	9056	0.21119	0.48128	37.52111	1196.026
5910	5912	40	0.09943	10	4	2.00	1	3	9668	0.16020	0.51379	37.23923	961.2892
5912	35	25	0.08977	2	10	1.00	1	3	1561	0.21660	0.02655	24.86796	140.131
5912	5910	40	0.09943	10	4	2.00	1	3	8745	0.15843	0.46476	37.65587	869.5154
5912	5914	40	0.28338	10	4	1.00	1	3	8950	0.59163	0.95127	28.73870	2536.251
5914	5912	40	0.28338	10	4	1.00	1	3	8027	0.53277	0.85320	31.91405	2274.691
5914	5916	35	0.37204	10	4	1.00	1	3	8179	0.81062	0.86934	27.53711	3042.915
5914	5920	23	0.23223	10	5	1.00	1	3	1603	0.61695	0.19478	22.58466	372.2647
5916	33	25	0.11588	2	10	1.00	1	3	941	0.27900	0.01600	24.92026	109.0431
5916	5914	35	0.37204	10	4	1.00	1	3	7551	0.76981	0.80259	28.99714	2809.274
5916	8804	35	0.32195	10	4	1.00	1	3	8706	0.74341	0.92543	25.98411	2802.897
5918	67	25	0.18380	2	10	1.00	1	3	3966	0.44707	0.06744	24.66728	728.9508
5918	5872	35	0.21440	10	3	2.00	1	3	15039	0.43046	0.75223	29.88446	3224.362
5918	8808	35	0.25626	10	3	2.00	1	3	13358	0.49494	0.66817	31.06508	3423.121
5920	34	25	0.05170	2	10	1.00	1	3	1674	0.12480	0.02847	24.85843	86.5458
5920	5914	23	0.23223	10	5	1.00	1	3	1309	0.61451	0.15897	22.67451	303.9891
5920	5922	23	0.03068	10	5	1.00	1	3	1662	0.08158	0.20187	22.56614	50.99016
5922	33	25	0.20392	2	10	1.00	1	3	446	0.49014	0.00758	24.96217	90.94832
5922	5920	23	0.03068	10	5	1.00	1	3	1367	0.08125	0.16606	22.65718	41.93956
5922	8808	23	0.23257	10	5	1.00	1	3	2089	0.62232	0.25372	22.42300	485.8387
5924	71	25	0.37453	2	10	1.00	1	3	83	0.89912	0.00142	24.99292	31.08599
5924	73	25	0.14287	2	10	1.00	1	3	326	0.34326	0.00554	24.97233	46.57562
5924	5906	30	0.16648	10	5	1.00	1	3	3958	0.35491	0.48075	28.14415	658.9278
5924	5926	30	0.20155	10	5	1.00	1	3	3607	0.42587	0.43815	28.39636	726.9909
5926	72	25	0.06375	2	10	1.00	1	3	1505	0.15378	0.02559	24.87270	95.94375
5926	5924	30	0.20155	10	5	1.00	1	3	4204	0.43266	0.51066	27.95058	847.3162
5926	5928	30	0.12434	10	5	1.00	1	3	4127	0.26632	0.50137	28.01228	513.1512
5928	5926	30	0.12434	10	5	1.00	1	3	4724	0.27140	0.57388	27.48838	587.3822
5928	5930	30	0.13316	10	5	1.00	1	3	4127	0.28521	0.50137	28.01228	549.5513
5930	70	25	0.04643	2	10	1.00	1	3	1412	0.11197	0.02401	24.88052	65.55916
5930	5876	25	0.19995	10	5	1.00	1	3	4850	0.52609	0.58912	22.80381	969.7575
5930	5928	30	0.13316	10	5	1.00	1	3	4724	0.29065	0.57388	27.48838	629.0478
5931	5871	35	0.05170	10	3	2.00	1	3	25294	0.27296	1.26523	11.36537	1307.7
5931	5932	35	0.04720	10	3	2.00	1	3	24174	0.20995	1.20920	13.48848	1141.013
5932	5863	35	0.07462	10	3	2.00	1	3	24174	0.33193	1.20920	13.48848	1803.864
5932	5931	35	0.04720	10	3	2.00	1	3	21831	0.14829	1.09201	19.09687	1030.423
5934	101	25	0.03441	2	10	1.00	1	3	793	0.08280	0.01348	24.93277	27.28713
5934	107	25	0.21166	1	10	1.00	100	0	792	0.50936	0.01347	24.93281	167.6347
5934	5860	30	0.09813	10	5	1.00	1	3	6236	0.23051	0.75753	25.54150	611.9387
5934	5936	35	0.35422	10	5	1.00	1	3	7828	0.84472	0.95087	25.15993	2772.834
5936	102	25	0.08732	2	10	1.00	1	3	3181	0.21184	0.05410	24.73242	277.7649
5936	5868	30	0.23141	10	5	1.00	1	3	7809	0.64186	0.94857	21.63235	1807.081
5936	5934	35	0.35422	10	5	1.00	1	3	4899	0.66694	0.59513	31.86667	1735.324
5938	31	25	0.36472	2	10	1.00	1	3	957	0.87818	0.01628	24.91888	349.037
5938	5940	25	0.24292	10	5	1.00	1	3	2292	0.59998	0.27846	24.29288	556.7726
5938	8808	25	0.03452	10	5	1.00	1	3	2580	0.08569	0.31339	24.17301	89.0616
5940	65	25	0.07850	2	10	1.00	1	3	1592	0.18942	0.02707	24.86539	124.972
5940	5938	25	0.24292	10	5	1.00	1	3	1705	0.59458	0.20711	24.51338	414.1786
5940	5942	25	0.34145	10	5	1.00	1	3	2187	0.84187	0.26561	24.33488	746.7512
5942	64	25	0.14427	2	10	1.00	1	3	1410	0.34790	0.02398	24.88066	203.4207
5942	5940	25	0.34145	10	5	1.00	1	3	1599	0.83449	0.19426	24.54999	545.9786
5942	5944	28	0.32898	10	5	1.00	1	3	2624	0.72965	0.31874	27.05231	863.2435
5944	62	25	0.18024	2	10	1.00	1	3	75	0.43268	0.00128	24.99360	13.518
5944	63	25	0.15474	2	10	1.00	1	3	38	0.37142	0.00064	24.99678	5.88012
5944	5942	28	0.32898	10	5	1.00	1	3	2037	0.72250	0.24740	27.31975	670.1323
5944	5946	28	0.17405	10	5	1.00	1	3	2570	0.38566	0.31223	27.07838	447.3085
5946	5944	28	0.17405	10	5	1.00	1	3	2014	0.38212	0.24463	27.32939	350.5367
5946	8794	35	0.05655	10	3	2.00	1	3	13966	0.11060	0.69856	30.67501	789.7773
5946	8796	35	0.05170	10	3	2.00	1	3	8776	0.09366	0.43895	33.12381	453.7192
5948	100	25	0.06040	2	10	1.00	1	3	79	0.14499	0.00134	24.99331	4.7716
5948	5860	35	0.03013	10	3	2.00	1	3	24660	0.14447	1.23348	12.51153	743.0058

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5948	5955	30	0.26594	9	5	1.00	100	0	4550	0.57705	0.55277	27.65143	1210.027
5948	11328	35	0.25740	23	3	2.00	901	0	22502	0.88704	1.12557	17.41061	5792.015
5949	5951	30	0.32150	10	5	1.00	1	3	4125	0.68857	0.50107	28.01425	1326.188
5949	5953	25	0.15118	10	5	1.00	1	3	4835	0.39757	0.58730	22.81635	730.9553
5949	5957	25	0.06889	10	5	1.00	1	0	4449	0.17878	0.54041	23.11895	306.4916
5950	262	25	0.12601	2	10	1.00	3	3	1594	0.30406	0.02711	24.86517	200.8599
5950	5580	40	0.03830	10	3	3.00	3	3	23917	0.06912	0.79755	33.24955	916.0211
5950	5598	40	0.11518	10	3	3.00	3	3	21984	0.20035	0.73308	34.49494	2532.117
5951	103	25	0.33413	2	10	1.00	1	3	149	0.80232	0.00253	24.98737	49.78537
5951	105	25	0.09036	2	10	1.00	1	3	380	0.21714	0.00646	24.96772	34.3368
5951	5672	30	0.11606	10	5	1.00	1	3	4287	0.24975	0.52078	27.88163	497.5492
5951	5949	30	0.32150	10	5	1.00	1	3	3022	0.67060	0.36715	28.76466	971.573
5952	138	25	0.06293	2	10	1.00	1	3	901	0.15150	0.01532	24.92363	56.69993
5952	1294	25	0.07945	2	10	1.00	1	3	926	0.19128	0.01576	24.92147	73.5707
5952	8914	45	0.10096	10	3	2.00	1	3	14243	0.15456	0.71245	39.19341	1437.973
5952	8916	45	0.09834	10	3	2.00	1	3	13033	0.14682	0.65193	40.18977	1281.665
5953	103	25	0.11922	2	10	1.00	1	3	790	0.28690	0.01344	24.93300	94.1838
5953	105	25	0.30919	2	10	1.00	1	3	142	0.74241	0.00241	24.98795	43.90498
5953	5866	25	0.32462	10	5	1.00	1	3	5164	0.86469	0.62728	22.52502	1676.338
5953	5949	25	0.15118	10	5	1.00	1	3	5289	0.40488	0.64255	22.40449	799.591
5954	228	25	0.09156	2	10	1.00	4	3	2147	0.22136	0.03651	24.81877	196.5793
5954	229	25	0.18856	2	10	1.00	4	3	556	0.45339	0.00946	24.95281	104.8394
5954	8760	30	0.14085	10	5	1.00	4	3	6926	0.34969	0.84134	24.16678	975.5271
5954	8870	30	0.10813	10	5	1.00	4	3	4905	0.23757	0.59579	27.30873	530.3777
5955	5948	30	0.26594	9	5	1.00	100	0	3314	0.55813	0.40257	28.58837	881.3252
5957	5949	25	0.06889	10	5	1.00	1	0	5096	0.18298	0.61908	22.58761	351.0634
5958	221	25	0.07898	2	10	1.00	4	3	874	0.19011	0.01487	24.92587	69.02852
5958	8748	45	0.06795	10	3	3.00	4	3	35020	0.20667	1.16779	19.72661	2379.609
5958	8750	45	0.11561	10	3	3.00	4	3	35015	0.35147	1.16763	19.73650	4048.084
5960	151	25	0.22588	2	10	1.00	5	3	317	0.54271	0.00539	24.97310	71.60396
5960	175	25	0.17793	2	10	1.00	5	3	308	0.42748	0.00524	24.97381	54.80244
5960	8676	45	0.13017	10	3	2.00	5	3	13603	0.19651	0.68041	39.74460	1770.703
5960	9070	45	0.08050	10	3	2.00	5	3	13034	0.12019	0.65197	40.18919	1049.237
5961	5966	63	0.25844	10	1	2.00	4	0	40609	0.31300	0.86329	49.54017	10494.99
5962	175	25	0.09046	2	10	1.00	5	3	1524	0.21823	0.02592	24.87109	137.861
5962	179	25	0.09383	2	10	1.00	5	3	1289	0.22617	0.02192	24.89086	120.9469
5962	9070	45	0.16341	10	3	3.00	5	3	26018	0.27650	0.86761	35.45967	4251.601
5962	9072	45	0.14740	10	3	3.00	5	3	24131	0.23754	0.80469	37.22990	3556.909
5963	5970	63	0.08369	10	1	2.00	4	0	41332	0.10274	0.87866	48.87424	3459.075
5963	5971	50	0.07375	10	6	1.00	4	3	18455	0.55232	1.56933	8.01209	1361.056
5966	25172	63	0.02274	10	1	2.75	4	0	58572	0.05880	1.24515	23.20143	1331.927
5967	9571	45	0.19501	10	3	2.00	1	0	23631	0.61987	1.18202	18.87606	4608.281
5968	5970	50	0.06717	10	6	1.00	4	3	8142	0.09172	0.69231	43.94048	546.8981
5970	25173	63	0.10016	10	1	2.00	4	0	49474	0.15649	1.05174	38.40366	4955.316
5971	9556	40	0.04374	10	6	1.00	4	0	5885	0.07026	0.50040	37.35820	257.4099
5971	9572	50	0.15281	10	6	1.00	4	0	12571	0.31717	1.06893	28.90738	1920.975
6001	5866	40	0.09043	10	3	2.00	1	3	23013	0.29405	1.15111	18.45104	2081.066
6001	5868	40	0.09120	10	3	2.00	1	3	21973	0.25549	1.09911	21.41878	2003.938
6002	94	25	0.17455	2	10	1.00	1	3	739	0.41998	0.01256	24.93735	128.9925
6002	5864	40	0.14817	10	3	2.00	1	3	21115	0.37312	1.05616	23.82664	3128.61
6002	5866	40	0.08536	10	3	2.00	1	3	19775	0.18860	0.98914	27.15631	1687.994
6003	204	25	0.22121	2	10	1.00	6	3	0	0.53089	0.00000	25.00000	0
6003	206	25	0.34060	2	10	1.00	6	3	4671	0.83042	0.07944	24.60900	1590.943
6003	329	25	0.14239	2	10	1.00	6	3	1693	0.34371	0.02879	24.85685	241.0663
6003	5660	40	0.06367	10	3	2.00	6	3	6236	0.09876	0.31194	38.68502	397.0461
6004	321	25	0.15538	2	10	1.00	1	3	643	0.37373	0.01094	24.94543	99.90934
6004	5510	40	0.32318	10	3	1.00	1	3	4179	0.51017	0.41804	38.00908	1350.569
6004	9048	40	0.12875	10	3	1.00	1	3	3615	0.20124	0.36160	38.38811	465.4313
6005	197	25	0.05168	2	10	1.00	5	3	201	0.12411	0.00343	24.98288	10.38768
6005	198	25	0.27027	2	10	1.00	5	3	175	0.64903	0.00297	24.98516	47.29725
6005	8642	30	0.03042	10	5	1.00	5	3	376	0.06105	0.04564	29.90131	11.43792
6006	5808	25	0.13690	10	5	1.00	2	3	1614	0.33466	0.19611	24.54478	220.9566
6006	5810	25	0.10350	10	5	1.00	2	3	2433	0.25623	0.29553	24.23536	251.8155
6006	6007	25	0.19501	10	5	1.00	2	3	732	0.47141	0.08896	24.82012	142.7473
6007	119	25	0.11651	1	10	1.00	100	3	238	0.27986	0.00404	24.97981	27.72938
6007	125	25	0.32064	1	10	1.00	100	0	117	0.76984	0.00199	24.99006	37.51488
6007	6006	25	0.19501	10	5	1.00	2	3	721	0.47135	0.08758	24.82335	140.6022
6007	6008	25	0.18627	10	5	1.00	2	3	953	0.45146	0.11583	24.75587	177.5153
6008	120	25	0.11952	1	10	1.00	100	3	395	0.28723	0.00672	24.96642	47.2104
6008	6007	25	0.18627	10	5	1.00	2	3	935	0.45136	0.11361	24.76128	174.1625
6008	6009	25	0.12281	10	5	1.00	2	3	558	0.29629	0.06779	24.86871	68.52798
6009	5744	40	0.19118	10	4	1.00	2	3	558	0.28807	0.05932	39.82031	106.6784
6009	6008	25	0.12281	10	5	1.00	2	3	551	0.29626	0.06692	24.87069	67.66831
6010	254	25	0.09637	2	10	1.00	3	3	530	0.23171	0.00901	24.95501	51.0761
6010	255	25	0.13359	2	10	1.00	3	3	2097	0.32291	0.03567	24.82294	280.1382
6010	8910	30	0.01474	10	5	1.00	1	3	3678	0.03119	0.44679	28.34728	54.21372
6011	296	25	0.10931	2	10	1.00	2	3	479	0.26277	0.00815	24.95930	52.35949
6011	5586	45	0.15398	10	3	3.00	2	3	15819	0.22127	0.52753	41.75207	2435.81
6011	5680	45	0.15407	10	3	3.00	2	3	16647	0.22302	0.55511	41.45076	2564.803
6983	5049	25	1.02360	9	5	1.00	100	0	0	2.45532	0.00000	25.01345	0
6983	5050	25	0.40174	9	5	1.00	100	0	0	0.96367	0.00000	25.01345	0
7140	5674	65	0.02705	2	9	1.00	0	0	3156	0.02538	0.17889	63.94094	85.3698
7140	17110	65	0.61936	2	8	1.00	0	0	15743	0.64845	0.66934	57.30794	9750.584

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
7141	5858	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
7141	18205	65	1.42394	2	8	1.00	0	0	18548	1.58291	0.78860	53.97427	26411.24
7142	7140	65	1.23639	2	8	1.00	0	0	18898	1.38764	0.80351	53.46022	23365.3
7142	8962	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
7144	7142	65	0.35795	2	8	1.00	0	0	13966	0.36475	0.59377	58.88100	4999.13
7144	8960	65	0.02705	2	9	1.00	0	0	2424	0.02527	0.13739	64.22549	65.5692
7145	7147	65	0.62818	2	8	1.00	0	0	16722	0.66968	0.71098	56.28192	10504.43
7145	8946	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
7146	7144	65	0.62718	2	8	1.00	0	0	16389	0.66432	0.69682	56.64541	10278.85
7146	8958	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
7147	7149	65	0.44751	2	8	1.00	0	0	13631	0.45400	0.57954	59.14237	6100.009
7147	8948	65	0.02526	2	9	1.00	0	0	3091	0.02369	0.17525	63.96674	78.07866
7148	7146	65	0.37920	2	8	1.00	0	0	14410	0.38880	0.61267	58.51823	5464.272
7148	8956	65	0.02705	2	9	1.00	0	0	3063	0.02537	0.17363	63.97816	82.85415
7149	8950	65	0.02705	2	9	1.00	0	0	7	0.02496	0.00042	65.03275	0.18935
7149	13540	65	0.23849	2	8	1.00	0	0	18384	0.26398	0.78165	54.20555	4384.4
7150	7151	45	0.14541	10	2	3.00	4	3	37812	0.33765	1.07177	25.83944	5498.243
7150	8765	45	0.29414	10	3	3.00	4	3	35775	0.96743	1.19297	18.24279	10522.86
7151	7150	45	0.14541	10	2	3.00	4	3	35775	0.29833	1.01403	29.24529	5202.043
7151	8768	45	0.06371	10	3	4.00	4	3	37812	0.11735	0.94568	32.57339	2409.003
7153	5536	65	0.02973	2	9	1.00	0	0	8760	0.02936	0.49659	60.76077	260.4348
7153	25200	65	1.21417	2	8	1.00	0	0	8551	1.17196	0.36357	62.16101	10382.37
7359	927	25	0.04222	2	10	1.00	0	3	405	0.10146	0.00688	24.96563	17.0991
7359	8623	30	0.18179	10	5	1.00	0	3	5748	0.41479	0.69831	26.29583	1044.929
7359	8656	30	0.09945	10	5	1.00	0	3	5347	0.22251	0.64954	26.81695	531.7592
8600	200	25	0.10159	2	10	1.00	5	3	76	0.24388	0.00129	24.99354	7.72084
8600	201	25	0.22994	2	10	1.00	5	3	2862	0.55724	0.04868	24.75895	658.0883
8600	8601	45	0.28104	10	3	2.00	5	3	19432	0.53723	0.97200	31.38715	5461.169
8600	9098	45	0.35794	10	3	2.00	5	3	20044	0.71926	1.00258	29.85910	7174.549
8601	8600	45	0.28104	10	3	2.00	5	3	19683	0.54783	0.98455	30.77990	5531.71
8601	8631	25	0.33343	10	5	1.00	7	3	928	0.80787	0.11274	24.76340	309.423
8601	8641	45	0.25195	10	3	2.00	7	3	19010	0.46732	0.95088	32.34808	4789.57
8602	201	25	0.34444	2	10	1.00	5	3	700	0.82862	0.01190	24.94062	241.108
8602	8604	40	0.26936	10	3	2.00	5	3	7492	0.42193	0.37476	38.30392	2018.045
8602	9098	40	0.32528	10	3	2.00	5	3	6526	0.50559	0.32645	38.60144	2122.777
8603	208	25	0.16392	2	10	1.00	6	3	867	0.39457	0.01474	24.92649	142.1186
8603	3749	40	0.08018	10	3	2.00	0	3	7581	0.12569	0.37923	38.27481	607.8446
8603	3753	35	0.08130	10	5	1.00	0	3	1896	0.14254	0.23027	34.22313	154.1448
8603	8607	40	0.20545	10	3	2.00	0	3	7151	0.32091	0.35769	38.41261	1469.173
8604	190	25	0.25043	2	10	1.00	5	3	1796	0.60471	0.03055	24.84819	449.7723
8604	8602	40	0.26936	10	3	2.00	5	3	7101	0.42056	0.35519	38.42818	1912.725
8604	8606	40	0.18263	10	3	2.00	5	3	7008	0.28493	0.35056	38.45683	1279.871
8605	3759	40	0.29380	10	3	2.00	0	3	7048	0.45853	0.35254	38.44464	2070.702
8605	3761	35	0.15998	10	5	1.00	0	3	1534	0.27902	0.18633	34.40102	245.4093
8605	3763	35	0.09148	10	5	1.00	0	3	342	0.15728	0.04149	34.89747	31.28616
8605	8608	40	0.13723	10	3	2.00	0	3	6146	0.21270	0.30741	38.71063	843.4156
8606	202	25	0.22921	2	10	1.00	5	3	2229	0.55428	0.03791	24.81186	510.9091
8606	8604	40	0.18263	10	3	2.00	5	3	6617	0.28406	0.33099	38.57477	1208.463
8606	8608	40	0.23336	10	3	2.00	5	3	6787	0.36346	0.33950	38.52411	1583.814
8607	918	25	0.12876	2	10	1.00	0	3	750	0.30981	0.01276	24.93639	96.57
8607	3759	40	0.10810	10	3	2.00	0	3	6871	0.16847	0.34371	38.49871	742.7551
8607	8603	40	0.20545	10	3	2.00	0	3	7411	0.32160	0.37068	38.33025	1522.59
8607	9071	45	0.12742	10	3	1.00	6	3	3291	0.17612	0.32928	43.40799	419.3392
8608	921	25	0.23597	2	10	1.00	0	3	282	0.56687	0.00480	24.97601	66.54354
8608	922	25	0.13554	2	10	1.00	0	3	641	0.32601	0.01090	24.94561	86.88114
8608	8605	40	0.13723	10	3	2.00	0	3	6528	0.21330	0.32655	38.60089	895.8374
8608	8606	40	0.23336	10	3	2.00	5	3	6396	0.36237	0.31993	38.63931	1492.571
8609	3751	45	0.09186	10	3	3.00	0	3	30273	0.18688	1.00949	29.49138	2780.878
8609	8611	40	0.08985	10	3	2.00	6	3	8160	0.14158	0.40817	38.07890	733.176
8609	9085	45	0.08414	10	3	4.00	6	3	37365	0.15278	0.93450	33.04242	3143.891
8609	9619	40	0.08205	10	3	2.00	0	3	4677	0.12593	0.23393	39.09447	383.7479
8610	194	25	0.14212	2	10	1.00	5	3	269	0.34140	0.00457	24.97717	38.23028
8610	200	25	0.29169	2	10	1.00	5	3	28	0.70011	0.00047	24.99763	8.16732
8610	8612	40	0.14620	10	3	2.00	5	3	12341	0.24257	0.61730	36.16157	1804.254
8610	9098	40	0.17993	10	3	2.00	5	3	12784	0.30083	0.63946	35.88697	2300.225
8611	203	25	0.08638	2	10	1.00	6	3	0	0.20732	0.00000	25.00000	0
8611	915	25	0.09425	2	10	1.00	0	3	1262	0.22716	0.02147	24.89313	118.9435
8611	3749	40	0.05377	10	3	2.00	0	3	7482	0.08423	0.37425	38.30724	402.3071
8611	8609	40	0.08985	10	3	2.00	6	3	8264	0.14171	0.41336	38.04236	742.5204
8612	8610	40	0.14620	10	3	2.00	5	3	12647	0.24384	0.63262	35.97365	1848.991
8612	8614	30	0.15099	10	5	1.00	5	3	1274	0.30618	0.15471	29.58890	192.3613
8612	8640	40	0.05850	10	3	2.00	5	3	11225	0.09543	0.56147	36.78047	656.6625
8613	916	25	0.12405	2	10	1.00	0	3	111	0.29784	0.00189	24.99055	13.76955
8613	917	25	0.08565	2	10	1.00	0	3	782	0.20610	0.01329	24.93371	66.9783
8613	3757	35	0.10872	10	5	1.00	0	3	1526	0.18961	0.18539	34.40469	165.9067
8613	8660	35	0.20667	10	5	1.00	0	3	1657	0.36108	0.20127	34.34218	342.4522
8614	194	25	0.15634	2	10	1.00	5	3	101	0.37535	0.00172	24.99142	15.79034
8614	198	25	0.09756	2	10	1.00	5	3	980	0.23492	0.01666	24.91698	95.6088
8614	8612	30	0.15099	10	5	1.00	5	3	1149	0.30569	0.13957	29.63588	173.4875
8614	8616	30	0.18211	10	5	1.00	5	3	1988	0.37302	0.24154	29.29293	362.0347
8616	193	25	0.15870	2	10	1.00	5	3	0	0.38088	0.00000	25.00000	0
8616	8614	30	0.18211	10	5	1.00	5	3	1866	0.37233	0.22667	29.34708	339.8173
8616	8618	30	0.09754	10	5	1.00	5	3	1988	0.19978	0.24154	29.29294	193.9095

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8618	8616	30	0.09754	10	5	1.00	5	3	1866	0.19942	0.22667	29.34708	182.0096
8618	8620	30	0.06715	10	5	1.00	5	3	3615	0.14192	0.43915	28.39071	242.7473
8618	8628	30	0.15686	10	5	1.00	5	3	3443	0.33018	0.41825	28.50567	540.069
8618	8988	30	0.12711	10	5	1.00	5	3	668	0.25588	0.08117	29.80585	84.90948
8620	182	25	0.18270	2	10	1.00	5	3	134	0.43869	0.00228	24.98859	24.4818
8620	8618	30	0.06715	10	5	1.00	5	3	3770	0.14246	0.45801	28.28199	253.1555
8620	8622	30	0.13132	10	5	1.00	5	3	3484	0.27668	0.42322	28.47886	457.5189
8621	936	20	0.11419	2	10	1.00	0	0	747	0.34343	0.01270	19.94932	85.29993
8621	8655	45	0.16929	10	3	3.00	8	0	18646	0.25005	0.62178	40.62093	3156.581
8621	8985	45	0.22955	10	3	3.00	8	0	18582	0.33882	0.61964	40.64997	4265.498
8621	23288	25	0.09748	10	5	1.00	0	0	1828	0.23903	0.22210	24.46953	178.1934
8622	183	25	0.15449	2	10	1.00	5	3	267	0.37112	0.00454	24.97730	41.24883
8622	8620	30	0.13132	10	5	1.00	5	3	3632	0.27765	0.44126	28.37879	476.9542
8622	8624	30	0.07987	10	5	1.00	5	3	3753	0.16938	0.45590	28.29444	299.7521
8623	3767	30	0.08380	10	5	1.00	0	3	5748	0.19121	0.69831	26.29583	481.6824
8623	7359	30	0.18179	10	5	1.00	0	3	5347	0.40673	0.64954	26.81695	972.0311
8624	8622	30	0.07987	10	5	1.00	5	3	3896	0.17000	0.47321	28.19069	311.1735
8624	8626	30	0.25466	10	5	1.00	5	3	4274	0.54780	0.51919	27.89264	1088.417
8624	8630	30	0.11858	10	5	1.00	5	3	746	0.23891	0.09060	29.77955	88.46068
8625	929	25	0.08951	2	10	1.00	0	3	615	0.21528	0.01046	24.94782	55.04865
8625	3767	30	0.25172	10	5	1.00	0	3	6191	0.58955	0.75205	25.61772	1558.399
8625	3769	40	0.18483	10	3	2.00	0	3	6943	0.28822	0.34730	38.47684	1283.275
8625	8627	40	0.19790	10	3	2.00	0	3	12377	0.32856	0.61908	36.14010	2449.408
8626	179	25	0.09488	2	10	1.00	5	3	1425	0.22881	0.02424	24.87941	135.204
8626	184	25	0.16543	2	10	1.00	5	3	26	0.39707	0.00044	24.99779	4.30118
8626	8624	30	0.25466	10	5	1.00	5	3	4374	0.54947	0.53139	27.80746	1113.883
8626	9072	30	0.05691	10	5	1.00	5	3	4769	0.12442	0.57931	27.44487	271.4038
8627	8625	40	0.19790	10	3	2.00	0	3	12030	0.32671	0.60173	36.34413	2380.737
8627	8647	40	0.13511	10	3	2.00	0	3	12458	0.22462	0.62313	36.09100	1683.2
8627	8661	30	0.18361	10	5	1.00	0	3	60	0.36724	0.00734	29.99824	11.0166
8627	8679	30	0.12339	10	5	1.00	0	3	1214	0.25002	0.14745	29.61160	149.7955
8628	183	25	0.18514	2	10	1.00	5	3	487	0.44506	0.00828	24.95868	90.16318
8628	193	25	0.09012	2	10	1.00	5	3	0	0.21629	0.00000	25.00000	0
8628	8618	30	0.15686	10	5	1.00	5	3	3268	0.32889	0.39696	28.61723	512.6185
8628	9094	30	0.15855	10	5	1.00	5	3	3768	0.33634	0.45772	28.28374	597.4164
8629	207	25	0.15246	2	10	1.00	7	3	498	0.36653	0.00846	24.95776	75.92508
8629	8643	35	0.25936	10	4	1.00	7	3	890	0.44808	0.09460	34.72964	230.8304
8629	8645	35	0.21740	10	4	1.00	7	3	569	0.37441	0.06047	34.83918	123.7006
8630	180	25	0.12309	2	10	1.00	5	3	314	0.29572	0.00534	24.97335	38.65026
8630	182	25	0.14384	2	10	1.00	5	3	775	0.34612	0.01318	24.93429	111.476
8630	8624	30	0.11858	10	5	1.00	5	3	788	0.23902	0.09571	29.76510	93.44104
8630	8632	30	0.20393	10	5	1.00	5	3	451	0.40953	0.05481	29.87721	91.97243
8631	318	25	0.21085	2	10	1.00	7	3	786	0.50738	0.01337	24.93331	165.7281
8631	8601	25	0.33343	10	5	1.00	7	3	930	0.80790	0.11301	24.76276	310.0899
8631	8633	25	0.53944	10	5	1.00	7	3	334	1.29836	0.04058	24.92873	180.173
8632	5506	45	0.06694	10	3	2.00	5	3	13334	0.10052	0.66699	39.95929	892.578
8632	8630	30	0.20393	10	5	1.00	5	3	476	0.40964	0.05786	29.86913	97.07068
8632	8634	45	0.11569	10	3	2.00	5	3	13505	0.17431	0.67553	39.82367	1562.393
8633	317	25	0.18745	2	10	1.00	7	3	596	0.45078	0.01013	24.94944	111.7202
8633	8631	25	0.53944	10	5	1.00	7	3	336	1.29839	0.04084	24.92816	181.2518
8633	8635	25	0.63835	10	5	1.00	7	3	364	1.53691	0.04424	24.92081	232.3594
8633	8645	30	0.35531	10	5	1.00	7	3	222	0.71183	0.02694	29.94939	78.87882
8634	180	25	0.18746	2	10	1.00	5	3	475	0.45064	0.00808	24.95967	89.0435
8634	8632	45	0.11569	10	3	2.00	5	3	13790	0.17534	0.68976	39.58956	1595.365
8634	8636	45	0.10140	10	3	2.00	5	3	13782	0.15365	0.68939	39.59585	1397.495
8635	314	25	0.14087	2	10	1.00	7	3	957	0.33919	0.01627	24.91892	134.8126
8635	8633	25	0.63835	10	5	1.00	7	3	362	1.53687	0.04396	24.92142	231.0827
8635	8649	25	0.20792	10	5	1.00	7	3	1163	0.50524	0.14126	24.69224	241.811
8636	8634	45	0.10140	10	3	2.00	5	3	14088	0.15468	0.70468	39.33236	1428.523
8636	8638	45	0.08996	10	3	2.00	5	3	14837	0.13974	0.74216	38.62792	1334.737
8636	8694	30	0.07283	10	5	1.00	5	3	1479	0.14808	0.17970	29.50854	107.7156
8637	319	25	0.07296	2	10	1.00	7	3	1252	0.17586	0.02129	24.89400	91.34592
8637	8639	35	0.21051	10	4	1.00	7	3	1776	0.36726	0.18877	34.39151	373.8658
8637	8643	35	0.28705	10	4	1.00	7	3	1980	0.50206	0.21042	34.30533	568.359
8638	179	25	0.19395	2	10	1.00	5	3	637	0.46649	0.01083	24.94596	123.5462
8638	8636	45	0.08996	10	3	2.00	5	3	15201	0.14111	0.76035	38.25246	1367.482
8638	9070	45	0.09068	10	3	2.00	5	3	14200	0.13868	0.71030	39.23223	1287.656
8639	8637	35	0.21051	10	4	1.00	7	3	1724	0.36703	0.18320	34.41317	362.9192
8639	8641	35	0.44347	10	4	1.00	7	3	1776	0.77369	0.18877	34.39151	787.6027
8640	8612	40	0.05850	10	3	2.00	5	3	11656	0.09603	0.58303	36.55290	681.876
8640	8642	40	0.21376	10	3	2.00	5	3	11225	0.34871	0.56147	36.78047	2399.456
8641	8601	45	0.25195	10	3	2.00	7	3	19259	0.47551	0.96332	31.79125	4852.305
8641	8639	35	0.44347	10	4	1.00	7	3	1724	0.77320	0.18320	34.41317	764.5423
8641	8669	45	0.55896	10	3	2.00	7	3	17339	0.94555	0.86732	35.46895	9691.807
8642	195	25	0.12584	2	10	1.00	5	3	1058	0.30310	0.01800	24.91034	133.1387
8642	6005	30	0.03042	10	5	1.00	5	3	374	0.06104	0.04546	29.90181	11.37708
8642	8640	40	0.21376	10	3	2.00	5	3	11656	0.35088	0.58303	36.55290	2491.587
8642	8644	40	0.18334	10	3	2.00	5	3	11385	0.29976	0.56950	36.69732	2087.326
8643	8629	35	0.25936	10	4	1.00	7	3	891	0.44808	0.09468	34.72937	231.0898
8643	8637	35	0.28705	10	4	1.00	7	3	2032	0.50239	0.21600	34.28255	583.2856
8643	8653	35	0.20573	10	4	1.00	7	3	2989	0.36497	0.31770	33.82065	614.927
8643	8675	25	0.28673	10	5	1.00	7	3	1175	0.69683	0.14271	24.68852	336.9078
8644	8642	40	0.18334	10	3	2.00	5	3	11815	0.30166	0.59098	36.46550	2166.162

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8644	8646	40	0.18060	10	3	2.00	5	3	11909	0.29759	0.59571	36.41250	2150.765
8644	8968	40	0.10304	10	3	2.00	5	3	6964	0.16071	0.34836	38.47036	717.5706
8644	8998	45	0.09359	10	3	2.00	5	3	9857	0.13339	0.49306	42.09940	922.5166
8645	8629	35	0.21740	10	4	1.00	7	3	568	0.37441	0.06039	34.83944	123.4832
8645	8633	30	0.35531	10	5	1.00	7	3	226	0.71186	0.02748	29.94802	80.30006
8645	8677	35	0.36012	10	4	1.00	7	3	357	0.61897	0.03792	34.90822	128.5628
8646	167	25	0.14670	2	10	1.00	5	3	126	0.35222	0.00214	24.98931	18.4842
8646	8644	40	0.18060	10	3	2.00	5	3	12259	0.29925	0.61319	36.21056	2213.975
8646	8647	40	0.37341	10	3	2.00	5	3	12039	0.61654	0.60219	36.33878	4495.483
8647	168	25	0.36069	2	10	1.00	5	3	189	0.86622	0.00322	24.98392	68.17041
8647	169	25	0.16274	2	10	1.00	5	3	542	0.39130	0.00921	24.95403	88.20508
8647	8627	40	0.13511	10	3	2.00	0	3	12110	0.22334	0.60573	36.29796	1636.182
8647	8646	40	0.37341	10	3	2.00	5	3	12385	0.62001	0.61948	36.13533	4624.683
8648	932	20	0.10354	2	10	1.00	0	3	61	0.31070	0.00104	19.99584	6.31594
8648	8661	30	0.15133	10	5	1.00	0	3	62	0.30268	0.00755	29.99773	9.38246
8649	8635	25	0.20792	10	5	1.00	7	3	1161	0.50522	0.14098	24.69295	241.3951
8649	8657	35	0.20668	10	4	1.00	7	3	2246	0.36272	0.23871	34.18725	464.2033
8649	8671	25	0.47344	10	5	1.00	7	3	1095	1.14944	0.13305	24.71309	518.4168
8649	8677	35	0.45929	10	4	1.00	7	3	353	0.78940	0.03757	34.90930	162.1294
8650	150	25	0.06351	2	10	1.00	5	3	384	0.15263	0.00652	24.96743	24.38784
8650	8652	25	0.16071	10	5	1.00	1	3	4705	0.42067	0.57154	22.92243	756.1406
8650	9062	25	0.18182	10	5	2.00	5	3	5249	0.45166	0.31884	24.15350	954.3732
8651	8656	45	0.30630	10	3	3.00	8	3	30528	0.63314	1.01800	29.02721	9350.726
8651	8667	45	0.12194	10	3	2.00	7	3	14771	0.18908	0.73887	38.69341	1801.176
8651	8669	45	0.12310	10	3	2.00	7	3	19162	0.23073	0.95849	32.01033	2358.842
8651	9340	45	0.19986	10	3	2.00	7	3	16842	0.33109	0.84246	36.21828	3366.042
8652	8650	25	0.16071	10	5	1.00	5	3	5164	0.42810	0.62731	22.52484	829.9064
8652	8654	25	0.12828	10	5	1.00	1	3	5668	0.34976	0.68857	22.00526	727.091
8652	8684	30	0.36931	10	5	1.00	1	3	1661	0.75281	0.20174	29.43455	613.4239
8652	9566	25	0.02562	10	5	1.00	1	3	697	0.06192	0.08467	24.83010	17.85714
8653	8643	35	0.20573	10	4	1.00	7	3	3051	0.36533	0.32429	33.78732	627.6822
8653	8665	45	0.29615	10	3	2.00	7	3	16277	0.48039	0.81420	36.98846	4820.434
8653	8667	45	0.61277	10	3	2.00	7	3	13806	0.92901	0.69057	39.57599	8459.903
8653	24904	35	0.19190	10	4	1.00	7	3	4543	0.35083	0.48288	32.81931	871.8017
8654	9	25	0.12051	2	10	1.00	1	3	434	0.28966	0.00738	24.96317	52.30134
8654	8652	25	0.12828	10	5	1.00	1	3	6035	0.35701	0.73317	21.55832	774.1698
8654	8662	25	0.05175	10	5	1.00	1	3	5656	0.14101	0.68711	22.01883	292.698
8655	3765	40	0.10916	10	5	1.00	0	0	1117	0.16568	0.13564	39.53046	121.9317
8655	8621	45	0.16929	10	3	3.00	8	0	17608	0.24731	0.58716	41.07113	2980.858
8655	8656	45	0.27261	10	3	3.00	8	0	18553	0.40225	0.61867	40.66322	5057.733
8656	7359	30	0.09945	10	5	1.00	0	3	5748	0.22692	0.69831	26.29583	571.6386
8656	8651	45	0.30630	10	3	3.00	8	3	30588	0.63558	1.02001	28.91565	9369.104
8656	8655	45	0.27261	10	3	3.00	8	0	17510	0.39787	0.58391	41.11119	4773.401
8656	9610	35	0.14713	10	4	2.00	7	0	8541	0.26732	0.45390	33.02380	1256.637
8657	3747	45	0.34205	10	3	3.00	0	3	27092	0.59932	0.90342	34.24394	9266.819
8657	8649	35	0.20668	10	4	1.00	7	3	2238	0.36269	0.23792	34.19061	462.5498
8657	8659	45	0.10804	10	3	3.00	0	3	26086	0.18318	0.86987	35.38791	2818.331
8658	8663	45	0.36705	10	3	3.00	7	3	23511	0.58374	0.78402	37.72687	8629.713
8658	9357	45	0.35278	10	3	3.00	7	3	17931	0.51708	0.59793	40.93578	6325.698
8658	9389	45	0.17048	10	3	2.00	7	3	16419	0.27794	0.82130	36.80246	2799.111
8658	9585	45	0.20715	9	3	2.00	100	3	14235	0.31706	0.71203	39.20100	2948.78
8659	8657	45	0.10804	10	3	3.00	0	3	26071	0.18310	0.86938	35.40363	2816.711
8659	8663	45	0.16943	10	3	3.00	7	3	26086	0.28727	0.86987	35.38791	4419.751
8660	3737	35	0.17800	10	5	1.00	0	3	5462	0.34317	0.66351	31.12160	972.236
8660	3747	45	0.40090	10	3	3.00	0	3	32032	0.92286	1.06816	26.06470	12841.63
8660	3751	45	0.19512	10	3	3.00	0	3	30885	0.41283	1.02990	28.35787	6026.281
8660	8613	35	0.20667	10	5	1.00	0	3	1497	0.36029	0.18186	34.41832	309.385
8661	929	25	0.09928	2	10	1.00	0	3	1	0.23827	0.00001	24.99993	0.09928
8661	8627	30	0.18361	10	5	1.00	0	3	61	0.36725	0.00745	29.99797	11.20021
8661	8648	30	0.15133	10	5	1.00	0	3	61	0.30267	0.00744	29.99800	9.23113
8662	8654	25	0.05175	10	5	1.00	1	3	5930	0.14312	0.72040	21.69310	306.8775
8662	8664	25	0.08229	10	5	1.00	1	3	5843	0.22649	0.70982	21.80052	480.8205
8662	8672	30	0.15876	10	5	1.00	1	3	3021	0.33114	0.36694	28.76567	479.614
8663	1107	20	0.24058	2	10	1.00	7	3	2594	0.72811	0.04412	19.82508	624.0645
8663	8658	45	0.36705	10	3	3.00	7	3	23492	0.58351	0.78336	37.74193	8622.739
8663	8659	45	0.16943	10	3	3.00	7	3	26071	0.28714	0.86938	35.40363	4417.21
8664	8662	25	0.08229	10	5	1.00	1	3	6691	0.24004	0.81277	20.56964	550.6024
8664	8666	25	0.10916	10	5	1.00	1	3	5504	0.29521	0.66856	22.18590	600.8166
8664	8692	30	0.20077	10	5	1.00	1	3	358	0.40278	0.04348	29.90696	71.87566
8665	8653	45	0.29615	10	3	2.00	7	3	16263	0.48016	0.81349	37.00667	4816.287
8665	9368	45	0.18912	10	3	2.00	7	3	16277	0.30678	0.81420	36.98846	3078.306
8666	8	25	0.12820	2	10	1.00	1	3	669	0.30838	0.01137	24.94326	85.7658
8666	8664	25	0.10916	10	5	1.00	1	3	6298	0.30901	0.76508	21.19497	687.4897
8666	8668	25	0.06318	10	5	1.00	1	3	5705	0.17260	0.69298	21.96393	360.4419
8667	205	25	0.10817	2	10	1.00	7	3	1377	0.26082	0.02342	24.88343	148.9501
8667	8651	45	0.12194	10	3	2.00	7	3	13806	0.18486	0.69057	39.57599	1683.504
8667	8653	45	0.61277	10	3	2.00	7	3	13964	0.93220	0.69849	39.44051	8556.72
8668	37	25	0.21623	2	10	1.00	1	3	724	0.52023	0.01231	24.93858	156.5505
8668	8666	25	0.06318	10	5	1.00	1	3	6469	0.18107	0.78586	20.93559	408.7114
8668	8670	25	0.21799	10	5	1.00	1	3	5889	0.60151	0.71540	21.74435	1283.743
8669	205	25	0.11747	2	10	1.00	7	3	420	0.28233	0.00715	24.96429	49.3374
8669	926	25	0.07228	2	10	1.00	7	3	3040	0.17527	0.05169	24.74418	219.7312
8669	8641	45	0.55896	10	3	2.00	7	3	17536	0.95405	0.87713	35.15281	9801.923

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8669	8651	45	0.12310	10	3	2.00	7	3	19773	0.24172	0.98905	30.55513	2434.056
8670	7	25	0.15682	2	10	1.00	1	3	653	0.37721	0.01111	24.94459	102.4035
8670	36	25	0.11679	2	10	1.00	1	3	1246	0.28148	0.02118	24.89453	145.5203
8670	8668	25	0.21799	10	5	1.00	1	3	7166	0.66565	0.87046	19.64939	1562.116
8670	9024	25	0.17615	10	5	1.00	1	3	6908	0.52387	0.83911	20.17435	1216.844
8671	313	25	0.07796	2	10	1.00	7	3	901	0.18769	0.01531	24.92366	70.24196
8671	8649	25	0.47344	10	5	1.00	7	3	1104	1.14957	0.13412	24.71040	522.6778
8671	8673	25	0.33787	10	5	1.00	7	3	803	0.81743	0.09749	24.80004	271.3096
8672	37	25	0.20473	2	10	1.00	1	3	1053	0.49312	0.01790	24.91082	215.5807
8672	39	25	0.19352	2	10	1.00	1	3	434	0.46512	0.00739	24.96311	83.98768
8672	8662	30	0.15876	10	5	1.00	1	3	2447	0.32761	0.29727	29.07524	388.4857
8672	8674	30	0.17255	10	5	1.00	1	3	2744	0.35797	0.33328	28.92092	473.4772
8673	315	25	0.06120	2	10	1.00	7	3	1058	0.14742	0.01799	24.91038	64.7496
8673	8671	25	0.33787	10	5	1.00	7	3	811	0.81751	0.09855	24.79751	274.0126
8673	8675	25	0.33703	10	5	1.00	7	3	941	0.81672	0.11436	24.75947	317.1452
8674	38	25	0.13166	2	10	1.00	1	3	1142	0.31722	0.01942	24.90330	150.3557
8674	8672	30	0.17255	10	5	1.00	1	3	2341	0.35543	0.28439	29.12772	403.9396
8674	9014	30	0.21056	10	5	1.00	1	3	2266	0.43319	0.27522	29.16428	477.129
8674	9569	30	0.00189	10	5	1.00	5	3	1245	0.00384	0.15127	29.59969	2.35305
8675	316	25	0.11957	2	10	1.00	7	3	353	0.28731	0.00601	24.97001	42.20821
8675	8643	25	0.28673	10	5	1.00	7	3	1166	0.69675	0.14165	24.69125	334.3272
8675	8673	25	0.33703	10	5	1.00	7	3	950	0.81681	0.11542	24.75686	320.1785
8676	152	25	0.18098	2	10	1.00	5	3	519	0.43513	0.00883	24.95595	93.92862
8676	5960	45	0.13017	10	3	2.00	5	3	13643	0.19667	0.68241	39.71178	1775.909
8676	8678	45	0.17220	10	3	2.00	5	3	13084	0.25732	0.65445	40.15192	2253.065
8677	315	25	0.59157	2	10	1.00	7	3	7	1.41979	0.00012	24.99940	4.14099
8677	8645	35	0.36012	10	4	1.00	7	3	360	0.61899	0.03831	34.90705	129.6432
8677	8649	35	0.45929	10	4	1.00	7	3	350	0.78937	0.03717	34.91048	160.7515
8678	8676	45	0.17220	10	3	2.00	5	3	13113	0.25747	0.65592	40.12973	2258.059
8678	8680	45	0.21231	10	3	2.00	5	3	14390	0.32614	0.71981	39.05845	3055.141
8678	8684	30	0.13591	10	5	1.00	5	3	2285	0.27971	0.27762	29.15479	310.5544
8678	9568	30	0.04972	10	5	1.00	5	3	1274	0.10082	0.15472	29.58888	63.34328
8679	928	25	0.11750	2	10	1.00	0	3	1214	0.28317	0.02064	24.89721	142.645
8679	8627	30	0.12339	10	5	1.00	0	3	1214	0.25002	0.14745	29.61160	149.7955
8680	153	25	0.13249	2	10	1.00	5	3	792	0.31884	0.01348	24.93280	104.9321
8680	172	25	0.16847	2	10	1.00	5	3	495	0.40502	0.00841	24.95800	83.39265
8680	8678	45	0.21231	10	3	2.00	5	3	14575	0.32760	0.72902	38.88498	3094.418
8680	8682	45	0.23021	10	3	2.00	5	3	14183	0.35193	0.70943	39.24780	3265.068
8682	170	25	0.09203	2	10	1.00	5	3	224	0.22103	0.00381	24.98094	20.61472
8682	171	25	0.10106	2	10	1.00	5	3	172	0.24270	0.00293	24.98535	17.38232
8682	8680	45	0.23021	10	3	2.00	5	3	14370	0.35346	0.71878	39.07751	3308.118
8682	9032	45	0.07983	10	3	2.00	5	3	14214	0.12212	0.71098	39.22005	1134.704
8684	152	25	0.11461	2	10	1.00	5	3	559	0.27559	0.00950	24.95258	64.06699
8684	8652	30	0.36931	10	5	1.00	5	3	1786	0.75416	0.21693	29.38176	659.5877
8684	8678	30	0.13591	10	5	1.00	5	3	2150	0.27909	0.26113	29.21913	292.2065
8686	10	25	0.12673	2	10	1.00	1	3	1258	0.30545	0.02139	24.89348	159.4263
8686	8688	30	0.11479	10	5	1.00	1	3	1090	0.23223	0.13247	29.65747	125.1211
8686	9028	30	0.20117	10	5	1.00	1	3	1643	0.40997	0.19964	29.44173	330.5223
8688	7	25	0.09988	2	10	1.00	1	3	579	0.24019	0.00984	24.95090	57.83052
8688	8686	30	0.11479	10	5	1.00	1	3	846	0.23155	0.10282	29.74482	97.11234
8688	8690	30	0.33089	10	5	1.00	1	3	791	0.66703	0.09609	29.76402	261.734
8690	8688	30	0.33089	10	5	1.00	1	3	615	0.66570	0.07471	29.82364	203.4974
8690	8692	30	0.05202	10	5	1.00	1	3	791	0.10486	0.09609	29.76402	41.14782
8692	8	25	0.14814	2	10	1.00	1	3	166	0.35575	0.00282	24.98589	24.59124
8692	9	25	0.15551	2	10	1.00	1	3	224	0.37350	0.00380	24.98100	34.83424
8692	8664	30	0.20077	10	5	1.00	1	3	411	0.40301	0.04991	29.89015	82.51647
8692	8690	30	0.05202	10	5	1.00	1	3	615	0.10465	0.07471	29.82364	31.9923
8694	157	25	0.07804	2	10	1.00	5	3	684	0.18773	0.01163	24.94198	53.37936
8694	158	25	0.11984	2	10	1.00	5	3	339	0.28794	0.00577	24.97120	40.62576
8694	8636	30	0.07283	10	5	1.00	5	3	1421	0.14796	0.17267	29.53152	103.4914
8694	8696	30	0.35838	10	5	1.00	5	3	714	0.72180	0.08679	29.79022	255.8833
8696	156	25	0.14023	2	10	1.00	5	3	462	0.33708	0.00786	24.96074	64.78626
8696	159	25	0.10894	2	10	1.00	5	3	242	0.26168	0.00411	24.97948	26.36348
8696	8694	30	0.35838	10	5	1.00	5	3	660	0.72135	0.08015	29.80867	236.5308
8696	8698	30	0.17931	10	5	1.00	5	3	485	0.36023	0.05891	29.86631	86.96535
8698	8696	30	0.17931	10	5	1.00	5	3	470	0.36017	0.05709	29.87117	84.2757
8698	8700	30	0.11098	9	5	1.00	100	0	257	0.22242	0.03116	29.93866	28.52186
8698	8702	45	0.13585	10	3	2.00	5	3	13200	0.20345	0.66025	40.06374	1793.22
8698	8982	45	0.12634	10	3	2.00	5	3	13196	0.18919	0.66004	40.06692	1667.183
8700	8698	30	0.11098	9	5	1.00	100	0	163	0.22221	0.01984	29.96726	18.08974
8702	54	25	0.12516	1	10	1.00	100	0	1544	0.30195	0.02626	24.86941	193.247
8702	156	25	0.18939	2	10	1.00	5	3	575	0.45543	0.00979	24.95116	108.8993
8702	8698	45	0.13585	10	3	2.00	5	3	13223	0.20354	0.66140	40.04601	1796.345
8702	8704	45	0.12060	10	3	2.00	5	3	13686	0.18237	0.68457	39.67614	1650.532
8704	8702	45	0.12060	10	3	2.00	5	3	13670	0.18231	0.68380	39.68896	1648.602
8704	8706	45	0.06496	10	3	2.00	1	3	13634	0.09813	0.68198	39.71880	885.6646
8704	8714	30	0.15876	10	5	1.00	1	0	647	0.31951	0.07856	29.81305	102.7177
8706	155	25	0.03693	2	10	1.00	5	3	58	0.08865	0.00098	24.99508	2.14194
8706	8704	45	0.06496	10	3	2.00	5	3	13660	0.09818	0.68325	39.69795	887.3536
8706	8708	45	0.10909	10	3	2.00	1	3	13653	0.16486	0.68293	39.70324	1489.406
8708	44	25	0.08224	2	10	1.00	1	3	1760	0.19856	0.02994	24.85122	144.7424
8708	154	25	0.11294	2	10	1.00	5	3	416	0.27145	0.00707	24.96469	46.98304
8708	8706	45	0.10909	10	3	2.00	5	3	13678	0.16495	0.68420	39.68233	1492.133

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8708	9062	45	0.06496	10	3	2.00	1	3	13524	0.09791	0.67649	39.80819	878.519
8714	45	25	0.12244	2	10	1.00	1	0	140	0.29399	0.00239	24.98807	17.1416
8714	54	25	0.13617	1	10	1.00	100	0	602	0.32747	0.01024	24.94889	81.97434
8714	8704	30	0.15876	10	5	1.00	1	0	606	0.31936	0.07360	29.82666	96.20856
8714	9006	30	0.39205	10	5	1.00	1	0	1178	0.79402	0.14310	29.62503	461.8349
8716	11	25	0.03278	2	10	1.00	1	3	2925	0.07947	0.04975	24.75370	95.8815
8716	8718	25	0.14332	10	5	1.00	1	3	2067	0.35270	0.25111	24.38103	296.2424
8716	9024	25	0.14181	10	5	1.00	1	3	6156	0.39766	0.74784	21.39621	872.9824
8718	8716	25	0.14332	10	5	1.00	1	3	4724	0.37540	0.57391	22.90678	677.0437
8718	8720	25	0.23545	10	5	1.00	1	3	8883	1.00182	1.07902	14.10117	2091.502
8718	9028	25	0.28674	10	5	1.00	1	3	5341	0.76964	0.64880	22.35351	1531.478
8720	15	25	0.17001	2	10	1.00	1	3	1483	0.41008	0.02522	24.87454	252.1248
8720	8718	25	0.23545	10	5	1.00	1	3	10049	1.51957	1.22069	9.29659	2366.037
8720	8822	30	0.07197	10	5	1.00	1	3	9892	0.36479	1.20163	11.83796	711.9272
8720	8864	30	0.35513	10	5	1.00	1	3	2368	0.73186	0.28772	29.11431	840.9478
8720	8878	25	0.37356	10	5	1.00	1	3	1583	0.91278	0.19233	24.55543	591.3455
8722	8724	33	0.17740	10	5	1.00	1	3	1747	0.32915	0.21226	32.33797	309.9178
8722	8864	30	0.15418	10	5	1.00	1	3	1573	0.31390	0.19110	29.47065	242.5251
8723	330	25	0.23545	2	10	1.00	1	3	3529	0.57186	0.06002	24.70348	830.9031
8723	332	25	0.08392	2	10	1.00	1	3	7575	0.20660	0.12883	24.37203	635.694
8723	8725	40	0.26344	10	3	2.00	0	0	14845	0.46045	0.74255	34.32893	3910.767
8723	9087	40	0.18389	10	3	2.00	0	0	20037	0.41544	1.00223	26.55765	3684.604
8724	8722	33	0.17740	10	5	1.00	1	3	1573	0.32834	0.19110	32.41772	279.0502
8724	8726	33	0.08300	10	5	1.00	1	3	1747	0.15401	0.21226	32.33797	145.001
8725	8723	40	0.26344	10	3	2.00	0	0	13115	0.44314	0.65604	35.66932	3455.016
8725	16067	40	0.25427	10	3	2.00	0	0	14845	0.44442	0.74255	34.32893	3774.638
8726	18	25	0.07083	2	10	1.00	1	3	1044	0.17060	0.01776	24.91152	73.94652
8726	8724	33	0.08300	10	5	1.00	1	3	1573	0.15363	0.19110	32.41772	130.559
8726	8728	33	0.16897	10	5	1.00	1	3	1869	0.31407	0.22707	32.28022	315.8049
8728	19	25	0.26141	2	10	1.00	1	3	93	0.62757	0.00158	24.99210	24.31113
8728	8726	33	0.16897	10	5	1.00	1	3	1695	0.31328	0.20591	32.36221	286.4042
8728	8730	30	0.12897	10	5	1.00	1	3	1776	0.26333	0.21579	29.38576	229.0507
8730	8728	30	0.12897	10	5	1.00	1	3	1597	0.26266	0.19394	29.46108	205.9651
8730	8732	32	0.21236	10	5	1.00	1	3	3793	0.42261	0.46076	30.15014	805.4815
8730	8866	32	0.17425	10	5	1.00	1	3	3938	0.34809	0.47842	30.03587	686.1965
8732	21	25	0.12414	2	10	1.00	1	3	778	0.29873	0.01324	24.93398	96.58092
8732	8730	32	0.21236	10	5	1.00	1	3	3562	0.42022	0.43269	30.32196	756.4263
8732	8734	35	0.48343	10	5	1.00	1	3	3615	0.87570	0.43913	33.12266	1747.599
8734	22	25	0.07920	2	10	1.00	1	3	612	0.19047	0.01041	24.94804	48.4704
8734	8732	35	0.48343	10	5	1.00	1	3	3384	0.87101	0.41106	33.30126	1635.927
8734	8736	35	0.41762	10	5	1.00	1	3	3670	0.75752	0.44582	33.07830	1532.665
8736	23	25	0.15839	2	10	1.00	1	3	950	0.38136	0.01615	24.91951	150.4705
8736	8734	35	0.41762	10	5	1.00	1	3	3439	0.75338	0.41776	33.25972	1436.195
8736	9040	30	0.07712	10	5	1.00	1	3	4283	0.16594	0.52028	27.88510	330.305
8738	178	25	0.01345	2	10	1.00	5	3	1785	0.03247	0.03035	24.84915	24.00825
8738	8740	35	0.22741	10	2	3.00	1	3	33012	0.53173	0.93571	25.66078	7507.259
8738	9082	35	0.19697	10	3	3.00	1	3	33160	0.64207	1.10578	18.40627	6531.525
8740	320	25	0.12796	2	10	1.00	1	3	57	0.30717	0.00097	24.99516	7.29372
8740	321	25	0.15277	2	10	1.00	1	3	1351	0.36833	0.02298	24.88563	206.3923
8740	8738	35	0.22741	10	2	3.00	1	3	33109	0.53358	0.93846	25.57200	7529.318
8740	9044	35	0.07174	10	3	3.00	1	3	31786	0.20827	1.05997	20.66706	2280.328
8742	218	25	0.02867	2	10	1.00	4	3	983	0.06905	0.01672	24.91666	28.18261
8742	8744	45	0.30329	10	3	3.00	4	3	28685	0.56694	0.95655	32.09753	8699.874
8742	9044	45	0.27180	10	3	3.00	4	3	27248	0.47891	0.90864	34.05220	7406.006
8744	219	25	0.08025	2	10	1.00	4	3	641	0.19302	0.01090	24.94562	51.44025
8744	5532	30	0.20849	10	5	1.00	4	3	820	0.42042	0.09960	29.75402	170.9618
8744	8742	45	0.30329	10	3	3.00	4	3	27264	0.53470	0.90917	34.03268	8268.899
8744	8746	45	0.18630	10	3	3.00	4	3	28951	0.35267	0.96542	31.69458	5393.571
8744	8890	30	0.27047	10	5	1.00	4	3	1449	0.54973	0.17597	29.52075	391.911
8746	216	25	0.09852	2	10	1.00	4	3	588	0.23691	0.01001	24.95008	57.92976
8746	8744	45	0.18630	10	3	3.00	4	3	27008	0.32545	0.90061	34.34564	5031.59
8746	8748	45	0.19060	10	3	3.00	4	3	28363	0.35115	0.94580	32.56789	5405.988
8748	5524	45	0.09655	10	3	3.00	4	3	20262	0.14547	0.67567	39.82147	1956.296
8748	5648	45	0.07437	10	3	3.00	4	3	30990	0.15849	1.03342	28.15538	2304.726
8748	5958	45	0.06795	10	3	3.00	4	3	34251	0.19120	1.14215	21.32295	2327.355
8748	8746	45	0.19060	10	3	3.00	4	3	26396	0.32627	0.88021	35.05120	5031.078
8750	5958	45	0.11561	10	3	3.00	4	3	35816	0.38189	1.19436	18.16433	4140.688
8750	8752	45	0.21540	10	3	3.00	4	3	26613	0.37131	0.88745	34.80730	5732.44
8750	8892	30	0.17775	10	5	1.00	4	3	10277	1.04098	1.24844	10.24522	1826.737
8752	5662	45	0.12310	10	3	3.00	4	3	26613	0.21219	0.88745	34.80730	3276.06
8752	8750	45	0.21540	10	3	3.00	4	3	27402	0.38170	0.91378	33.85970	5902.391
8754	1297	25	0.09075	2	10	1.00	4	3	579	0.21823	0.00985	24.95082	52.54425
8754	5662	45	0.19593	10	3	3.00	4	3	27538	0.34897	0.91829	33.68711	5395.52
8754	9801	30	0.05704	10	5	1.00	4	3	12733	0.68362	1.54675	5.00614	726.2903
8754	9802	45	0.05652	10	3	4.00	4	3	35498	0.09747	0.88781	34.79499	2006.347
8758	226	25	0.15314	2	10	1.00	4	3	764	0.36848	0.01299	24.93521	116.999
8758	234	25	0.22142	2	10	1.00	4	3	4975	0.54041	0.08461	24.58400	1101.565
8758	8762	45	0.12697	10	3	4.00	4	3	30802	0.20029	0.77037	38.03529	3910.93
8758	9802	45	0.14703	10	3	4.00	4	3	36469	0.26005	0.91208	33.92365	5362.037
8760	234	25	0.19716	2	10	1.00	4	3	8206	0.48639	0.13956	24.32113	1617.895
8760	5954	30	0.14085	10	5	1.00	4	3	5180	0.31286	0.62923	27.01194	729.603
8760	8761	45	0.16240	10	3	4.00	4	3	38820	0.30994	0.97090	31.43910	6304.368
8760	8762	45	0.11945	10	3	4.00	4	3	31460	0.19030	0.78681	37.66180	3757.897

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8761	229	25	0.10892	2	10	1.00	4	3	884	0.26219	0.01503	24.92508	96.28528
8761	8760	45	0.16240	10	3	4.00	4	3	38683	0.30836	0.96746	31.60003	6282.119
8761	8833	45	0.08590	10	3	4.00	4	3	40056	0.17237	1.00179	29.90056	3440.81
8762	228	25	0.18209	2	10	1.00	4	3	764	0.43816	0.01300	24.93518	139.1168
8762	8758	45	0.12697	10	3	4.00	4	3	31460	0.20228	0.78681	37.66180	3994.476
8762	8760	45	0.11945	10	3	4.00	4	3	30090	0.18656	0.75256	38.41619	3594.251
8765	230	25	0.15563	2	10	1.00	4	3	0	0.37351	0.00000	25.00000	0
8765	1296	25	0.05999	2	10	1.00	4	3	525	0.14424	0.00893	24.95543	31.49475
8765	7150	45	0.29414	10	3	3.00	4	3	37812	1.19229	1.26090	14.80229	11122.02
8765	8833	45	0.22486	10	3	4.00	4	3	35073	0.38381	0.87717	35.15164	7886.515
8765	8898	30	0.29459	10	5	1.00	4	3	3312	0.61825	0.40236	28.58945	975.6821
8767	234	25	0.18775	2	10	1.00	4	3	6666	0.46081	0.11336	24.44575	1251.542
8767	8836	40	0.09761	10	3	3.00	4	3	30905	0.23267	1.03059	25.17183	3016.637
8767	8837	40	0.17409	10	3	3.00	4	3	34786	0.58162	1.15999	17.95944	6055.895
8768	7151	45	0.06371	10	3	3.00	4	3	35775	0.20954	1.19297	18.24279	2279.225
8768	8769	45	0.17027	10	3	4.00	0	3	44385	0.43682	1.11008	23.38720	7557.434
8768	8770	40	0.18941	10	3	2.00	3	3	13031	0.31811	0.65182	35.72567	2468.202
8768	8938	40	0.13236	10	3	2.00	3	3	11725	0.21749	0.58648	36.51522	1551.921
8769	877	20	0.04544	3	10	3.00	0	3	670	0.13643	0.00380	19.98481	30.4448
8769	5556	45	0.06686	10	3	4.00	0	3	43809	0.16495	1.09566	24.31871	2929.07
8769	8768	45	0.17027	10	3	4.00	0	3	39729	0.33690	0.99362	30.32358	6764.657
8770	271	25	0.02758	2	10	1.00	3	3	1148	0.06644	0.01952	24.90280	31.66184
8770	8768	40	0.18941	10	3	2.00	3	3	16687	0.35088	0.83470	32.38914	3160.685
8770	8772	40	0.18732	10	3	2.00	3	3	13364	0.31662	0.66847	35.49871	2503.344
8772	8770	40	0.18732	10	3	2.00	3	3	17020	0.35164	0.85135	31.96304	3188.186
8772	8903	40	0.02781	10	3	4.00	3	3	42732	0.07212	1.06873	23.13709	1188.377
8772	8904	40	0.16683	10	3	3.00	3	3	31366	0.41070	1.04597	24.37278	5232.79
8774	26	25	0.10324	2	10	1.00	1	3	411	0.24812	0.00699	24.96510	42.43164
8774	8776	40	0.17492	10	3	2.00	1	3	19040	0.36574	0.95237	28.69560	3330.477
8774	8900	40	0.08039	10	3	2.00	1	3	18133	0.15907	0.90701	30.32243	1457.712
8776	8774	40	0.17492	10	3	2.00	1	3	17800	0.34019	0.89037	30.85057	3113.576
8776	8778	35	0.10132	10	4	2.00	1	3	9300	0.18571	0.49426	32.73494	942.276
8776	8826	40	0.20326	10	3	2.00	1	3	18163	0.40285	0.90851	30.27311	3691.811
8778	26	25	0.12255	2	10	1.00	1	3	293	0.29442	0.00498	24.97514	35.90715
8778	8776	35	0.10132	10	4	2.00	1	3	8591	0.18419	0.45659	33.00544	870.4401
8778	8780	40	0.20563	10	3	2.00	1	3	21846	0.56637	1.09273	21.78381	4492.193
8778	8828	45	0.19016	10	2	2.00	1	3	26148	0.49010	1.11173	23.28030	4972.304
8780	78	25	0.04981	2	10	1.00	1	3	1673	0.12023	0.02845	24.85857	83.33213
8780	8778	40	0.20563	10	3	2.00	1	3	21085	0.51608	1.05469	23.90621	4335.709
8780	8936	40	0.09515	10	3	2.00	1	3	21980	0.26677	1.09944	21.39988	2091.397
8782	79	25	0.05113	2	10	1.00	1	3	3379	0.12413	0.05746	24.71595	172.7683
8782	8784	35	0.32960	10	3	2.00	1	3	14120	0.64691	0.70629	30.56973	4653.952
8782	8936	35	0.12008	10	3	2.00	1	3	14633	0.23856	0.73194	30.20023	1757.131
8784	55	25	0.06984	2	10	1.00	1	3	2209	0.16887	0.03756	24.81360	154.2766
8784	8782	35	0.32960	10	3	2.00	1	3	13733	0.64147	0.68691	30.82900	4526.397
8784	8786	35	0.14609	10	3	2.00	1	3	9730	0.26731	0.48670	32.79123	1421.456
8784	8862	22	0.17137	10	5	1.00	1	3	4105	0.50024	0.49869	20.55519	703.4739
8786	55	25	0.13143	2	10	1.00	1	3	2146	0.31774	0.03650	24.81883	282.0488
8786	56	25	0.07371	2	10	1.00	1	3	2171	0.17820	0.03693	24.81670	160.0244
8786	8784	35	0.14609	10	3	2.00	1	3	9979	0.26807	0.49917	32.69777	1457.832
8786	8788	35	0.11026	10	3	2.00	1	3	13103	0.21191	0.65542	31.21784	1444.737
8788	60	25	0.09089	2	10	1.00	1	3	1295	0.21909	0.02202	24.89037	117.7026
8788	8786	35	0.11026	10	3	2.00	1	3	13067	0.21177	0.65361	31.23910	1440.767
8788	8790	35	0.06508	10	3	2.00	1	3	17386	0.14185	0.86966	27.52922	1131.481
8788	8966	40	0.05742	10	3	2.00	1	3	27174	0.34404	1.35923	10.01339	1560.331
8790	62	25	0.16846	2	10	1.00	1	3	526	0.40502	0.00895	24.95535	88.60996
8790	8788	35	0.06508	10	3	2.00	1	3	20387	0.17354	1.01974	22.50161	1326.786
8790	8792	35	0.06117	10	3	2.00	1	3	17068	0.13150	0.85372	27.91253	1044.05
8792	8790	35	0.06117	10	3	2.00	1	3	20020	0.15773	1.00142	23.27104	1224.623
8792	8794	35	0.07190	10	3	2.00	1	3	15182	0.14492	0.75938	29.76786	1091.586
8792	8846	30	0.11289	10	4	1.00	1	3	2790	0.23295	0.29652	29.07835	314.9631
8794	61	25	0.06859	2	10	1.00	1	3	463	0.16487	0.00787	24.96073	31.75717
8794	5946	35	0.05655	10	3	2.00	1	3	9979	0.10376	0.49916	32.69785	564.3125
8794	8792	35	0.07190	10	3	2.00	1	3	13936	0.14055	0.69707	30.69513	1001.998
8794	9554	25	0.22404	10	4	1.00	1	3	5232	0.58390	0.55616	23.02157	1172.177
8796	63	25	0.18196	2	10	1.00	1	3	667	0.43769	0.01135	24.94337	121.3673
8796	1188	25	0.04916	2	10	1.00	1	3	678	0.11825	0.01152	24.94251	33.33048
8796	5946	35	0.05170	10	3	2.00	1	3	12206	0.09783	0.61052	31.71175	631.0502
8796	8798	35	0.13206	10	3	2.00	1	3	8131	0.23775	0.40672	33.32786	1073.78
8798	8796	35	0.13206	10	3	2.00	1	3	11578	0.24746	0.57914	32.02064	1528.991
8798	8800	35	0.11858	10	3	2.00	1	3	8519	0.21425	0.42611	33.20697	1010.183
8800	8798	35	0.11858	10	3	2.00	1	3	10594	0.21922	0.52989	32.45442	1256.237
8800	8802	35	0.21045	10	3	1.00	1	3	5526	0.39142	0.55279	32.25982	1162.947
8800	8860	25	0.15018	10	5	1.00	1	3	2995	0.37572	0.36388	23.98356	449.7891
8802	31	25	0.18056	2	10	1.00	1	3	1814	0.43602	0.03084	24.84673	327.5358
8802	8800	35	0.21045	10	3	1.00	1	3	5675	0.39304	0.56769	32.12666	1194.304
8802	8804	35	0.10892	10	3	1.00	1	3	9524	0.26041	0.95277	25.09520	1037.354
8802	8860	25	0.15567	10	5	1.00	1	3	5889	0.42954	0.71539	21.74440	916.7406
8804	5916	35	0.32195	10	4	1.00	1	3	8086	0.69544	0.85949	27.77646	2603.288
8804	8802	35	0.10892	10	3	1.00	1	3	10106	0.28570	1.01102	22.87357	1100.746
8804	8806	30	0.25436	10	3	1.00	1	3	9787	0.73738	0.97912	20.69732	2489.421
8804	8810	30	0.23798	10	3	1.00	1	3	8526	0.59644	0.85297	23.94012	2029.017
8806	31	25	0.14591	2	10	1.00	1	3	100	0.35031	0.00169	24.99154	14.591

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8806	32	25	0.04623	2	10	1.00	1	3	4881	0.11280	0.08302	24.59169	225.6486
8806	33	25	0.17174	2	10	1.00	1	3	83	0.41229	0.00142	24.99292	14.25442
8806	8804	30	0.25436	10	3	1.00	1	3	9948	0.75692	0.99516	20.16315	2530.373
8806	8808	30	0.27936	10	3	1.00	1	3	10167	0.86475	1.01713	19.38324	2840.253
8808	5918	35	0.25626	10	3	2.00	1	3	12887	0.49055	0.64459	31.34312	3302.423
8808	5922	23	0.23257	10	5	1.00	1	3	1791	0.61952	0.21757	22.52429	416.5329
8808	5938	25	0.03452	10	5	1.00	1	3	3193	0.08672	0.38784	23.88613	110.2224
8808	8806	30	0.27936	10	3	1.00	1	3	10323	0.89173	1.03273	18.79688	2883.833
8810	28	25	0.05791	2	10	1.00	1	3	5144	0.14141	0.08748	24.57011	297.889
8810	8804	30	0.23798	10	3	1.00	1	3	8328	0.58709	0.83311	24.32136	1981.897
8810	8812	30	0.17318	10	3	1.00	1	3	9061	0.45665	0.90650	22.75439	1569.184
8810	8860	20	0.07189	10	5	1.00	1	3	1925	0.22068	0.23380	19.54755	138.3883
8812	8810	30	0.17318	10	3	1.00	1	3	9407	0.47566	0.94110	21.84516	1629.104
8812	8816	30	0.18120	10	3	1.00	1	3	6040	0.39916	0.60425	27.23636	1094.448
8812	8852	25	0.06755	10	3	2.00	1	3	3532	0.16476	0.17665	24.59878	238.5866
8816	27	25	0.04277	2	10	1.00	1	3	2659	0.10358	0.04523	24.77589	113.7254
8816	8812	30	0.18120	10	3	1.00	1	3	5411	0.39197	0.54128	27.73637	980.4732
8816	8818	30	0.12046	10	3	2.00	1	3	10319	0.25893	0.51617	27.91329	1243.027
8816	8856	20	0.07447	10	5	1.00	1	3	4750	0.24406	0.57705	18.30870	353.7325
8818	8816	30	0.12046	10	3	2.00	1	3	8751	0.25450	0.43773	28.39869	1054.145
8818	8820	30	0.05074	10	3	2.00	1	3	11073	0.11013	0.55385	27.64334	561.844
8818	8850	30	0.19350	10	4	1.00	1	3	2821	0.39946	0.29990	29.06435	545.8635
8820	27	25	0.13537	2	10	1.00	1	3	1232	0.32624	0.02095	24.89567	166.7758
8820	8818	30	0.05074	10	3	2.00	1	3	9896	0.10852	0.49501	28.05366	502.123
8820	8822	35	0.15028	10	3	2.00	1	3	12138	0.28403	0.60712	31.74658	1824.099
8822	24	25	0.09345	2	10	1.00	1	3	967	0.22502	0.01645	24.91804	90.36615
8822	8720	30	0.07197	10	5	1.00	1	3	10400	0.44087	1.26339	9.79507	748.488
8822	8820	35	0.15028	10	3	2.00	1	3	11099	0.27969	0.55518	32.23885	1667.958
8822	8824	40	0.38184	10	3	2.00	1	3	18111	0.75469	0.90593	30.35763	6915.504
8824	8822	40	0.38184	10	3	2.00	1	3	17581	0.73479	0.87942	31.17975	6713.129
8824	8826	40	0.12667	10	3	2.00	1	3	16717	0.23492	0.83619	32.35226	2117.542
8824	8878	25	0.09603	10	5	1.00	1	3	4055	0.24633	0.49255	23.39125	389.4017
8826	25	25	0.13801	2	10	1.00	1	3	1749	0.33321	0.02975	24.85214	241.3795
8826	8776	40	0.20326	10	3	2.00	1	3	17632	0.39208	0.88196	31.10486	3583.88
8826	8824	40	0.12667	10	3	2.00	1	3	17248	0.24009	0.86274	31.65552	2184.804
8828	231	25	0.30377	2	10	1.00	4	3	0	0.72904	0.00000	25.00000	0
8828	8778	45	0.19016	10	2	2.00	1	3	26121	0.48857	1.11060	23.35337	4967.169
8828	8830	45	0.25690	10	3	3.00	4	3	25762	0.43145	0.85907	35.72548	6618.258
8828	8874	30	0.19322	10	5	1.00	1	3	2340	0.39800	0.28424	29.12833	452.1348
8830	20	25	0.16477	2	10	1.00	1	3	2199	0.39840	0.03740	24.81440	362.3292
8830	8828	45	0.25690	10	3	3.00	4	3	25929	0.43354	0.86464	35.55320	6661.16
8830	8831	45	0.23334	10	3	3.00	4	3	25896	0.39341	0.86354	35.58741	6042.573
8831	229	25	0.10722	2	10	1.00	4	3	3491	0.26039	0.05938	24.70660	374.305
8831	8830	45	0.23334	10	3	3.00	4	3	26020	0.39485	0.86767	35.45765	6071.507
8831	8833	45	0.14926	10	3	3.00	4	3	23932	0.23949	0.79805	37.39367	3572.09
8833	8761	45	0.08590	10	3	4.00	4	3	38683	0.16310	0.96746	31.60003	3322.87
8833	8765	45	0.22486	10	3	4.00	4	3	33603	0.37190	0.84041	36.27679	7555.971
8833	8831	45	0.14926	10	3	3.00	4	3	26032	0.25266	0.86807	35.44501	3885.536
8833	8834	40	0.07276	10	3	3.00	4	3	30629	0.17030	1.02137	25.63539	2228.566
8834	232	25	0.14436	2	10	1.00	4	3	9407	0.35754	0.15999	24.22487	1357.995
8834	8833	40	0.07276	10	3	3.00	4	3	29887	0.16279	0.99662	26.81754	2174.578
8834	8836	40	0.16649	10	3	3.00	4	3	27893	0.33829	0.93014	29.52873	4643.906
8836	234	25	0.21270	2	10	1.00	4	3	740	0.51177	0.01259	24.93722	157.398
8836	8767	40	0.09761	10	3	3.00	4	3	34786	0.32611	1.15999	17.95944	3395.461
8836	8834	40	0.16649	10	3	3.00	4	3	29887	0.37249	0.99662	26.81754	4975.887
8836	8898	30	0.23258	10	5	2.00	4	3	7482	0.49305	0.45445	28.30290	1740.164
8837	8767	40	0.17409	10	3	3.00	4	3	37571	0.77498	1.25287	13.47855	6540.735
8837	8838	40	0.03470	10	3	3.00	4	3	34786	0.11592	1.15999	17.95944	1207.074
8838	8837	40	0.03470	10	3	3.00	4	3	24678	0.06372	0.82294	32.67440	856.3266
8838	8839	40	0.04640	10	3	3.00	4	3	30292	0.10632	1.01015	26.18289	1405.549
8838	8844	30	0.15111	10	6	1.00	4	0	14086	0.75683	1.19782	11.97944	2128.535
8839	8838	40	0.04640	10	3	3.00	4	3	34271	0.14717	1.14283	18.91524	1590.174
8839	8840	40	0.07254	10	3	3.00	4	0	30902	0.17286	1.03048	25.17738	2241.631
8840	8839	40	0.07254	10	3	3.00	4	0	34271	0.23009	1.14283	18.91524	2486.018
8840	8841	40	0.02500	10	3	3.00	4	2	30902	0.05958	1.03048	25.17738	772.55
8841	5550	30	0.10716	10	6	1.00	4	0	10413	0.27653	0.88542	23.25089	1115.857
8841	8840	40	0.02500	10	3	3.00	4	2	31374	0.06158	1.04622	24.35956	784.35
8841	8845	40	0.02866	10	3	3.00	4	2	21072	0.04914	0.70267	34.99357	603.9235
8842	8843	30	0.13015	10	6	2.00	4	3	13503	0.28411	0.57409	27.48671	1757.415
8842	8844	63	0.31416	10	1	3.00	4	0	55803	0.36083	0.79087	52.23947	17531.07
8843	8837	30	0.07337	10	6	2.00	4	3	12893	0.15901	0.54816	27.68584	945.9594
8843	8839	25	0.01976	10	6	1.00	4	3	610	0.04760	0.05185	24.90419	12.0536
8844	25164	63	0.02774	10	1	3.00	4	0	69890	0.03890	0.99050	42.77984	1938.749
8845	3593	40	0.19129	10	3	3.00	4	2	31469	0.47444	1.04938	24.19124	6019.705
8845	8841	40	0.02866	10	3	3.00	4	2	31956	0.07378	1.06562	23.30891	915.859
8846	56	25	0.07389	2	10	1.00	1	3	1025	0.17795	0.01743	24.91313	75.73725
8846	8792	30	0.11289	10	4	1.00	1	3	6988	0.26312	0.74281	25.74330	788.8753
8846	8848	33	0.12292	10	4	1.00	1	3	2962	0.23118	0.31482	31.90163	364.089
8848	8846	33	0.12292	10	4	1.00	1	3	7342	0.26598	0.78037	27.72795	902.4786
8848	8850	33	0.16366	10	4	1.00	1	3	6351	0.33618	0.67507	29.20944	1039.405
8848	8862	22	0.11262	10	5	1.00	1	3	2868	0.31937	0.34843	21.15845	322.9942
8850	57	25	0.19165	2	10	1.00	1	3	509	0.46077	0.00866	24.95676	97.54985
8850	58	25	0.08978	2	10	1.00	1	3	559	0.21589	0.00951	24.95256	50.18702

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8850	8818	30	0.19350	10	4	1.00	1	3	2430	0.39719	0.25826	29.23010	470.205
8850	8848	33	0.16366	10	4	1.00	1	3	10128	0.52431	1.07653	18.72886	1657.548
8850	8858	25	0.08142	10	5	1.00	1	3	4756	0.21351	0.57780	22.88082	387.2335
8852	8812	25	0.06755	10	3	2.00	1	3	4507	0.16570	0.22544	24.45960	304.4479
8852	8854	25	0.09237	10	3	2.00	1	3	9383	0.23571	0.46936	23.51182	866.7077
8852	8860	25	0.17999	10	5	1.00	1	3	7274	0.55640	0.88365	19.40898	1309.247
8854	8852	25	0.09237	10	3	2.00	1	3	11281	0.24127	0.56427	22.96981	1042.026
8854	8856	25	0.08518	10	3	2.00	1	3	13778	0.23233	0.68918	21.99962	1173.61
8854	9022	35	0.26516	10	2	2.00	1	3	22161	0.62515	0.94223	25.44894	5876.211
8856	30	25	0.03719	2	10	1.00	1	3	1671	0.08977	0.02841	24.85875	62.14449
8856	8816	20	0.07447	10	5	1.00	1	3	5551	0.25233	0.67432	17.70803	413.383
8856	8854	25	0.08518	10	3	2.00	1	3	13382	0.23045	0.66936	22.17892	1139.879
8856	8858	25	0.10025	10	5	1.00	1	3	8782	0.41400	1.06676	14.52888	880.3955
8858	8850	25	0.08142	10	5	1.00	1	3	8212	0.29196	0.99761	16.73259	668.621
8858	8856	25	0.10025	10	5	1.00	1	3	9186	0.47051	1.11589	12.78372	920.8965
8858	9553	33	0.14892	10	4	1.00	1	3	1151	0.27361	0.12239	32.65642	171.4069
8860	29	25	0.04015	2	10	1.00	1	3	5200	0.09807	0.08844	24.56549	208.78
8860	8800	25	0.15018	10	5	1.00	1	3	4921	0.39621	0.59782	22.74290	739.0358
8860	8802	25	0.15567	10	5	1.00	1	3	5430	0.41953	0.65960	22.26313	845.2881
8860	8810	20	0.07189	10	5	1.00	1	3	1380	0.21898	0.16767	19.69846	99.2082
8860	8852	25	0.17999	10	5	1.00	1	3	6352	0.51144	0.77162	21.11536	1143.296
8862	57	25	0.16739	2	10	1.00	1	3	716	0.40271	0.01218	24.93927	119.8512
8862	8784	22	0.17137	10	5	1.00	1	3	3573	0.49338	0.43403	20.84091	612.305
8862	8848	22	0.11262	10	5	1.00	1	3	3471	0.32346	0.42167	20.89066	390.904
8864	14	25	0.13678	2	10	1.00	1	3	697	0.32904	0.01185	24.94088	95.33566
8864	17	25	0.38585	2	10	1.00	1	3	820	0.92862	0.01395	24.93043	316.397
8864	8720	30	0.35513	10	5	1.00	1	3	2194	0.72976	0.26656	29.19818	779.1552
8864	8722	30	0.15418	10	5	1.00	1	3	1747	0.31468	0.21226	29.39816	269.3525
8866	19	25	0.15154	2	10	1.00	1	3	356	0.36415	0.00605	24.96977	53.94824
8866	8730	32	0.17425	10	5	1.00	1	3	3989	0.34857	0.48463	29.99450	695.0833
8866	8868	32	0.35153	10	5	1.00	4	3	3345	0.69214	0.40639	30.47306	1175.868
8866	8880	30	0.17678	10	5	1.00	4	3	1466	0.35938	0.17810	29.51378	259.1595
8868	8866	32	0.35153	10	5	1.00	4	3	3431	0.69348	0.41681	30.41429	1206.099
8868	8870	30	0.04298	10	5	1.00	4	3	3345	0.09027	0.40639	28.56849	143.7681
8870	5954	30	0.10813	10	5	1.00	4	3	5198	0.24036	0.63138	26.99181	562.0597
8870	8868	30	0.04298	10	5	1.00	4	3	3431	0.09045	0.41681	28.51340	147.4644
8870	8872	30	0.20084	10	5	1.00	1	3	3184	0.42033	0.38683	28.66842	639.4746
8872	19	25	0.28092	2	10	1.00	1	3	627	0.67565	0.01067	24.94676	176.1368
8872	8870	30	0.20084	10	5	1.00	1	3	3563	0.42392	0.43285	28.42598	715.5929
8872	8876	30	0.35356	10	5	1.00	1	3	3290	0.74165	0.39967	28.60332	1163.212
8874	20	25	0.25626	2	10	1.00	1	3	430	0.61592	0.00732	24.96347	110.1918
8874	8828	30	0.19322	10	5	1.00	1	3	2146	0.39674	0.26073	29.22065	414.6501
8874	8876	30	0.05650	10	5	1.00	1	3	2724	0.11718	0.33093	28.93138	153.906
8876	8872	30	0.35356	10	5	1.00	1	3	3669	0.74819	0.44574	28.35332	1297.212
8876	8874	30	0.05650	10	5	1.00	1	3	2574	0.11686	0.31265	29.01077	145.431
8876	8878	30	0.26673	10	5	1.00	1	3	3549	0.56282	0.43112	28.43558	946.6248
8878	16	25	0.13364	2	10	1.00	1	3	1810	0.32271	0.03078	24.84705	241.8884
8878	8720	25	0.37356	10	5	1.00	1	3	2415	0.92456	0.29339	24.24267	902.1474
8878	8824	25	0.09603	10	5	1.00	1	3	2994	0.24024	0.36370	23.98425	287.5138
8878	8876	30	0.26673	10	5	1.00	1	3	3778	0.56598	0.45890	28.27674	1007.706
8880	227	25	0.05549	2	10	1.00	4	3	876	0.13358	0.01490	24.92575	48.60924
8880	8866	30	0.17678	10	5	1.00	4	3	1437	0.35924	0.17454	29.52544	254.0329
8880	8882	30	0.21861	10	5	1.00	4	3	1181	0.44277	0.14352	29.62373	258.1784
8882	8880	30	0.21861	10	5	1.00	4	3	1152	0.44261	0.13996	29.63469	251.8387
8882	8884	30	0.24767	10	5	1.00	4	3	1181	0.50164	0.14352	29.62373	292.4983
8884	1297	25	0.11460	2	10	1.00	4	3	490	0.27551	0.00834	24.95839	56.154
8884	5662	30	0.05046	10	5	1.00	4	3	3116	0.10546	0.37852	28.70959	157.2334
8884	8882	30	0.24767	10	5	1.00	4	3	1152	0.50145	0.13996	29.63469	285.3158
8884	8886	30	0.18452	10	5	1.00	4	3	2154	0.37893	0.26168	29.21700	397.4561
8886	225	25	0.15475	2	10	1.00	4	3	1156	0.37287	0.01966	24.90210	178.891
8886	8884	30	0.18452	10	5	1.00	4	3	2009	0.37806	0.24404	29.28366	370.7007
8886	8888	30	0.21147	10	5	1.00	4	3	1384	0.42943	0.16815	29.54614	292.6745
8888	8886	30	0.21147	10	5	1.00	4	3	1239	0.42862	0.15050	29.60208	262.0113
8888	8890	30	0.18485	10	5	1.00	4	3	1384	0.37539	0.16815	29.54614	255.8324
8890	220	25	0.10804	2	10	1.00	4	3	957	0.26013	0.01628	24.91888	103.3943
8890	8744	30	0.27047	10	5	1.00	4	3	1594	0.55082	0.19362	29.46216	431.1292
8890	8888	30	0.18485	10	5	1.00	4	3	1239	0.37468	0.15050	29.60208	229.0292
8892	222	25	0.12758	2	10	1.00	4	3	1995	0.30827	0.03393	24.83148	254.5221
8892	8750	30	0.17775	10	5	1.00	4	3	10289	1.04560	1.24991	10.19997	1828.87
8892	8894	30	0.33683	10	5	1.00	4	3	8557	1.09045	1.03952	18.53354	2882.254
8894	223	25	0.13701	2	10	1.00	4	3	6184	0.33574	0.10518	24.48496	847.2698
8894	8892	30	0.33683	10	5	1.00	4	3	8569	1.09383	1.04099	18.47626	2886.296
8894	9800	30	0.21270	10	5	1.00	4	3	7528	0.56581	0.91447	22.55551	1601.206
8896	9800	30	0.07153	10	5	1.00	4	3	7975	0.20414	0.96880	21.02492	570.4518
8896	9801	30	0.10864	10	5	1.00	4	3	12783	1.31646	1.55280	4.95137	1388.745
8896	9803	30	0.07193	10	5	1.00	4	3	14290	1.16408	1.73585	3.70742	1027.88
8898	232	25	0.11890	2	10	1.00	4	3	8566	0.29369	0.14569	24.29218	1018.497
8898	233	25	0.32330	2	10	1.00	4	3	2339	0.78208	0.03977	24.80271	756.1987
8898	8765	30	0.29459	10	5	1.00	4	3	6819	0.72414	0.82834	24.40880	2008.809
8898	8836	30	0.23258	10	5	1.00	4	3	6711	0.56633	0.81527	24.64037	1560.844
8900	8774	40	0.08039	10	3	2.00	1	3	10489	0.12987	0.52464	37.13987	843.2107
8900	8901	40	0.06120	10	3	2.00	1	3	12619	0.10203	0.63119	35.99149	772.2828
8900	8958	30	0.23322	10	6	1.00	1	3	13066	0.90001	1.11108	15.54804	3047.253

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8901	8900	40	0.06120	10	3	2.00	1	3	18041	0.12051	0.90240	30.47202	1104.109
8901	8902	40	0.09288	10	3	2.00	1	3	28234	0.63311	1.41226	8.80246	2622.374
8902	8901	40	0.09288	10	3	2.00	1	3	18041	0.18289	0.90240	30.47203	1675.648
8902	8903	40	0.02907	10	3	2.00	3	3	24170	0.11308	1.20899	15.42574	702.6219
8902	8949	30	0.09603	10	6	1.00	1	3	4064	0.19961	0.34556	28.86560	390.2659
8903	8772	40	0.02781	10	3	2.00	3	3	24170	0.10817	1.20899	15.42574	672.1677
8903	8902	40	0.02907	10	3	3.00	3	3	18041	0.04799	0.60160	36.34555	524.4519
8903	8950	30	0.20820	10	6	2.00	1	3	24691	0.68914	1.04980	18.12658	5140.666
8904	255	25	0.17492	2	10	1.00	3	3	2543	0.42345	0.04325	24.78561	444.8216
8904	270	25	0.15018	2	10	1.00	3	3	22	0.36045	0.00037	24.99813	3.30396
8904	8772	40	0.16683	10	3	4.00	3	3	39425	0.36673	0.98602	27.29503	6577.273
8904	8906	40	0.10472	10	3	3.00	3	3	30421	0.24189	1.01445	25.97534	3185.687
8906	5614	45	0.21410	10	3	3.00	3	3	7466	0.29263	0.24895	43.89801	1598.471
8906	5616	40	0.15428	10	3	3.00	3	3	30447	0.35694	1.01530	25.93399	4697.363
8906	8904	40	0.10472	10	3	4.00	3	3	38725	0.22404	0.96852	28.04499	4055.282
8906	8908	40	0.15960	10	3	3.00	3	3	10353	0.24879	0.34524	38.48941	1652.339
8908	8906	40	0.15960	10	3	3.00	3	3	11180	0.24992	0.37282	38.31646	1784.328
8908	8910	40	0.17372	10	3	3.00	3	3	10353	0.27080	0.34524	38.48941	1798.523
8910	252	25	0.18385	2	10	1.00	3	3	8072	0.45334	0.13728	24.33196	1484.037
8910	6010	30	0.01474	10	5	1.00	1	3	2586	0.03048	0.31410	29.00455	38.11764
8910	8908	40	0.17372	10	3	3.00	3	3	11180	0.27202	0.37282	38.31646	1942.19
8910	8912	40	0.14560	10	3	3.00	3	3	10780	0.22749	0.35947	38.40145	1569.568
8912	254	25	0.08953	2	10	1.00	3	3	1941	0.21630	0.03302	24.83601	173.7777
8912	1295	25	0.08418	2	10	1.00	1	3	106	0.20212	0.00181	24.99096	8.92308
8912	8910	40	0.14560	10	3	3.00	3	3	10515	0.22717	0.35064	38.45637	1530.984
8912	8914	45	0.10784	10	3	3.00	3	3	12803	0.15158	0.42693	42.68790	1380.676
8914	5636	40	0.29518	10	4	2.00	1	3	12372	0.49680	0.65751	35.64946	3651.967
8914	5952	45	0.10096	10	3	2.00	1	3	14153	0.15424	0.70792	39.27481	1428.887
8914	8912	45	0.10784	10	3	3.00	3	3	12482	0.15127	0.41623	42.77477	1346.059
8914	8937	30	0.05646	10	4	2.00	3	3	20673	0.21064	1.09868	16.08248	1167.198
8916	138	25	0.10902	2	10	1.00	1	3	1010	0.26255	0.01718	24.91438	110.1102
8916	5644	30	0.17770	10	5	1.00	1	3	1714	0.36251	0.20826	29.41208	304.5778
8916	5952	45	0.09834	10	3	2.00	1	3	14008	0.14975	0.70066	39.40286	1377.547
8916	8918	35	0.13035	10	3	2.00	1	3	12771	0.24900	0.63881	31.40837	1664.7
8918	134	25	0.08306	2	10	1.00	1	3	4526	0.20241	0.07698	24.62094	375.9296
8918	137	25	0.10348	2	10	1.00	1	3	3919	0.25167	0.06664	24.67118	405.5381
8918	8916	35	0.13035	10	3	2.00	1	3	12770	0.24900	0.63877	31.40873	1664.57
8918	8920	30	0.11140	10	3	2.00	1	3	15995	0.26849	0.80008	24.89602	1781.843
8920	135	25	0.12102	2	10	1.00	1	3	425	0.29086	0.00723	24.96391	51.4335
8920	8918	30	0.11140	10	3	2.00	1	3	15994	0.26848	0.80004	24.89655	1781.732
8920	8922	30	0.05170	10	3	2.00	1	3	15607	0.12309	0.78066	25.20275	806.8819
8922	5848	35	0.06515	10	3	3.00	1	3	26369	0.14327	0.87930	27.28544	1717.94
8922	8920	30	0.05170	10	3	2.00	1	3	15689	0.12340	0.78476	25.13977	811.1213
8922	8924	30	0.05624	10	3	2.00	1	3	12281	0.12431	0.61432	27.14783	690.6834
8922	8964	35	0.10518	10	3	3.00	1	3	32922	0.33560	1.09785	18.80465	3462.736
8924	81	25	0.04122	2	10	1.00	1	3	1460	0.09942	0.02484	24.87643	60.1812
8924	8922	30	0.05624	10	3	2.00	1	3	14328	0.12941	0.71670	26.07722	805.8067
8924	8925	30	0.09425	10	3	2.00	1	3	11381	0.20544	0.56926	27.52488	1072.659
8925	8924	30	0.09425	10	3	2.00	1	3	13428	0.21266	0.67164	26.59055	1265.589
8925	8927	30	0.11915	10	3	2.00	1	3	11381	0.25973	0.56926	27.52488	1356.046
8926	5826	25	0.06262	10	5	1.00	1	3	3178	0.15726	0.38607	23.89350	199.0064
8926	8927	30	0.03616	10	3	2.00	1	3	13428	0.08158	0.67164	26.59055	485.5565
8926	8928	35	0.11775	10	3	2.00	1	3	8331	0.21237	0.41674	33.26609	980.9753
8927	8925	30	0.11915	10	3	2.00	1	3	13428	0.26886	0.67164	26.59055	1599.946
8927	8926	30	0.03616	10	3	2.00	1	3	11381	0.07882	0.56926	27.52487	411.537
8928	8926	35	0.11775	10	3	2.00	1	3	9800	0.21562	0.49018	32.76547	1153.95
8928	8930	40	0.18372	10	3	2.00	1	3	22447	0.54962	1.12282	20.05607	4123.963
8928	8946	30	0.43736	10	6	1.00	1	3	12212	1.41264	1.03843	18.57633	5341.04
8930	86	25	0.12044	2	10	1.00	1	3	369	0.28943	0.00628	24.96863	44.44236
8930	8928	40	0.18372	10	3	2.00	1	3	22012	0.51730	1.10102	21.30924	4044.045
8930	8932	40	0.11477	10	3	2.00	1	3	22480	0.34495	1.12443	19.96348	2580.03
8932	93	25	0.18361	2	10	1.00	1	3	3301	0.44561	0.05614	24.72239	606.0966
8932	5838	30	0.05739	10	5	1.00	1	3	389	0.11517	0.04729	29.89703	22.32471
8932	8930	40	0.11477	10	3	2.00	1	3	22111	0.32754	1.10597	21.02466	2537.679
8932	8934	40	0.14527	10	3	2.00	1	3	22101	0.41399	1.10548	21.05322	3210.612
8934	92	25	0.04365	2	10	1.00	1	3	1595	0.10534	0.02713	24.86510	69.62175
8934	5664	40	0.22011	10	3	2.00	1	3	22157	0.63218	1.10831	20.89044	4876.977
8934	8932	40	0.14527	10	3	2.00	1	3	21779	0.39666	1.08941	21.97352	3163.835
8936	8780	40	0.09515	10	3	2.00	1	3	21219	0.24250	1.06139	23.54145	2018.988
8936	8782	35	0.12008	10	3	2.00	1	3	15020	0.24096	0.75131	29.89926	1803.602
8936	8937	30	0.20953	10	4	2.00	1	3	21129	0.83600	1.12292	15.03770	4427.159
8937	138	25	0.10558	2	10	1.00	1	3	1168	0.25440	0.01987	24.90104	123.3174
8937	1295	25	0.05489	2	10	1.00	1	3	562	0.13198	0.00955	24.95233	30.84818
8937	8914	30	0.05646	10	4	2.00	1	3	20699	0.21144	1.10010	16.02158	1168.666
8937	8936	30	0.20953	10	4	2.00	1	3	20756	0.79100	1.10308	15.89320	4349.005
8938	272	25	0.10301	2	10	1.00	3	3	5776	0.25208	0.09822	24.51834	594.9858
8938	8768	40	0.13236	10	3	2.00	3	3	10688	0.21437	0.53462	37.04597	1414.664
8938	8940	40	0.26184	10	3	2.00	1	3	9307	0.41728	0.46551	37.64983	2436.945
8940	8938	40	0.26184	10	3	2.00	1	3	8270	0.41300	0.41365	38.04033	2165.417
8940	8942	40	0.46169	10	3	1.00	1	3	12540	2.06511	1.25446	13.41411	5789.593
8940	8954	45	0.30464	10	6	1.00	1	3	8559	0.46979	0.72784	38.90749	2607.414
8942	144	25	0.12084	2	10	1.00	1	3	2597	0.29258	0.04416	24.78112	313.8215
8942	3138	40	0.40106	11	3	2.00	20	0	11942	0.66120	0.59736	36.39384	4789.459

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8942	8940	40	0.46169	10	3	1.00	1	3	13229	2.51764	1.32346	11.00301	6107.697
8944	8945	65	0.16691	10	1	4.00	1	0	86000	0.20568	0.91412	48.69080	14354.26
8944	8963	30	0.20540	10	6	1.00	1	3	17271	2.11319	1.46864	5.83193	3547.463
8944	18205	65	0.01332	2	9	1.00	0	0	0	0.01228	0.00000	65.03497	0
8945	8946	65	0.18914	10	1	4.00	1	0	75799	0.21259	0.80568	53.38294	14336.62
8945	8965	30	0.05448	10	6	1.00	1	3	10201	0.13826	0.86746	23.64291	555.7505
8946	7145	65	0.02705	2	9	1.00	0	0	2751	0.02532	0.15597	64.10068	74.41455
8946	8948	63	0.62886	10	1	4.00	1	0	92531	0.87280	0.98354	43.23036	58189.04
8948	7147	65	0.02526	2	9	1.00	0	0	0	0.02330	0.00000	65.03497	0
8948	8772	30	0.26381	10	6	1.00	3	3	14160	1.34729	1.20406	11.74852	3735.55
8948	8949	63	0.15508	10	1	4.00	1	0	81463	0.18824	0.86589	49.43002	12633.28
8949	8950	63	0.29180	10	1	4.00	1	0	85527	0.36902	0.90909	47.44426	24956.78
8950	7149	65	0.02705	2	9	1.00	0	0	4761	0.02567	0.26990	63.23454	128.7851
8950	8952	63	0.23238	10	1	4.00	1	0	105464	0.42535	1.12101	32.77991	24507.72
8952	5536	63	0.61631	10	1	4.00	1	0	99705	0.97884	1.05979	37.77807	61449.19
8952	8940	25	0.30737	10	6	1.00	1	3	6833	0.80678	0.58103	22.85913	2100.259
8952	13540	65	0.03121	2	9	1.00	0	0	0	0.02879	0.00000	65.03497	0
8954	8956	63	0.31940	10	1	5.00	1	0	102912	0.39085	0.87510	49.03173	32870.09
8954	13543	65	0.03792	2	9	1.00	0	0	2143	0.03537	0.12150	64.32898	81.26256
8956	7148	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
8956	8774	30	0.25290	10	6	1.00	1	3	8962	0.59560	0.76209	25.47678	2266.49
8956	8957	63	0.20616	10	1	4.00	1	0	97013	0.30961	1.03117	39.95306	20000.2
8957	8901	30	0.07861	10	6	1.00	1	3	15615	0.57836	1.32781	8.15561	1227.495
8957	8958	63	0.17305	10	1	4.00	1	0	81397	0.20993	0.86519	49.45963	14085.75
8958	7146	65	0.02705	2	9	1.00	0	0	1979	0.02521	0.11220	64.38828	53.53195
8958	8960	63	0.62718	10	1	4.00	1	0	92485	0.86983	0.98304	43.26209	58004.74
8959	8966	40	0.04413	10	3	2.00	1	3	24137	0.17076	1.20734	15.50537	1065.166
8959	8969	40	0.04966	10	3	2.00	1	3	31370	0.46466	1.56912	6.41207	1557.834
8960	7144	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
8960	8959	30	0.26258	10	6	2.00	1	3	18187	0.62237	0.77327	25.31394	4775.542
8960	8961	65	0.18333	10	1	4.00	1	0	76721	0.20744	0.81548	53.02782	14065.26
8961	8962	65	0.17461	10	1	4.00	1	0	94959	0.24462	1.00935	42.82889	16580.79
8962	5674	63	1.23639	10	1	4.00	1	0	100621	2.00452	1.06953	37.00811	124406.8
8962	7142	65	0.02705	2	9	1.00	0	0	4933	0.02570	0.27964	63.15127	133.4377
8963	8964	40	0.02535	10	3	3.00	1	3	34525	0.08248	1.15129	18.44071	875.2088
8963	8965	40	0.03404	10	3	2.00	1	3	28778	0.24674	1.43946	8.27818	979.6031
8964	8922	35	0.10518	10	3	3.00	1	3	31398	0.29659	1.04700	21.27805	3302.442
8964	8946	30	0.19078	10	6	1.00	1	3	7272	0.42220	0.61838	27.11143	1387.352
8964	8963	40	0.02535	10	3	3.00	1	3	28778	0.05354	0.95964	28.40778	729.5223
8965	8963	40	0.03404	10	3	2.00	1	3	17254	0.06454	0.86304	31.64722	587.3262
8965	8969	40	0.12625	10	3	3.00	1	3	38979	0.64479	1.29982	11.74850	4921.099
8966	8788	40	0.05742	10	3	2.00	1	3	24137	0.22218	1.20734	15.50537	1385.947
8966	8959	40	0.04413	10	3	2.00	1	3	16579	0.08141	0.82928	32.52235	731.6313
8966	8962	30	0.13052	10	6	1.00	1	3	10595	0.34214	0.90093	22.88952	1382.859
8968	164	25	0.05256	2	10	1.00	5	3	598	0.12641	0.01017	24.94924	31.43088
8968	167	25	0.15013	2	10	1.00	5	3	337	0.36074	0.00573	24.97138	50.59381
8968	8644	40	0.10304	10	3	2.00	5	3	6793	0.16049	0.33980	38.52228	699.9507
8968	8970	40	0.19427	10	3	2.00	5	3	6496	0.30190	0.32491	38.61046	1261.978
8969	8928	30	0.20413	10	6	1.00	1	3	14116	1.03047	1.20033	11.88573	2881.499
8969	8959	40	0.04966	10	3	2.00	1	3	20741	0.12004	1.03744	24.81962	1029.998
8969	8961	30	0.05042	10	6	1.00	1	3	18238	0.60884	1.55089	4.96854	919.56
8969	8965	40	0.12625	10	3	2.00	1	3	17254	0.23937	0.86304	31.64722	2178.318
8970	165	25	0.09197	2	10	1.00	5	3	232	0.22091	0.00395	24.98028	21.33704
8970	166	25	0.15124	2	10	1.00	5	3	728	0.36388	0.01238	24.93827	110.1027
8970	8968	40	0.19427	10	3	2.00	5	3	6303	0.30146	0.31526	38.66611	1224.484
8970	8972	40	0.19749	10	3	2.00	5	3	6200	0.30622	0.31013	38.69529	1224.438
8972	3664	40	0.28535	9	4	1.00	100	0	6770	0.49309	0.71965	34.72132	1931.82
8972	8970	40	0.19749	10	3	2.00	5	3	6010	0.30580	0.30060	38.74864	1186.915
8972	8974	45	0.12236	10	3	2.00	5	3	16488	0.19999	0.82475	36.71030	2017.472
8972	8984	45	0.15891	10	3	2.00	5	3	18307	0.28221	0.91571	33.78601	2909.165
8974	165	25	0.17739	2	10	1.00	5	3	105	0.42588	0.00179	24.99105	18.62595
8974	8972	45	0.12236	10	3	2.00	5	3	16518	0.20021	0.82624	36.67030	2021.142
8974	8976	45	0.21421	10	3	2.00	5	3	16496	0.35021	0.82514	36.69973	3533.608
8976	163	25	0.17425	2	10	1.00	5	3	354	0.41871	0.00602	24.96996	61.6845
8976	8974	45	0.21421	10	3	2.00	5	3	16524	0.35057	0.82652	36.66273	3539.606
8976	8978	45	0.12634	10	3	2.00	5	3	16433	0.20608	0.82197	36.78456	2076.145
8978	502	20	0.21281	1	10	3.00	100	0	734	0.63897	0.00416	19.98338	156.2025
8978	8976	45	0.12634	10	3	2.00	5	3	16459	0.20627	0.82326	36.75031	2079.43
8978	8980	45	0.20853	10	3	2.00	5	3	13181	0.31219	0.65930	40.07827	2748.634
8978	8996	30	0.15257	10	5	1.00	5	3	5152	0.33850	0.62584	27.04336	786.0406
8980	160	25	0.15503	2	10	1.00	5	3	613	0.37284	0.01042	24.94802	95.03339
8980	8978	45	0.20853	10	3	2.00	5	3	13086	0.31163	0.65455	40.15038	2728.824
8980	8982	45	0.21235	10	3	2.00	5	3	13364	0.31903	0.66847	39.93604	2837.845
8981	933	25	0.05363	2	10	1.00	0	3	0	0.12872	0.00000	25.00000	0
8981	3693	30	0.30417	9	4	1.00	100	0	1376	0.61625	0.14628	29.61522	418.5379
8981	8985	45	0.16652	10	3	2.00	8	0	24009	0.56142	1.20091	17.79643	3997.979
8981	8987	45	0.17415	10	3	2.00	8	3	23240	0.52107	1.16244	20.05333	4047.246
8982	159	25	0.23800	2	10	1.00	5	3	113	0.57142	0.00193	24.99037	26.894
8982	8698	45	0.12634	10	3	2.00	5	3	13251	0.18939	0.66280	40.02446	1674.131
8982	8980	45	0.21235	10	3	2.00	5	3	13309	0.31869	0.66573	39.97894	2826.166
8983	168	25	0.22196	2	10	1.00	5	3	1534	0.53548	0.02609	24.87023	340.4866
8983	8984	45	0.06120	10	3	2.00	5	3	18433	0.10948	0.92204	33.54151	1128.1
8983	8986	45	0.12426	10	3	2.00	8	3	17476	0.21151	0.87416	35.24989	2171.568

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8984	8972	45	0.15891	10	3	2.00	5	3	18433	0.28427	0.92204	33.54151	2929.188
8984	8983	45	0.06120	10	3	2.00	5	3	18307	0.10869	0.91571	33.78601	1120.388
8985	8621	45	0.22955	10	3	3.00	8	0	17155	0.33386	0.57207	41.25401	3937.93
8985	8981	45	0.16652	10	3	2.00	8	0	24152	0.57414	1.20810	17.40206	4021.791
8985	23122	45	0.28791	9	3	2.00	100	0	19527	0.55436	0.97673	31.16160	5622.019
8985	23339	45	0.14692	9	3	2.00	100	0	18196	0.25931	0.91016	33.99566	2673.356
8986	3771	45	0.15686	10	3	2.00	8	3	17476	0.26700	0.87416	35.24989	2741.285
8986	8983	45	0.12426	10	3	2.00	8	3	17600	0.21274	0.88037	35.04586	2186.976
8987	3772	45	0.09762	10	3	2.00	0	3	17456	0.16600	0.87313	35.28316	1704.055
8987	8981	45	0.17415	10	3	2.00	8	3	23165	0.51513	1.15870	20.28445	4034.185
8987	8989	40	0.12051	10	3	2.00	0	3	6854	0.18779	0.34284	38.50394	825.9755
8988	182	25	0.17129	2	10	1.00	5	3	16	0.41112	0.00026	24.99868	2.74064
8988	198	25	0.24286	2	10	1.00	5	3	80	0.58301	0.00136	24.99322	19.4288
8988	8618	30	0.12711	10	5	1.00	5	3	566	0.25559	0.06874	29.83989	71.94426
8988	8990	30	0.22703	10	5	1.00	5	3	767	0.45752	0.09316	29.77233	174.132
8989	934	25	0.06036	2	10	1.00	0	3	163	0.14494	0.00278	24.98611	9.83868
8989	3769	40	0.14354	10	3	2.00	0	3	6820	0.22361	0.34115	38.51418	978.9428
8989	8987	40	0.12051	10	3	2.00	0	3	6904	0.18787	0.34535	38.48870	832.001
8990	181	25	0.13974	2	10	1.00	5	3	239	0.33564	0.00407	24.97968	33.39786
8990	196	25	0.16287	2	10	1.00	5	3	231	0.39119	0.00393	24.98035	37.62297
8990	8988	30	0.22703	10	5	1.00	5	3	656	0.45694	0.07963	29.81010	148.9317
8990	8992	30	0.21978	10	5	1.00	5	3	660	0.44239	0.08019	29.80854	145.0548
8992	5500	45	0.19017	10	3	2.00	5	3	10722	0.27389	0.53631	41.65848	2039.003
8992	5502	45	0.12502	10	3	2.00	5	3	12110	0.18370	0.60573	40.83518	1513.992
8992	8990	30	0.21978	10	5	1.00	5	3	537	0.44179	0.06526	29.84930	118.0219
8992	8994	30	0.09633	10	5	1.00	5	3	6056	0.22368	0.73563	25.83806	583.3745
8994	161	25	0.08437	2	10	1.00	5	3	43	0.20253	0.00073	24.99636	3.62791
8994	162	25	0.18628	2	10	1.00	5	3	84	0.44720	0.00142	24.99289	15.64752
8994	8992	30	0.09633	10	5	1.00	5	3	5975	0.22260	0.72586	25.96342	575.5718
8994	8996	30	0.06770	10	5	1.00	5	3	6182	0.15847	0.75098	25.63254	418.5214
8996	160	25	0.15115	2	10	1.00	5	3	467	0.36333	0.00793	24.96039	70.58705
8996	163	25	0.16245	2	10	1.00	5	3	448	0.39047	0.00761	24.96200	72.7776
8996	8978	30	0.15257	10	5	1.00	5	3	5272	0.34024	0.64046	26.90556	804.349
8996	8994	30	0.06770	10	5	1.00	5	3	6100	0.15764	0.74103	25.76699	412.97
8998	164	25	0.09004	2	10	1.00	5	3	426	0.21640	0.00725	24.96380	38.35704
8998	5500	45	0.15013	10	3	2.00	5	3	10258	0.21498	0.51310	41.90117	1540.034
8998	8644	45	0.09359	10	3	2.00	5	3	10108	0.13378	0.50561	41.97638	946.0077
9006	8714	30	0.39205	10	5	1.00	1	0	1132	0.79356	0.13756	29.64200	443.8006
9006	9008	35	0.14338	10	4	1.00	1	0	4553	0.26220	0.48398	32.81129	652.8091
9008	46	25	0.13625	2	10	1.00	1	3	402	0.32745	0.00684	24.96587	54.7725
9008	47	25	0.12669	2	10	1.00	1	3	1505	0.30562	0.02560	24.87266	190.6685
9008	9006	35	0.14338	10	4	1.00	1	0	3937	0.25870	0.41847	33.25528	564.4871
9008	9010	35	0.11668	10	4	1.00	1	3	5826	0.22141	0.61930	31.62031	679.7777
9010	5888	45	0.23781	10	3	3.00	1	3	28129	0.43372	0.93800	32.89739	6689.357
9010	9008	35	0.11668	10	4	1.00	1	3	5159	0.21676	0.54834	32.29860	601.9521
9010	9012	35	0.20664	10	3	2.00	1	3	4786	0.36269	0.23940	34.18427	988.979
9010	9056	45	0.25470	10	3	3.00	1	3	27665	0.45588	0.92253	33.52247	7046.276
9012	43	25	0.22983	2	10	1.00	1	3	2919	0.55706	0.04963	24.75427	670.8738
9012	9010	35	0.20664	10	3	2.00	1	3	4061	0.36110	0.20313	34.33475	839.165
9012	9014	35	0.29851	10	3	2.00	1	3	3535	0.52009	0.17681	34.43768	1055.233
9014	5902	33	0.17604	10	5	1.00	1	3	4079	0.34232	0.49547	30.85579	718.0672
9014	8674	30	0.21056	10	5	1.00	1	3	2445	0.43450	0.29705	29.07617	514.8192
9014	9012	35	0.29851	10	3	2.00	1	3	2761	0.51794	0.13810	34.58041	824.1861
9014	9016	30	0.17409	10	5	1.00	1	3	6366	0.41267	0.77337	25.31243	1108.257
9016	38	25	0.15316	2	10	1.00	1	3	292	0.36795	0.00497	24.97520	44.72272
9016	9014	30	0.17409	10	5	1.00	1	3	4726	0.38003	0.57410	27.48659	822.7493
9016	9018	30	0.28271	10	5	1.00	1	3	6825	0.69535	0.82912	24.39460	1929.496
9018	37	25	0.22017	2	10	1.00	1	3	82	0.52855	0.00139	24.99306	18.05394
9018	9016	30	0.28271	10	5	1.00	1	3	4517	0.61277	0.54868	27.68197	1277.001
9018	9020	30	0.28011	10	5	1.00	1	3	7602	0.75289	0.92349	22.32319	2129.396
9020	36	25	0.11438	2	10	1.00	1	3	602	0.27508	0.01024	24.94889	68.85676
9020	9018	30	0.28011	10	5	1.00	1	3	4598	0.60878	0.55860	27.60734	1287.946
9020	9022	30	0.15682	10	5	1.00	1	3	8307	0.47824	1.00910	19.67475	1302.704
9022	8854	35	0.26516	10	2	2.00	1	3	24455	0.73614	1.03976	21.61189	6484.488
9022	9020	30	0.15682	10	5	1.00	1	3	4788	0.34308	0.58160	27.42631	750.8542
9022	9024	35	0.09503	10	3	2.00	1	3	22161	0.31212	1.10851	18.26905	2105.96
9024	8670	25	0.17615	10	5	1.00	1	3	8631	0.69770	1.04853	15.14799	1520.351
9024	8716	25	0.14181	10	5	1.00	1	3	3499	0.35864	0.42504	23.72412	496.1932
9024	9022	35	0.09503	10	3	2.00	1	3	20936	0.26810	1.04721	21.26832	1989.548
9024	9026	35	0.21064	10	3	2.00	1	3	14059	0.41286	0.70323	30.61175	2961.388
9026	12	25	0.06117	2	10	1.00	1	3	630	0.14713	0.01072	24.94653	38.5371
9026	9024	35	0.21064	10	3	2.00	1	3	11900	0.39661	0.59525	31.86551	2506.616
9026	9028	35	0.14491	10	3	2.00	1	3	13446	0.28037	0.67257	31.01088	1948.46
9028	12	25	0.16874	2	10	1.00	1	3	484	0.40564	0.00822	24.95895	81.67016
9028	8686	30	0.20117	10	5	1.00	1	3	1887	0.41142	0.22929	29.33767	379.6078
9028	8718	25	0.28674	10	5	1.00	1	3	6832	0.84681	0.82993	20.31658	1959.008
9028	9026	35	0.14491	10	3	2.00	1	3	11386	0.27078	0.56953	32.10985	1649.945
9028	9030	40	0.19324	10	3	2.00	1	3	19149	0.40711	0.95786	28.47906	3700.353
9030	170	25	0.17487	2	10	1.00	5	3	152	0.41991	0.00258	24.98710	26.58024
9030	9028	40	0.19324	10	3	2.00	1	3	18726	0.39582	0.93667	29.29143	3618.612
9030	9032	40	0.23536	10	3	2.00	1	3	18998	0.49070	0.95027	28.77767	4471.369
9032	8682	45	0.07983	10	3	2.00	5	3	14410	0.12269	0.72077	39.04071	1150.35
9032	9030	40	0.23536	10	3	2.00	5	3	18573	0.47759	0.92904	29.56813	4371.341

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9032	9034	45	0.16815	10	3	2.00	1	3	13457	0.25310	0.67310	39.86259	2262.795
9034	13	25	0.10232	2	10	1.00	5	3	1196	0.24658	0.02034	24.89871	122.3747
9034	171	25	0.08651	2	10	1.00	5	3	126	0.20770	0.00214	24.98931	10.90026
9034	172	25	0.17408	2	10	1.00	5	3	1437	0.41984	0.02444	24.87839	250.153
9034	9032	45	0.16815	10	3	2.00	5	3	13228	0.25197	0.66166	40.04199	2224.288
9034	9036	45	0.22044	10	3	2.00	1	3	13455	0.33179	0.67302	39.86383	2966.02
9036	173	25	0.13011	2	10	1.00	5	3	996	0.31333	0.01695	24.91556	129.5896
9036	9034	45	0.22044	10	3	2.00	5	3	13216	0.33023	0.66104	40.05159	2913.335
9036	9038	45	0.24673	10	2	2.00	1	3	13599	0.35948	0.57821	41.18060	3355.281
9038	9036	45	0.24673	10	2	2.00	1	3	13360	0.35843	0.56802	41.30184	3296.313
9038	9040	45	0.18970	10	3	2.00	1	3	13599	0.28635	0.68024	39.74728	2579.73
9040	320	25	0.13308	2	10	1.00	1	3	284	0.31969	0.00484	24.97583	37.79472
9040	8736	30	0.07712	10	5	1.00	1	3	4052	0.16484	0.49222	28.07165	312.4902
9040	9038	45	0.18970	10	3	2.00	5	3	13360	0.28498	0.66826	39.93930	2534.392
9040	9042	45	0.11815	10	3	3.00	1	3	14996	0.16867	0.50007	42.03116	1771.777
9042	9040	45	0.11815	10	3	3.00	1	3	14644	0.16821	0.48834	42.14464	1730.189
9042	9044	45	0.08643	10	3	3.00	1	3	14996	0.12338	0.50007	42.03116	1296.104
9044	8740	35	0.07174	10	3	3.00	1	3	31758	0.20782	1.05902	20.71222	2278.319
9044	8742	45	0.27180	10	3	3.00	4	3	28669	0.50770	0.95602	32.12096	7792.234
9044	9042	45	0.08643	10	3	3.00	1	3	14644	0.12305	0.48834	42.14464	1265.681
9044	9046	45	0.12832	10	3	3.00	4	3	17112	0.18655	0.57064	41.27100	2195.812
9046	321	25	0.10715	2	10	1.00	1	3	2572	0.25942	0.04375	24.78315	275.5898
9046	9044	45	0.12832	10	3	3.00	4	3	18153	0.18851	0.60534	40.84029	2329.393
9046	9048	45	0.11080	10	3	2.00	4	3	15868	0.17728	0.79372	37.49822	1758.174
9048	6004	40	0.12875	10	3	1.00	1	3	3545	0.20101	0.35468	38.43139	456.4188
9048	9046	45	0.11080	10	3	2.00	4	3	16907	0.18402	0.84569	36.12467	1873.296
9048	9050	45	0.15443	10	3	2.00	4	3	12730	0.22929	0.63676	40.41151	1965.894
9050	5534	30	0.17078	10	5	1.00	4	3	1406	0.34691	0.17074	29.53777	240.1167
9050	9048	45	0.15443	10	3	2.00	1	3	13700	0.23360	0.68528	39.66447	2115.691
9050	9052	45	0.34642	10	3	2.00	4	3	12099	0.50891	0.60517	40.84247	4191.336
9052	322	25	0.15156	2	10	1.00	1	3	3647	0.36826	0.06202	24.69368	552.7393
9052	9050	45	0.34642	10	3	2.00	1	3	13453	0.52138	0.67289	39.86590	4660.388
9052	9054	45	0.09265	10	3	2.00	4	3	12753	0.13761	0.63790	40.39520	1181.565
9054	214	25	0.15300	2	10	1.00	4	3	918	0.36834	0.01562	24.92215	140.454
9054	5514	45	0.15115	10	3	2.00	4	3	12981	0.22543	0.64933	40.22854	1962.078
9054	9052	45	0.09265	10	3	2.00	1	3	14156	0.14155	0.70808	39.27203	1311.553
9056	46	25	0.20231	2	10	1.00	1	3	407	0.48623	0.00691	24.96548	82.34017
9056	9010	45	0.25470	10	3	3.00	1	3	28210	0.46615	0.94073	32.78352	7185.087
9056	9058	45	0.15876	10	3	3.00	1	3	28020	0.28825	0.93438	33.04727	4448.455
9058	45	25	0.15242	2	10	1.00	1	3	646	0.36660	0.01099	24.94518	98.46332
9058	9056	45	0.15876	10	3	3.00	1	3	28617	0.29584	0.95428	32.19835	4543.235
9058	9060	45	0.04413	10	3	3.00	1	3	28216	0.08078	0.94089	32.77648	1245.172
9060	44	25	0.09049	2	10	1.00	1	3	921	0.21785	0.01567	24.92189	83.34129
9060	9058	45	0.04413	10	3	3.00	1	3	28812	0.08298	0.96079	31.90645	1271.474
9060	9062	45	0.08977	10	3	3.00	1	3	28600	0.16716	0.95372	32.22337	2567.422
9060	9565	35	0.01296	10	5	1.00	3	3	3582	0.02346	0.43510	33.14904	46.42272
9062	8650	25	0.18182	10	5	2.00	5	3	4790	0.44984	0.29096	24.25095	870.9178
9062	8708	45	0.06496	10	3	2.00	5	3	13542	0.09795	0.67739	39.79361	879.6883
9062	9060	45	0.08977	10	3	3.00	1	3	29269	0.17267	0.97604	31.19458	2627.478
9062	9064	45	0.11328	10	3	3.00	5	3	22858	0.17786	0.76225	38.21193	2589.354
9064	154	25	0.05170	2	10	1.00	5	3	1535	0.12474	0.02611	24.87014	79.3595
9064	9062	45	0.11328	10	3	3.00	5	3	23087	0.17864	0.76986	38.04648	2615.295
9064	9066	45	0.17344	10	3	3.00	5	3	23020	0.27316	0.76763	38.09535	3992.589
9066	151	25	0.08409	2	10	1.00	5	3	516	0.20217	0.00878	24.95617	43.39044
9066	157	25	0.17246	2	10	1.00	5	3	268	0.41429	0.00456	24.97724	46.21928
9066	9064	45	0.17344	10	3	3.00	5	3	23248	0.27438	0.77524	37.92689	4032.133
9066	9068	45	0.11098	10	3	3.00	5	3	22658	0.17362	0.75556	38.35355	2514.585
9068	9066	45	0.11098	10	3	3.00	5	3	22863	0.17428	0.76239	38.20887	2537.336
9068	9070	45	0.12051	10	3	3.00	5	3	22658	0.18853	0.75556	38.35355	2730.516
9070	5960	45	0.08050	10	3	2.00	5	3	13052	0.12023	0.65287	40.17567	1050.686
9070	5962	45	0.16341	10	3	3.00	5	3	25423	0.27187	0.84777	36.06407	4154.372
9070	8638	45	0.09068	10	3	2.00	5	3	14573	0.13991	0.72892	38.88685	1321.48
9070	9068	45	0.12051	10	3	3.00	5	3	22863	0.18925	0.76239	38.20887	2755.22
9071	208	25	0.08980	2	10	1.00	6	3	1033	0.21628	0.01757	24.91247	92.7634
9071	209	25	0.28720	2	10	1.00	6	3	2392	0.69489	0.04069	24.79822	686.9824
9071	8607	45	0.12742	10	3	1.00	6	3	3159	0.17577	0.31602	43.49449	402.5198
9072	5962	45	0.14740	10	3	3.00	5	3	24740	0.24095	0.82500	36.70367	3646.676
9072	8626	30	0.05691	10	5	1.00	5	3	4809	0.12459	0.58413	27.40569	273.6802
9072	9074	45	0.14221	10	3	3.00	5	3	22995	0.22387	0.76682	38.11310	3270.119
9072	9567	30	0.06884	10	5	1.00	5	3	1430	0.13987	0.17367	29.52826	98.4412
9074	184	25	0.04333	2	10	1.00	5	3	807	0.10427	0.01373	24.93155	34.96731
9074	9072	45	0.14221	10	3	3.00	5	3	23625	0.22670	0.78782	37.63823	3359.711
9074	9076	45	0.23334	10	3	3.00	5	3	23111	0.36816	0.77069	38.02818	5392.721
9075	209	25	0.61256	2	10	1.00	6	3	1698	1.47863	0.02888	24.85645	1040.127
9075	331	25	0.35885	2	10	1.00	6	3	1971	0.86701	0.03351	24.83354	707.2934
9075	9093	40	0.09494	10	4	1.00	6	3	3751	0.14934	0.39868	38.14454	356.1199
9076	177	25	0.27982	2	10	1.00	5	3	1295	0.67453	0.02203	24.89033	362.3669
9076	185	25	0.22577	2	10	1.00	5	3	924	0.54354	0.01571	24.92168	208.6115
9076	9074	45	0.23334	10	3	3.00	5	3	23741	0.37288	0.79170	37.54649	5539.725
9076	9080	45	0.19130	10	3	3.00	5	3	23585	0.30470	0.78649	37.66924	4511.811
9077	331	25	0.22137	2	10	1.00	6	3	66	0.53140	0.00113	24.99437	14.61042
9077	9088	40	0.04634	10	4	1.00	6	3	66	0.06952	0.00705	39.99858	3.05844
9078	329	25	0.15099	2	10	1.00	6	3	1863	0.36467	0.03169	24.84255	281.2944

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9078	331	25	0.19434	2	10	1.00	6	3	3740	0.47236	0.06361	24.68594	726.8316
9078	9079	40	0.08875	10	3	2.00	6	3	5480	0.13692	0.27409	38.89165	486.35
9079	5660	45	0.24798	10	3	2.00	1	3	19251	0.46777	0.96295	31.80811	4773.863
9079	9078	40	0.08875	10	3	2.00	6	3	5480	0.13692	0.27412	38.89149	486.35
9079	9088	45	0.21051	10	3	2.00	6	3	18698	0.38263	0.93527	33.01041	3936.116
9079	15064	45	0.22671	10	5	2.00	1	3	16625	0.46151	1.00980	29.47445	3769.054
9080	186	25	0.06950	2	10	1.00	5	3	415	0.16704	0.00705	24.96480	28.8425
9080	9076	45	0.19130	10	3	4.00	5	3	24223	0.28109	0.60582	40.83403	4633.86
9080	9082	45	0.07275	10	3	3.00	5	3	23653	0.11604	0.78876	37.61598	1720.756
9082	8738	35	0.19697	10	3	3.00	5	3	33063	0.63644	1.10254	18.56911	6512.419
9082	9080	45	0.07275	10	3	4.00	5	3	24300	0.10696	0.60774	40.80887	1767.825
9082	9084	40	0.12254	10	3	3.00	1	3	23855	0.22083	0.79547	33.29435	2923.192
9082	9090	45	0.10558	10	3	3.00	5	3	27407	0.18711	0.91392	33.85431	2893.631
9084	187	25	0.05710	2	10	1.00	5	3	1728	0.13784	0.02939	24.85392	98.6688
9084	9082	40	0.12254	10	3	4.00	1	3	24098	0.20236	0.60270	36.33292	2952.969
9084	9086	40	0.22293	10	3	3.00	1	3	23276	0.39699	0.77619	33.69382	5188.919
9085	203	25	0.09862	2	10	1.00	6	3	0	0.23668	0.00000	25.00000	0
9085	8609	45	0.08414	10	3	4.00	6	3	37336	0.15264	0.93378	33.07189	3141.451
9085	9095	45	0.09605	10	3	4.00	6	3	37365	0.17441	0.93450	33.04242	3588.908
9086	189	25	0.15304	2	10	1.00	5	3	1699	0.36942	0.02889	24.85638	260.015
9086	326	25	0.15524	2	10	1.00	1	3	5136	0.37908	0.08735	24.57076	797.3126
9086	9084	40	0.22293	10	3	4.00	1	3	23516	0.36650	0.58814	36.49697	5242.422
9086	9093	45	0.27387	10	3	3.00	1	3	17842	0.40104	0.59499	40.97323	4886.389
9087	8723	40	0.18389	10	3	2.00	0	0	21766	0.50126	1.08875	22.01098	4002.55
9087	9089	40	0.15512	10	3	2.00	0	0	20037	0.35045	1.00223	26.55765	3108.139
9088	327	25	0.17376	2	10	1.00	1	3	2416	0.42045	0.04108	24.79626	419.8042
9088	9077	40	0.04634	10	4	1.00	6	3	66	0.06952	0.00704	39.99862	3.05844
9088	9079	45	0.21051	10	3	2.00	1	3	18676	0.38212	0.93419	33.05485	3931.485
9088	9093	45	0.24627	10	3	2.00	6	3	18150	0.43355	0.90786	34.08133	4469.801
9089	5663	40	0.08447	10	3	2.00	1	3	21031	0.21071	1.05195	24.05362	1776.489
9089	9087	40	0.15512	10	3	2.00	0	0	21766	0.42284	1.08875	22.01098	3376.342
9089	9091	45	0.23163	10	3	4.00	1	3	34315	0.38873	0.85822	35.75137	7948.383
9089	9099	45	0.08524	10	3	4.00	6	3	43946	0.21223	1.09909	24.09770	3745.957
9090	186	25	0.05417	2	10	1.00	5	3	198	0.13010	0.00337	24.98315	10.72566
9090	187	25	0.12686	2	10	1.00	5	3	704	0.30518	0.01198	24.94024	89.30944
9090	188	25	0.15604	2	10	1.00	5	3	289	0.37486	0.00492	24.97542	45.09556
9090	189	25	0.33320	2	10	1.00	5	3	298	0.80050	0.00508	24.97465	99.2936
9090	9082	45	0.10558	10	3	3.00	5	3	27712	0.18931	0.92411	33.46049	2925.833
9090	9092	45	0.22702	10	3	3.00	5	3	28325	0.41755	0.94454	32.62176	6430.342
9091	5519	45	0.18542	10	2	4.00	1	3	34315	0.28617	0.72949	38.87597	6362.687
9091	9089	45	0.23163	10	3	4.00	1	3	35982	0.40435	0.89991	34.37082	8334.511
9092	185	25	0.16435	2	10	1.00	5	3	270	0.39481	0.00458	24.97710	44.3745
9092	191	25	0.12473	2	10	1.00	5	3	536	0.29991	0.00911	24.95452	66.85528
9092	9090	45	0.22702	10	3	3.00	5	3	28666	0.42401	0.95593	32.12511	6507.755
9092	9094	45	0.30011	10	3	3.00	5	3	28274	0.55075	0.94283	32.69448	8485.31
9093	326	25	0.26096	2	10	1.00	1	3	2492	0.63162	0.04238	24.78987	650.3123
9093	9075	40	0.09494	10	4	1.00	6	3	3573	0.14885	0.37982	38.27091	339.2206
9093	9086	45	0.27387	10	3	3.00	1	3	17894	0.40126	0.59671	40.95137	4900.63
9093	9088	45	0.24627	10	3	2.00	1	3	18128	0.43304	0.90677	34.12144	4464.383
9094	8628	30	0.15855	10	5	1.00	5	3	3599	0.33494	0.43714	28.40200	570.6215
9094	9092	45	0.30011	10	3	3.00	5	3	28607	0.55900	0.95396	32.21244	8585.247
9094	9096	45	0.21330	10	3	3.00	5	3	29475	0.41470	0.98290	30.86115	6287.018
9095	208	25	0.34594	2	10	1.00	6	3	1580	0.83471	0.02687	24.86638	546.5852
9095	1229	25	0.08470	2	10	1.00	0	3	639	0.20371	0.01086	24.94580	54.1233
9095	9085	45	0.09605	10	3	4.00	6	3	37336	0.17425	0.93378	33.07189	3586.123
9095	9097	45	0.21768	10	3	4.00	6	3	39543	0.42739	0.98897	30.55950	8607.72
9096	192	25	0.10134	2	10	1.00	5	3	1446	0.24442	0.02460	24.87762	146.5376
9096	9094	45	0.21330	10	3	3.00	5	3	29640	0.41839	0.98838	30.58875	6322.212
9096	9098	45	0.17850	10	3	3.00	5	3	28819	0.33579	0.96103	31.89559	5144.192
9097	9095	45	0.21768	10	3	4.00	6	3	39533	0.42722	0.98873	30.57130	8605.543
9097	9099	45	0.32630	10	3	4.00	6	3	43941	0.81217	1.09896	24.10563	14337.95
9097	9615	35	0.12269	10	3	1.00	0	3	4655	0.22347	0.46573	32.94209	571.122
9098	8600	45	0.35794	10	3	2.00	5	3	19787	0.70367	0.98973	30.52080	7082.559
9098	8602	40	0.32528	10	3	2.00	5	3	6925	0.50716	0.34640	38.48232	2252.564
9098	8610	40	0.17993	10	3	2.00	5	3	12478	0.29924	0.62413	36.07880	2245.167
9098	9096	45	0.17850	10	3	3.00	5	3	28984	0.33846	0.96652	31.64395	5173.644
9099	204	25	0.23922	2	10	1.00	6	3	0	0.57414	0.00000	25.00000	0
9099	9089	45	0.08524	10	3	4.00	6	3	43941	0.21216	1.09896	24.10563	3745.531
9099	9097	45	0.32630	10	3	4.00	6	3	43946	0.81244	1.09909	24.09770	14339.58
9100	3708	45	0.07462	9	4	1.00	100	3	1846	0.10134	0.19618	44.18027	137.7485
9100	9102	30	0.05739	10	5	1.00	0	3	7126	0.14540	0.86563	23.68141	408.9611
9100	9584	45	0.31245	9	7	1.00	100	3	6464	0.43493	0.45808	43.10279	2019.677
9101	939	20	0.08703	2	10	1.00	0	3	186	0.26126	0.00317	19.98734	16.18758
9101	3707	30	0.21349	10	5	1.00	0	3	1994	0.43732	0.24225	29.29032	425.6991
9101	3736	30	0.12245	10	5	1.00	0	3	2081	0.25117	0.25275	29.25103	254.8185
9102	940	20	0.06686	2	10	1.00	0	3	142	0.20067	0.00242	19.99034	9.49412
9102	9100	30	0.05739	10	5	1.00	0	3	7370	0.14954	0.89523	23.02485	422.9643
9102	9103	30	0.05223	10	5	1.00	0	3	7004	0.13067	0.85080	23.98307	365.8189
9103	939	20	0.12589	2	10	1.00	0	3	114	0.37782	0.00194	19.99225	14.35146
9103	3707	30	0.13989	10	5	1.00	0	3	1998	0.28658	0.24275	29.28843	279.5002
9103	3739	30	0.07538	10	5	1.00	0	3	5004	0.16624	0.60786	27.20489	377.2015
9103	9102	30	0.05223	10	5	1.00	0	3	7246	0.13411	0.88018	23.36814	378.4586
9104	937	20	0.13919	2	10	1.00	0	3	1155	0.41921	0.01965	19.92172	160.7645

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9104	938	20	0.17427	2	10	1.00	0	3	524	0.52373	0.00891	19.96441	91.31748
9104	3707	30	0.26902	10	5	1.00	0	3	1671	0.54845	0.20297	29.43032	449.5324
9111	12295	45	0.26647	9	3	2.00	100	0	17055	0.44526	0.85308	35.90675	4544.646
9111	12296	45	0.07159	9	3	3.00	100	0	18352	0.10541	0.61199	40.75284	1313.82
9111	14123	45	0.24243	9	3	2.00	100	0	16730	0.39985	0.83682	36.37834	4055.854
9111	22686	45	0.13797	9	3	3.00	100	0	13413	0.19471	0.44729	42.51657	1850.592
9142	15058	45	0.12877	9	3	2.00	100	0	18193	0.22724	0.91002	34.00098	2342.713
9142	22664	45	0.32678	9	3	2.00	100	0	16108	0.52700	0.80571	37.20427	5263.772
9142	22675	35	0.13473	23	5	1.00	901	0	1570	0.23510	0.19066	34.38412	211.5261
9142	23338	30	0.10455	10	5	1.00	0	0	759	0.21067	0.09218	29.77508	79.35345
9225	9343	35	0.08398	10	4	1.00	7	0	3167	0.14942	0.33663	33.72363	265.9647
9225	12300	35	0.10845	10	4	1.00	7	0	3789	0.19510	0.40279	33.35175	410.9171
9334	1578	20	0.10244	2	10	1.00	0	0	1457	0.30885	0.02478	19.90138	149.2551
9334	2489	45	0.21637	9	3	3.00	100	0	15959	0.31130	0.53220	41.70259	3453.049
9334	12270	30	0.09543	10	5	1.00	0	0	1837	0.19503	0.22319	29.35956	175.3049
9334	24034	45	0.28334	9	3	3.00	100	0	16005	0.40782	0.53370	41.68648	4534.857
9340	1355	20	0.15889	2	10	1.00	0	0	1006	0.47829	0.01711	19.93180	159.8433
9340	8651	45	0.19986	10	3	2.00	7	3	17137	0.33512	0.85718	35.78315	3425.001
9340	9611	45	0.16116	10	3	2.00	7	3	15739	0.25683	0.78727	37.65109	2536.497
9340	24037	35	0.14068	10	4	1.00	7	0	3541	0.25192	0.37635	33.50689	498.1479
9341	1126	25	0.13878	2	10	1.00	7	3	428	0.33356	0.00728	24.96363	59.39784
9341	9590	45	0.05759	10	3	2.00	7	3	13401	0.08659	0.67034	39.90648	771.7636
9341	9591	45	0.11446	10	3	2.00	7	3	13913	0.17393	0.69594	39.48450	1592.482
9342	1123	25	0.06134	2	10	1.00	7	3	917	0.14768	0.01559	24.92227	56.24878
9342	9394	45	0.16834	10	3	2.00	7	3	12086	0.24725	0.60457	40.85036	2034.557
9342	9593	45	0.21373	10	3	2.00	7	3	11432	0.31083	0.57185	41.25665	2443.361
9343	9225	35	0.08398	10	4	1.00	7	0	3789	0.15109	0.40279	33.35175	318.2002
9343	9382	35	0.10818	10	4	2.00	7	0	8357	0.19616	0.44413	33.08960	904.0603
9343	12161	35	0.09396	10	4	2.00	7	0	7575	0.16904	0.40257	33.35305	711.747
9343	23265	35	0.16537	10	4	1.00	7	0	2390	0.29080	0.25409	34.12032	395.2343
9344	1358	20	0.17979	2	10	1.00	0	0	55	0.53948	0.00094	19.99624	9.88845
9344	1359	20	0.09928	2	10	1.00	0	0	1314	0.29918	0.02234	19.91103	130.4539
9344	9345	35	0.11048	10	4	1.00	7	0	995	0.19108	0.10581	34.69223	109.9276
9344	9605	35	0.13838	10	4	1.00	7	0	1696	0.24119	0.18025	34.42452	234.6925
9345	1358	20	0.16514	2	10	1.00	0	0	253	0.49584	0.00431	19.98278	41.78042
9345	9344	35	0.11048	10	4	1.00	7	0	1160	0.19141	0.12335	34.63229	128.1568
9345	24030	35	0.16679	10	4	1.00	7	0	1253	0.28925	0.13317	34.59792	208.9879
9346	2507	35	0.23918	10	4	1.00	7	0	3600	0.42877	0.38269	33.47050	861.048
9346	9347	35	0.07318	10	4	1.00	7	0	2865	0.12958	0.30450	33.88607	209.6607
9346	12294	30	0.18660	10	5	1.00	0	0	763	0.37604	0.09269	29.77364	142.3758
9347	1317	20	0.18601	2	10	1.00	0	0	814	0.55957	0.01384	19.94481	151.4121
9347	1318	20	0.16621	2	10	1.00	0	0	656	0.49975	0.01116	19.95547	109.0338
9347	9346	35	0.07318	10	4	1.00	7	0	2859	0.12957	0.30386	33.88918	209.2216
9347	9605	35	0.19567	10	4	1.00	7	0	1898	0.34187	0.20178	34.34016	371.3817
9349	9609	45	0.28475	9	3	3.00	100	0	18711	0.42091	0.62396	40.59095	5327.957
9349	12292	35	0.10250	10	4	2.00	7	0	7258	0.18385	0.38574	33.45287	743.945
9349	14125	45	0.10358	9	3	3.00	100	0	14213	0.14700	0.47396	42.27916	1472.183
9349	24035	35	0.17960	10	4	2.00	7	0	1957	0.31056	0.10403	34.69823	351.4772
9351	9352	45	0.17532	9	3	3.00	100	0	17427	0.25566	0.58114	41.14507	3055.302
9351	9593	45	0.32928	10	3	2.00	7	3	10751	0.47444	0.53775	41.64296	3540.089
9351	23276	45	0.10340	9	3	3.00	100	0	12046	0.14465	0.40170	42.88931	1245.556
9351	23277	40	0.15114	10	3	2.00	7	0	6763	0.23535	0.33827	38.53151	1022.16
9352	1118	20	0.21011	2	10	1.00	0	0	1558	0.63367	0.02650	19.89454	327.3514
9352	1119	20	0.17364	2	10	1.00	0	0	370	0.52158	0.00629	19.97486	64.2468
9352	9351	45	0.17532	9	3	3.00	100	0	17211	0.25512	0.57394	41.23182	3017.433
9352	9353	45	0.13263	9	3	3.00	100	0	16880	0.19239	0.56289	41.36161	2238.794
9353	9352	45	0.13263	9	3	3.00	100	0	16683	0.19204	0.55632	41.43700	2212.666
9353	9354	45	0.11620	9	3	3.00	100	0	16880	0.16856	0.56289	41.36161	1961.456
9354	1117	20	0.17931	2	10	1.00	0	0	1267	0.54025	0.02154	19.91420	227.1858
9354	9353	45	0.11620	9	3	3.00	100	0	16683	0.16825	0.55632	41.43700	1938.565
9354	9355	45	0.22447	9	3	3.00	100	0	16513	0.32453	0.55066	41.50082	3706.673
9355	1114	20	0.16984	2	10	1.00	0	0	3720	0.51595	0.06327	19.75009	631.8048
9355	9354	45	0.22447	9	3	3.00	100	0	16316	0.32396	0.54409	41.57378	3662.453
9355	9356	45	0.22247	9	3	3.00	100	0	15658	0.31927	0.52214	41.80843	3483.435
9356	1116	20	0.20014	2	10	1.00	0	0	860	0.60217	0.01462	19.94169	172.1204
9356	9355	45	0.22247	9	3	3.00	100	0	15461	0.31876	0.51556	41.87616	3439.609
9356	9386	45	0.28085	9	3	3.00	100	0	15587	0.40282	0.51978	41.83278	4377.609
9357	1112	25	0.18402	2	10	1.00	7	3	307	0.44212	0.00522	24.97391	56.49414
9357	1575	20	0.17667	2	10	1.00	7	3	1442	0.53261	0.02453	19.90236	254.7581
9357	8658	45	0.35278	10	3	3.00	7	3	17886	0.51683	0.59642	40.95504	6309.823
9357	9358	45	0.38420	10	3	3.00	7	3	18197	0.56471	0.60681	40.82104	6991.287
9358	9357	45	0.38420	10	3	3.00	7	3	18162	0.56450	0.60564	40.83636	6977.84
9358	9360	30	0.14805	10	4	1.00	7	3	4941	0.31894	0.52517	27.85117	731.5151
9358	9365	35	0.18019	10	4	1.00	7	3	3072	0.32009	0.32658	33.77565	553.5437
9358	9577	45	0.28572	10	3	3.00	7	3	16389	0.41262	0.54651	41.54711	4682.665
9359	9577	50	0.21514	10	3	3.00	7	0	16555	0.28004	0.55206	46.09469	3561.643
9359	24774	50	0.15153	10	3	3.00	7	0	16666	0.19744	0.55577	46.04813	2525.399
9360	9358	30	0.14805	10	4	1.00	7	3	5016	0.31958	0.53312	27.79513	742.6188
9360	25073	30	0.18881	10	4	1.00	7	3	4941	0.40675	0.52517	27.85117	932.9102
9361	1582	20	0.04508	2	10	1.00	7	3	1618	0.13598	0.02752	19.89054	72.93944
9361	25062	30	0.10610	10	4	1.00	7	3	1869	0.21620	0.19865	29.44509	198.3009
9361	25073	30	0.11173	10	4	1.00	7	3	2547	0.22972	0.27075	29.18186	284.5763
9363	3714	30	0.20043	10	4	1.00	7	3	516	0.40252	0.05490	29.87698	103.4219

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9363	9364	30	0.29191	10	4	1.00	7	3	1108	0.58969	0.11777	29.70133	323.4363
9363	25079	25	0.18452	10	5	1.00	0	3	17	0.44267	0.00204	25.00932	3.13684
9364	1103	20	0.14929	2	10	1.00	7	3	430	0.44853	0.00732	19.97076	64.1947
9364	1576	20	0.14289	2	10	1.00	7	3	1095	0.43026	0.01862	19.92578	156.4646
9364	3716	30	0.19492	10	4	1.00	7	3	1965	0.39767	0.20884	29.41005	383.0178
9364	9363	30	0.29191	10	4	1.00	7	3	533	0.58632	0.05668	29.87225	155.588
9365	1110	25	0.14531	2	10	1.00	7	3	1438	0.35044	0.02446	24.87830	208.9558
9365	9358	35	0.18019	10	4	1.00	7	3	3073	0.32009	0.32664	33.77533	553.7239
9365	9578	35	0.19088	10	4	1.00	7	3	2659	0.33695	0.28268	33.99035	507.5499
9366	9367	35	0.31003	10	4	1.00	7	3	1945	0.54200	0.20679	34.32003	603.0084
9366	9369	35	0.10466	10	4	1.00	7	3	2194	0.18355	0.23326	34.21050	229.624
9366	9578	35	0.19191	10	4	1.00	7	3	2380	0.33742	0.25299	34.12518	456.7458
9367	1121	25	0.10061	2	10	1.00	7	3	773	0.24210	0.01315	24.93445	77.77153
9367	9366	35	0.31003	10	4	1.00	7	3	1962	0.54212	0.20859	34.31276	608.2789
9367	9368	35	0.22735	10	4	1.00	7	3	2336	0.39949	0.24829	34.14579	531.0896
9368	8665	45	0.18912	10	3	2.00	7	3	16263	0.30662	0.81349	37.00667	3075.659
9368	9367	35	0.22735	10	4	1.00	7	3	2353	0.39958	0.25009	34.13792	534.9546
9368	9389	45	0.35754	10	3	2.00	7	3	16081	0.57609	0.80437	37.23795	5749.601
9369	9366	35	0.10466	10	4	1.00	7	3	2178	0.18351	0.23152	34.21785	227.9495
9369	9370	35	0.16801	10	4	1.00	7	3	2194	0.29467	0.23326	34.21050	368.6139
9370	1120	25	0.19777	2	10	1.00	7	3	1148	0.47651	0.01952	24.90278	227.04
9370	9369	35	0.16801	10	4	1.00	7	3	2178	0.29461	0.23152	34.21785	365.9258
9370	9594	35	0.13133	10	4	1.00	7	3	2368	0.23086	0.25171	34.13082	310.9894
9371	1122	25	0.12071	2	10	1.00	7	3	766	0.29047	0.01303	24.93503	92.46386
9371	1573	25	0.23413	2	10	1.00	7	3	131	0.56217	0.00223	24.98886	30.67103
9371	9372	35	0.10570	10	4	1.00	7	3	2553	0.18630	0.27132	34.04287	269.8521
9371	9594	35	0.09531	10	4	1.00	7	3	1900	0.16654	0.20195	34.33947	181.089
9372	9371	35	0.10570	10	4	1.00	7	3	2535	0.18625	0.26944	34.05145	267.9495
9372	9373	35	0.10867	10	4	1.00	7	3	2553	0.19153	0.27132	34.04287	277.4345
9373	9372	35	0.10867	10	4	1.00	7	3	2535	0.19148	0.26944	34.05145	275.4785
9373	9574	35	0.11002	10	4	1.00	7	3	3987	0.19869	0.42374	33.22206	438.6497
9373	9588	35	0.11191	10	4	1.00	7	3	2031	0.19586	0.21583	34.28323	227.2892
9373	24907	35	0.16161	10	4	1.00	7	3	269	0.27755	0.02864	34.93592	43.47309
9374	9587	35	0.10520	10	4	1.00	7	3	97	0.18040	0.01032	34.98940	10.2044
9374	9589	35	0.12481	10	4	1.00	7	3	526	0.21486	0.05593	34.85330	65.65006
9374	24906	35	0.04576	10	4	1.00	7	3	478	0.07874	0.05085	34.86895	21.87328
9375	9376	35	0.08071	10	4	1.00	7	3	3247	0.14378	0.34518	33.67856	262.0654
9375	9575	35	0.12593	10	4	1.00	7	3	2629	0.22220	0.27949	34.00522	331.07
9375	24910	35	0.08466	10	4	1.00	7	3	726	0.14602	0.07718	34.78633	61.46316
9376	9375	35	0.08071	10	4	1.00	7	3	3182	0.14363	0.33827	33.71505	256.8192
9376	24904	35	0.09506	10	4	1.00	7	3	3247	0.16935	0.34518	33.67856	308.6598
9379	9394	35	0.16979	10	4	1.00	7	3	4369	0.30916	0.46437	32.95162	741.8125
9379	9396	35	0.10934	10	4	1.00	7	3	196	0.18767	0.02080	34.95900	21.43064
9379	9606	35	0.16630	10	4	1.00	7	3	4143	0.30132	0.44037	33.11450	688.9809
9380	1129	25	0.14667	2	10	1.00	7	3	92	0.35213	0.00156	24.99221	13.49364
9380	9597	35	0.07899	10	4	1.00	7	3	855	0.13641	0.09089	34.74185	67.53645
9380	9612	35	0.08944	10	4	1.00	7	3	939	0.15459	0.09979	34.71241	83.98416
9381	1124	25	0.12902	2	10	1.00	7	3	912	0.31060	0.01551	24.92271	117.6662
9381	12299	30	0.18894	10	5	1.00	0	0	603	0.38007	0.07320	29.82775	113.9308
9381	24911	35	0.18834	10	4	1.00	7	3	30	0.32277	0.00319	35.00978	5.6502
9381	24912	35	0.04451	10	4	1.00	7	3	947	0.07695	0.10063	34.70961	42.15097
9382	9343	35	0.10818	10	4	2.00	7	0	8308	0.19606	0.44156	33.10660	898.7594
9382	23249	35	0.10589	10	4	2.00	7	0	8357	0.19200	0.44413	33.08960	884.9227
9384	1513	20	0.05767	2	10	1.00	0	0	2	0.17300	0.00003	19.99986	0.11534
9384	24767	25	0.09846	10	5	1.00	0	0	1408	0.24001	0.17104	24.61399	138.6317
9384	25130	25	0.04902	10	5	1.00	0	0	1413	0.11951	0.17161	24.61246	69.26526
9386	1113	20	0.18560	2	10	1.00	0	0	2603	0.56172	0.04427	19.82449	483.1168
9386	9356	45	0.28085	9	3	3.00	100	0	15390	0.40217	0.51321	41.90011	4322.282
9386	25189	45	0.13340	9	3	3.00	100	0	16135	0.19223	0.53805	41.63972	2152.409
9387	1502	20	0.13681	2	10	1.00	0	0	0	0.41042	0.00000	20.00000	0
9387	5028	50	0.20216	10	3	3.00	7	0	7764	0.24900	0.25891	48.71273	1569.57
9387	24781	50	0.26939	10	3	3.00	7	0	7748	0.33178	0.25836	48.71621	2087.234
9389	1112	25	0.22707	2	10	1.00	7	3	938	0.54671	0.01595	24.92052	212.9917
9389	8658	45	0.17048	10	3	2.00	7	3	16427	0.27803	0.82170	36.79176	2800.475
9389	9368	45	0.35754	10	3	2.00	7	3	16084	0.57614	0.80451	37.23442	5750.673
9394	9342	45	0.16834	10	3	2.00	7	3	11722	0.24586	0.58632	41.08157	1973.281
9394	9379	35	0.16979	10	4	1.00	7	3	4295	0.30865	0.45653	33.00583	729.2481
9394	9574	35	0.14933	10	4	1.00	7	3	3980	0.26967	0.42310	33.22611	594.3334
9394	9590	45	0.05790	10	3	2.00	7	3	13803	0.08778	0.69042	39.57836	799.1937
9396	9379	35	0.10934	10	4	1.00	7	3	210	0.18769	0.02230	34.95461	22.9614
9396	24911	35	0.04188	10	4	1.00	7	3	196	0.07188	0.02080	34.95900	8.20848
9519	1419	0	0.12036	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
9521	3712	25	0.05808	10	5	1.00	0	0	391	0.13986	0.04748	24.91377	22.70928
9521	24793	25	0.05049	10	5	1.00	0	0	397	0.12161	0.04818	24.91224	20.04453
9545	5020	25	0.17788	9	5	1.00	100	0	0	0.42669	0.00000	25.01345	0
9545	9546	25	0.19302	9	5	1.00	100	0	0	0.46299	0.00000	25.01345	0
9546	9545	25	0.19302	9	5	1.00	100	0	0	0.46299	0.00000	25.01345	0
9553	59	25	0.10502	2	10	1.00	1	3	579	0.25254	0.00984	24.95087	60.80658
9553	8798	25	0.21490	10	4	1.00	1	3	1372	0.52243	0.14584	24.68047	294.8428
9554	59	25	0.11201	2	10	1.00	1	3	821	0.26958	0.01397	24.93036	91.96021
9554	8858	33	0.14348	10	4	1.00	1	3	5012	0.28154	0.53271	30.57787	719.1218
9555	237	20	0.06707	3	10	3.00	0	3	4409	0.20222	0.02500	19.90051	295.7116
9555	249	20	0.11774	3	10	3.00	0	3	1708	0.35390	0.00968	19.96135	201.0999

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9555	3456	40	0.19389	10	3	2.00	4	3	10411	0.31293	0.52076	37.17574	2018.589
9555	3457	40	0.21960	10	3	2.00	4	3	13352	0.37108	0.66786	35.50719	2932.099
9560	3385	35	0.56802	10	4	1.00	2	0	7488	1.17023	0.79595	29.12354	4253.334
9560	3455	35	0.44058	9	5	1.00	100	0	1377	0.76681	0.16730	34.47368	606.6787
9560	5708	40	0.13206	10	4	1.00	2	3	8704	0.26676	0.92522	29.70348	1149.45
9561	325	25	0.12367	2	10	1.00	1	3	3177	0.30001	0.05402	24.73277	392.8996
9561	5519	25	0.08617	10	4	1.00	1	3	7874	0.25585	0.83694	20.20842	678.5026
9561	5525	25	0.11058	10	4	1.00	1	3	5610	0.29159	0.59633	22.75342	620.3538
9562	289	25	0.08071	2	10	1.00	2	3	1507	0.19469	0.02564	24.87247	121.63
9562	5714	35	0.02292	10	5	1.00	3	3	1507	0.03996	0.18312	34.41346	34.54044
9563	294	25	0.13929	2	10	1.00	2	3	498	0.33485	0.00847	24.95773	69.36642
9563	295	25	0.17538	2	10	1.00	2	3	1320	0.42280	0.02246	24.88822	231.5016
9563	297	25	0.41996	2	10	1.00	2	3	1232	1.01213	0.02095	24.89568	517.3907
9563	5714	35	0.02111	10	5	1.00	3	3	3035	0.03775	0.36867	33.55026	64.06885
9564	295	25	0.32542	2	10	1.00	2	3	522	0.78238	0.00887	24.95572	169.8692
9564	296	25	0.18762	2	10	1.00	2	3	1026	0.45186	0.01745	24.91306	192.4981
9564	297	25	0.10188	2	10	1.00	2	3	1951	0.24613	0.03319	24.83515	198.7679
9564	5680	35	0.01705	10	5	1.00	3	3	3361	0.03070	0.40823	33.31864	57.30505
9565	40	25	0.05041	2	10	1.00	1	3	1477	0.12160	0.02512	24.87503	74.45557
9565	41	25	0.21482	2	10	1.00	1	3	1677	0.51851	0.02851	24.85823	360.2531
9565	42	25	0.41543	2	10	1.00	1	3	482	0.99868	0.00819	24.95910	200.2373
9565	9060	35	0.01296	10	5	1.00	3	3	3517	0.02342	0.42718	33.20010	45.58032
9566	39	25	0.15060	2	10	1.00	1	3	400	0.36194	0.00680	24.96606	60.24
9566	42	25	0.31135	2	10	1.00	1	3	297	0.74799	0.00506	24.97474	92.47095
9566	8652	25	0.02562	10	5	1.00	5	3	664	0.06190	0.08065	24.83939	17.01168
9567	174	25	0.29297	2	10	1.00	5	3	355	0.70397	0.00604	24.96983	104.0044
9567	176	25	0.09403	2	10	1.00	5	3	1074	0.22650	0.01827	24.90897	100.9882
9567	9072	30	0.06884	10	5	1.00	5	3	1449	0.13991	0.17598	29.52074	99.74916
9568	174	25	0.21417	2	10	1.00	5	3	1054	0.51586	0.01792	24.91071	225.7352
9568	176	25	0.49138	2	10	1.00	5	3	220	1.18019	0.00374	24.98132	108.1036
9568	8678	30	0.04972	10	5	1.00	5	3	1255	0.10079	0.15241	29.59612	62.3986
9569	41	25	0.41313	2	10	1.00	1	3	305	0.99254	0.00518	24.97411	126.0047
9569	42	25	0.15871	2	10	1.00	1	3	940	0.38213	0.01599	24.92029	149.1874
9569	8674	30	0.00189	10	5	1.00	5	3	1331	0.00384	0.16172	29.56673	2.51559
9570	5680	35	0.01155	10	5	1.00	3	0	1276	0.02008	0.15506	34.51910	14.7378
9571	5517	45	0.10367	10	3	2.00	1	3	23631	0.32953	1.18202	18.87606	2449.826
9571	5966	45	0.17033	10	6	2.00	1	3	17963	0.26767	0.76373	38.18011	3059.638
9571	5967	45	0.19501	10	3	3.00	1	0	26796	0.33821	0.89357	34.59559	5225.488
9572	5523	45	0.35270	10	6	1.00	4	0	12571	0.81341	1.06893	26.01664	4433.792
9573	1130	25	0.14082	2	10	1.00	7	3	3829	0.34237	0.06512	24.67858	539.1998
9573	9591	45	0.07245	10	3	2.00	7	3	14070	0.11047	0.70380	39.34797	1019.372
9573	9597	45	0.11603	10	3	2.00	7	3	15211	0.18205	0.76084	38.24193	1764.932
9574	1126	25	0.11970	2	10	1.00	7	3	43	0.28732	0.00073	24.99634	5.1471
9574	9373	35	0.11002	10	4	1.00	7	3	4024	0.19884	0.42767	33.19701	442.7205
9574	9394	35	0.14933	10	4	1.00	7	3	3943	0.26947	0.41916	33.25090	588.8082
9575	9375	35	0.12593	10	4	1.00	7	3	2695	0.22241	0.28649	33.97250	339.3814
9575	9587	35	0.10399	10	4	1.00	7	3	1224	0.18029	0.13007	34.60884	127.2838
9575	9588	35	0.09816	10	4	1.00	7	3	2110	0.17196	0.22432	34.24809	207.1176
9577	9358	45	0.28572	10	3	3.00	7	3	16278	0.41221	0.54282	41.58772	4650.95
9577	9359	50	0.21514	10	3	3.00	7	0	16666	0.28033	0.55577	46.04813	3585.523
9577	9595	35	0.32847	9	7	1.00	100	3	312	0.56378	0.02208	34.95729	102.4826
9578	1111	25	0.11709	2	10	1.00	7	3	1035	0.28201	0.01760	24.91230	121.1882
9578	1115	25	0.19451	2	10	1.00	7	3	681	0.46792	0.01158	24.94225	132.4613
9578	9365	35	0.19088	10	4	1.00	7	3	2660	0.33695	0.28275	33.99006	507.7408
9578	9366	35	0.19191	10	4	1.00	7	3	2380	0.33742	0.25292	34.12545	456.7458
9580	1577	20	0.28728	2	10	1.00	0	3	483	0.86327	0.00822	19.96718	138.7562
9580	9581	45	0.14780	9	3	2.00	100	3	10771	0.21301	0.53878	41.63181	1591.954
9580	9585	45	0.20886	9	3	2.00	100	3	13474	0.31448	0.67397	39.84870	2814.18
9580	25078	25	0.14029	10	5	1.00	0	3	3458	0.35447	0.42002	23.74681	485.1228
9581	9580	45	0.14780	9	3	2.00	100	3	10684	0.21277	0.53442	41.67879	1579.095
9581	9582	45	0.08659	9	3	2.00	100	3	10771	0.12480	0.53878	41.63181	932.6609
9582	9581	45	0.08659	9	3	2.00	100	3	10684	0.12466	0.53442	41.67879	925.1276
9582	9583	45	0.17780	9	3	2.00	100	3	10771	0.25625	0.53878	41.63181	1915.084
9582	25068	25	0.11253	10	5	1.00	0	3	1641	0.27518	0.19931	24.53570	184.6617
9583	3716	30	0.18247	10	4	1.00	7	3	2096	0.37289	0.22274	29.36116	382.4571
9583	9582	45	0.17780	9	3	2.00	100	3	11236	0.25786	0.56203	41.37161	1997.761
9583	9584	45	0.42976	9	3	2.00	100	3	8969	0.60664	0.44861	42.50525	3854.517
9583	25049	35	0.10689	10	4	1.00	7	3	1630	0.18616	0.17325	34.45125	174.2307
9584	1102	20	0.29424	2	10	1.00	7	3	1228	0.88640	0.02089	19.91679	361.3267
9584	9100	45	0.31245	9	7	1.00	100	3	6231	0.43383	0.44154	43.21251	1946.876
9584	9583	45	0.42976	9	3	2.00	100	3	8998	0.60682	0.45006	42.49265	3866.98
9584	22813	45	0.25324	9	3	2.00	100	0	11833	0.37048	0.59189	41.01228	2996.589
9585	1107	20	0.26635	2	10	1.00	7	3	2871	0.80686	0.04883	19.80657	764.6909
9585	1575	20	0.25819	2	10	1.00	7	3	363	0.77551	0.00617	19.97535	93.72297
9585	8658	45	0.20715	9	3	2.00	100	3	14292	0.31748	0.71487	39.14935	2960.588
9585	9580	45	0.20886	9	3	2.00	100	3	13451	0.31433	0.67281	39.86725	2809.376
9587	1130	25	0.12221	2	10	1.00	7	3	1179	0.29447	0.02006	24.90010	144.0856
9587	9374	35	0.10520	10	4	1.00	7	3	87	0.18039	0.00925	34.99247	9.1524
9587	9575	35	0.10399	10	4	1.00	7	3	1234	0.18031	0.13116	34.60499	128.3237
9588	1126	25	0.12605	2	10	1.00	7	3	135	0.30266	0.00230	24.98849	17.01675
9588	9373	35	0.11191	10	4	1.00	7	3	1975	0.19572	0.20993	34.30730	221.0223
9588	9575	35	0.09816	10	4	1.00	7	3	2166	0.17209	0.23022	34.22335	212.6146
9589	1128	25	0.07764	2	10	1.00	7	3	204	0.18646	0.00347	24.98264	15.83856

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9589	1130	25	0.12471	2	10	1.00	7	3	30	0.29933	0.00051	24.99743	3.7413
9589	9374	35	0.12481	10	4	1.00	7	3	533	0.21487	0.05661	34.85117	66.52373
9589	9597	35	0.13953	10	4	1.00	7	3	642	0.24046	0.06828	34.81467	89.57826
9590	9341	45	0.05759	10	3	2.00	7	3	13803	0.08731	0.69042	39.57836	794.9148
9590	9394	45	0.05790	10	3	2.00	7	3	13401	0.08706	0.67034	39.90648	775.9179
9591	1125	25	0.09899	2	10	1.00	7	3	1583	0.23886	0.02692	24.86613	156.7012
9591	9341	45	0.11446	10	3	2.00	7	3	13512	0.17247	0.67586	39.81839	1546.584
9591	9573	45	0.07245	10	3	2.00	7	3	14472	0.11150	0.72388	38.98251	1048.496
9593	1119	20	0.22692	2	10	1.00	0	0	332	0.68152	0.00565	19.97744	75.33744
9593	9342	45	0.21373	10	3	2.00	7	3	11797	0.31251	0.59010	41.03466	2521.373
9593	9351	45	0.32928	10	3	2.00	7	3	10390	0.47227	0.51970	41.83366	3421.219
9593	23316	30	0.11922	10	5	1.00	0	0	882	0.24058	0.10717	29.73227	105.152
9594	9370	35	0.13133	10	4	1.00	7	3	2352	0.23081	0.24997	34.13844	308.8882
9594	9371	35	0.09531	10	4	1.00	7	3	1918	0.16657	0.20382	34.33195	182.8046
9594	9596	35	0.11721	9	7	1.00	100	3	714	0.20152	0.05059	34.89749	83.68794
9595	1109	20	0.41260	2	10	1.00	0	0	54	1.23801	0.00092	19.99633	22.2804
9595	9577	35	0.32847	9	7	1.00	100	3	312	0.56378	0.02213	34.95718	102.4826
9595	30003	35	0.23034	9	7	1.00	100	3	366	0.39544	0.02590	34.94943	84.30444
9596	1122	25	0.09566	2	10	1.00	7	3	544	0.23001	0.00926	24.95380	52.03904
9596	5032	35	0.20768	9	7	1.00	100	3	473	0.35670	0.03349	34.93372	98.23264
9596	9594	35	0.11721	9	7	1.00	100	3	715	0.20152	0.05068	34.89729	83.80515
9597	9380	35	0.07899	10	4	1.00	7	3	853	0.13641	0.09064	34.74265	67.37847
9597	9573	45	0.11603	10	3	2.00	7	3	14810	0.18011	0.74077	38.65558	1718.404
9597	9589	35	0.13953	10	4	1.00	7	3	652	0.24048	0.06928	34.81148	90.97356
9597	9611	45	0.16641	10	3	2.00	7	3	15286	0.26165	0.76461	38.16094	2543.743
9603	9606	35	0.10741	10	4	1.00	7	3	4203	0.19486	0.44670	33.07242	451.4442
9603	9608	35	0.05712	10	4	1.00	7	0	4143	0.10349	0.44037	33.11450	236.6482
9604	17260	35	0.09243	10	4	2.00	7	0	7462	0.16611	0.39658	33.38904	689.7127
9604	23327	35	0.07820	10	4	2.00	7	0	7410	0.14045	0.39381	33.40545	579.462
9605	9344	35	0.13838	10	4	1.00	7	0	1533	0.24073	0.16292	34.49005	212.1365
9605	9347	35	0.19567	10	4	1.00	7	0	2161	0.34302	0.22975	34.22533	422.8429
9605	12297	35	0.11026	10	4	2.00	7	0	7220	0.19768	0.38372	33.46457	796.0772
9605	17260	35	0.17647	10	4	2.00	7	0	8626	0.32092	0.45842	32.99282	1522.23
9606	9379	35	0.16630	10	4	1.00	7	3	4203	0.30171	0.44670	33.07242	698.9589
9606	9603	35	0.10741	10	4	1.00	7	3	4143	0.19461	0.44037	33.11450	444.9996
9607	23264	30	0.15686	10	5	1.00	0	0	2055	0.32162	0.24962	29.26283	322.3473
9607	23276	45	0.20519	9	3	3.00	100	0	11944	0.28687	0.39829	42.91564	2450.789
9607	23282	30	0.09783	10	5	1.00	0	0	1241	0.19830	0.15078	29.60122	121.407
9607	24254	45	0.11453	9	3	3.00	100	0	11197	0.15943	0.37339	43.10189	1282.392
9608	9603	35	0.05712	10	4	1.00	7	0	4203	0.10362	0.44670	33.07242	240.0754
9608	12276	35	0.11611	10	4	1.00	7	0	4431	0.21172	0.47103	32.90469	514.4834
9608	25053	35	0.14793	10	4	1.00	7	0	1359	0.25684	0.14444	34.55771	201.0369
9609	9349	45	0.28475	9	3	3.00	100	0	18622	0.42049	0.62099	40.63171	5302.615
9609	12272	30	0.15264	10	5	1.00	0	0	3048	0.31855	0.37020	28.75001	465.2467
9609	12296	45	0.13838	9	3	3.00	100	0	18015	0.20300	0.60074	40.89988	2492.916
9609	24065	30	0.13437	10	5	1.00	0	0	2149	0.27593	0.26109	29.21929	288.7611
9610	1312	20	0.13291	2	10	1.00	0	0	181	0.39897	0.00308	19.98769	24.05671
9610	1333	20	0.14302	2	10	1.00	0	0	524	0.42983	0.00891	19.96444	74.94248
9610	8656	35	0.14713	10	4	2.00	7	0	7960	0.26569	0.42305	33.22638	1171.155
9610	12161	35	0.08542	10	4	2.00	7	0	8211	0.15465	0.43640	33.14055	701.3836
9611	1129	25	0.08999	2	10	1.00	7	3	650	0.21645	0.01105	24.94488	58.4935
9611	9340	45	0.16116	10	3	2.00	7	3	16286	0.26150	0.81460	36.97800	2624.652
9611	9597	45	0.16641	10	3	2.00	7	3	14892	0.25885	0.74490	38.57275	2478.178
9611	24900	35	0.15107	10	4	1.00	7	3	615	0.26029	0.06540	34.82372	92.90805
9612	9380	35	0.08944	10	4	1.00	7	3	947	0.15461	0.10063	34.70961	84.69968
9612	24912	35	0.11483	10	4	1.00	7	3	939	0.19848	0.09979	34.71241	107.8254
9614	1227	25	0.07340	2	10	1.00	0	3	645	0.17656	0.01096	24.94531	47.343
9614	1228	25	0.12102	2	10	1.00	0	3	464	0.29091	0.00789	24.96061	56.15328
9614	3719	35	0.20585	10	3	1.00	0	3	2931	0.36390	0.29321	33.94058	603.3464
9614	9618	35	0.18205	10	3	1.00	0	3	2730	0.32093	0.27316	34.03447	496.9965
9615	333	25	0.14133	2	10	1.00	0	3	668	0.33997	0.01136	24.94333	94.40844
9615	1228	25	0.18572	2	10	1.00	0	3	1328	0.44774	0.02258	24.88760	246.6362
9615	9097	35	0.12269	10	3	1.00	0	3	4641	0.22340	0.46430	32.95210	569.4043
9615	9618	35	0.14266	10	3	1.00	0	3	2743	0.25154	0.27443	34.02864	391.3164
9618	9614	35	0.18205	10	3	1.00	0	3	2743	0.32099	0.27443	34.02864	499.3632
9618	9615	35	0.14266	10	3	1.00	0	3	2730	0.25149	0.27316	34.03447	389.4618
9619	1229	25	0.13098	2	10	1.00	0	3	465	0.31485	0.00791	24.96050	60.9057
9619	3717	40	0.07714	10	3	2.00	0	3	4469	0.11824	0.22356	39.14433	344.7387
9619	8609	40	0.08205	10	3	2.00	0	3	4650	0.12591	0.23258	39.10102	381.5325
9630	3725	0	0.37417	10	3	0.00	0	3	0	0.00000	0.00000	0.00000	0
9631	22746	45	0.21637	10	3	2.00	7	0	11659	0.31571	0.58318	41.12022	2522.658
9800	1224	25	0.07534	2	10	1.00	4	3	1533	0.18176	0.02607	24.87031	115.4962
9800	8894	30	0.21270	10	5	1.00	4	3	7540	0.56674	0.91593	22.51840	1603.758
9800	8896	30	0.07153	10	5	1.00	4	3	7963	0.20370	0.96734	21.07036	569.5934
9801	1225	25	0.05713	2	10	1.00	4	3	62	0.13713	0.00105	24.99475	3.54206
9801	8754	30	0.05704	10	5	1.00	4	3	12721	0.68179	1.54529	5.01955	725.6058
9801	8896	30	0.10864	10	5	1.00	4	3	12795	1.31994	1.55426	4.93829	1390.049
9802	1225	25	0.05991	2	10	1.00	4	3	1205	0.14438	0.02049	24.89796	72.19155
9802	8754	45	0.05652	10	3	4.00	4	3	36416	0.09983	0.91075	33.97350	2058.232
9802	8758	45	0.14703	10	3	4.00	4	3	35551	0.25387	0.88914	34.74940	5227.064
9803	224	25	0.04186	2	10	1.00	4	3	9918	0.10385	0.16867	24.18415	415.1675
9803	1226	25	0.07131	2	10	1.00	4	3	4633	0.17384	0.07878	24.61219	330.3792
9803	8896	30	0.07193	10	5	1.00	4	3	14290	1.16408	1.73585	3.70742	1027.88

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
10290	5540	65	0.03020	2	9	1.00	0	0	0	0.02786	0.00000	65.03497	0
10290	13543	65	0.42326	2	8	1.00	0	0	15330	0.44010	0.65177	57.70438	6488.576
10903	5672	40	0.25324	10	3	3.00	1	0	33501	0.74549	1.11714	20.38224	8483.793
11066	5824	30	0.22880	23	3	1.00	901	0	13872	1.96245	1.38779	6.99547	3173.914
11328	5948	35	0.25740	23	3	2.00	901	0	21869	0.81268	1.09387	19.00377	5629.081
12160	1331	20	0.12354	2	10	1.00	0	0	2493	0.37376	0.04240	19.83183	307.9852
12160	1332	20	0.11151	2	10	1.00	0	0	216	0.33477	0.00367	19.98532	24.08616
12160	16568	25	0.08511	10	5	1.00	0	0	1347	0.20731	0.16357	24.63401	114.6432
12161	9343	35	0.09396	10	4	2.00	7	0	8211	0.17012	0.43640	33.14055	771.5056
12161	9610	35	0.08542	10	4	2.00	7	0	7575	0.15366	0.40257	33.35305	647.0565
12164	14125	45	0.07450	9	3	3.00	100	0	13758	0.10539	0.45877	42.41627	1024.971
12164	23331	45	0.04024	9	3	3.00	100	0	14041	0.05703	0.46822	42.33162	565.0098
12165	1346	20	0.12453	2	10	1.00	0	0	326	0.37401	0.00555	19.97783	40.59678
12165	1347	20	0.13217	2	10	1.00	0	0	516	0.39721	0.00877	19.96498	68.19972
12165	23323	35	0.14641	10	4	2.00	7	0	1636	0.25276	0.08694	34.75476	239.5268
12165	24034	35	0.07800	10	4	2.00	7	0	1604	0.13464	0.08525	34.76027	125.112
12167	13410	35	0.15118	10	4	2.00	7	0	0	0.25902	0.00000	35.01883	0
12266	1341	20	0.14221	2	10	1.00	0	0	1998	0.42954	0.03398	19.86499	284.1356
12266	22733	30	0.09576	10	5	1.00	0	0	2718	0.19858	0.33013	28.93490	260.2757
12266	23274	30	0.08885	10	5	1.00	0	0	588	0.17870	0.07139	29.83269	52.2438
12270	1314	20	0.17895	2	10	1.00	0	0	1011	0.53870	0.01719	19.93149	180.9185
12270	1347	20	0.14959	2	10	1.00	0	0	828	0.45003	0.01409	19.94382	123.8605
12270	9334	30	0.09543	10	5	1.00	0	0	1897	0.19521	0.23049	29.33332	181.0307
12270	23322	30	0.15111	10	5	1.00	0	0	547	0.30378	0.06645	29.84608	82.65717
12272	1313	20	0.14073	2	10	1.00	0	0	390	0.42274	0.00663	19.97352	54.8847
12272	1314	20	0.13795	2	10	1.00	0	0	2688	0.41763	0.04571	19.81880	370.8096
12272	9609	30	0.15264	10	5	1.00	0	0	2990	0.31818	0.36319	28.78352	456.3936
12272	23322	30	0.09568	10	5	1.00	0	0	275	0.19179	0.03341	29.93292	26.312
12274	1313	20	0.09543	2	10	1.00	0	0	460	0.28675	0.00782	19.96878	43.8978
12274	1347	20	0.16704	2	10	1.00	0	0	4	0.50113	0.00008	19.99969	0.66816
12274	23322	30	0.14647	10	5	1.00	0	0	466	0.29419	0.05667	29.87230	68.25502
12274	23323	30	0.14256	10	5	1.00	0	0	113	0.28528	0.01369	29.98257	16.10928
12276	1208	20	0.09997	2	10	1.00	0	0	462	0.30039	0.00786	19.96860	46.18614
12276	1211	20	0.16066	2	10	1.00	0	0	79	0.48209	0.00134	19.99465	12.69214
12276	9608	35	0.11611	10	4	1.00	7	0	4616	0.21264	0.49063	32.76209	535.9638
12276	24033	35	0.08589	10	4	1.00	7	0	4351	0.15633	0.46243	32.96510	373.7074
12291	1357	20	0.14336	2	10	1.00	0	0	18	0.43011	0.00031	19.99874	2.58048
12291	1358	20	0.16757	2	10	1.00	0	0	84	0.50285	0.00142	19.99431	14.07588
12291	23327	30	0.13838	10	5	1.00	0	0	23	0.27667	0.00278	30.00938	3.18274
12291	23328	30	0.14952	10	5	1.00	0	0	128	0.29926	0.01554	29.97798	19.13856
12292	1315	20	0.13559	2	10	1.00	0	0	118	0.40693	0.00201	19.99196	15.99962
12292	1357	20	0.14028	2	10	1.00	0	0	47	0.42091	0.00080	19.99681	6.59316
12292	9349	35	0.10250	10	4	2.00	7	0	7557	0.18436	0.40164	33.35869	774.5925
12292	23327	35	0.13938	10	4	2.00	7	0	7376	0.25026	0.39199	33.41626	1028.067
12293	1315	20	0.13065	2	10	1.00	0	0	256	0.39229	0.00435	19.98261	33.4464
12293	1317	20	0.16981	2	10	1.00	0	0	11	0.50944	0.00019	19.99925	1.86791
12293	23326	30	0.12547	10	5	1.00	0	0	15	0.25084	0.00186	30.01163	1.88205
12293	23327	30	0.13206	10	5	1.00	0	0	555	0.26549	0.06736	29.84363	73.2933
12294	1316	20	0.13380	2	10	1.00	0	0	599	0.40222	0.01019	19.95934	80.1462
12294	1317	20	0.13025	2	10	1.00	0	0	855	0.39188	0.01454	19.94200	111.3638
12294	9346	30	0.18660	10	5	1.00	0	0	1353	0.37878	0.16436	29.55829	252.4698
12294	23326	30	0.16351	10	5	1.00	0	0	990	0.33039	0.12023	29.69407	161.8749
12295	1349	20	0.13093	2	10	1.00	0	0	1725	0.39509	0.02934	19.88333	225.8543
12295	2507	45	0.30740	9	3	2.00	100	0	17055	0.51367	0.85308	35.90675	5242.707
12295	9111	45	0.26647	9	3	2.00	100	0	17102	0.44615	0.85545	35.83540	4557.17
12296	1349	20	0.16063	2	10	1.00	0	0	1648	0.48460	0.02803	19.88850	264.7182
12296	9111	45	0.07159	9	3	3.00	100	0	18015	0.10503	0.60074	40.89989	1289.694
12296	9609	45	0.13838	9	3	3.00	100	0	18614	0.20432	0.62072	40.63536	2575.805
12297	1359	20	0.11927	2	10	1.00	0	0	444	0.35835	0.00756	19.96982	52.95588
12297	9605	35	0.11026	10	4	2.00	7	0	7631	0.19845	0.40558	33.33485	841.3941
12297	23249	35	0.14441	10	4	2.00	7	0	7716	0.26014	0.41008	33.30733	1114.268
12298	1350	20	0.07997	2	10	1.00	0	0	402	0.24025	0.00684	19.97268	32.14794
12298	23336	30	0.15206	10	5	1.00	0	0	1068	0.30754	0.12969	29.66586	162.4001
12298	24030	30	0.09034	10	5	1.00	0	0	1191	0.18300	0.14465	29.62025	107.5949
12299	1350	20	0.14589	2	10	1.00	0	0	80	0.43778	0.00137	19.99454	11.6712
12299	9381	30	0.18894	10	5	1.00	0	0	625	0.38016	0.07587	29.82043	118.0875
12299	23336	30	0.10187	10	5	1.00	0	0	522	0.20473	0.06344	29.85419	53.17614
12300	1333	20	0.18300	2	10	1.00	0	0	140	0.54927	0.00238	19.99047	25.62
12300	1351	20	0.17139	2	10	1.00	0	0	217	0.51455	0.00368	19.98527	37.19163
12300	9225	35	0.10845	10	4	1.00	7	0	3167	0.19295	0.33663	33.72363	343.4612
12300	16568	35	0.15662	10	4	1.00	7	0	4155	0.28385	0.44164	33.10609	650.7561
13410	1198	20	0.05520	2	10	1.00	0	0	349	0.16580	0.00594	19.97626	19.2648
13410	12167	35	0.15118	10	4	2.00	7	0	0	0.25902	0.00000	35.01883	0
13410	24034	35	0.17985	10	4	2.00	7	0	349	0.30861	0.01857	34.96551	62.76765
13540	7153	65	0.58972	2	8	1.00	0	0	17311	0.63640	0.73602	55.59914	10208.64
13540	8952	65	0.03121	2	9	1.00	0	0	1073	0.02894	0.06084	64.69917	33.48833
13543	7148	65	0.29336	2	8	1.00	0	0	17473	0.31771	0.74289	55.40200	5125.879
13543	8954	65	0.03792	2	9	1.00	0	0	0	0.03498	0.00000	65.03497	0
13885	5856	63	0.08098	23	1	4.00	901	0	107378	0.15630	1.14135	31.08569	8695.47
13976	258	25	0.07499	2	10	1.00	3	3	2666	0.18162	0.04534	24.77535	199.9233
13976	1231	25	0.08749	2	10	1.00	3	3	3487	0.21246	0.05931	24.70695	305.0776
13976	5616	35	0.11304	10	5	1.00	0	3	6770	0.23712	0.82234	28.60261	765.2808
13976	25042	35	0.10961	10	5	1.00	0	3	1283	0.19055	0.15592	34.51596	140.6296

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
14123	1314	20	0.11617	2	10	1.00	0	0	5365	0.35486	0.09124	19.64160	623.2521
14123	2489	45	0.24912	9	3	2.00	100	0	19123	0.46568	0.95655	32.09764	4763.922
14123	9111	45	0.24243	9	3	2.00	100	0	16887	0.40234	0.84469	36.15387	4093.915
14125	1356	20	0.15910	2	10	1.00	0	0	472	0.47807	0.00803	19.96794	75.0952
14125	1357	20	0.11015	2	10	1.00	0	0	513	0.33103	0.00873	19.96516	56.50695
14125	9349	45	0.10358	9	3	3.00	100	0	13947	0.14672	0.46509	42.35986	1444.63
14125	12164	45	0.07450	9	3	3.00	100	0	14041	0.10560	0.46822	42.33162	1046.055
14153	1202	20	0.16068	2	10	1.00	0	0	136	0.48226	0.00230	19.99079	21.85248
14153	1341	20	0.13352	2	10	1.00	0	0	859	0.40173	0.01461	19.94172	114.6937
14153	23272	30	0.19580	10	5	1.00	0	0	90	0.39174	0.01095	29.98936	17.622
14153	23274	30	0.10835	10	5	1.00	0	0	0	0.21658	0.00000	30.01614	0
14157	1204	20	0.16068	2	10	1.00	0	0	681	0.48315	0.01159	19.95375	109.4231
14157	1343	20	0.17215	2	10	1.00	0	0	995	0.51820	0.01693	19.93252	171.2893
14157	1344	20	0.18786	2	10	1.00	0	0	4	0.56357	0.00006	19.99975	0.75144
14157	23259	35	0.16872	10	4	1.00	7	0	3790	0.30353	0.40281	33.35162	639.4488
14157	23279	35	0.10547	10	4	1.00	7	0	4254	0.19156	0.45219	33.03543	448.6694
15058	1100	20	0.10189	2	10	1.00	0	0	2810	0.30860	0.04780	19.81063	286.3109
15058	2489	45	0.23798	9	3	2.00	100	0	17467	0.40489	0.87368	35.26524	4156.797
15058	9142	45	0.12877	9	3	2.00	100	0	17132	0.21587	0.85692	35.79100	2206.088
15064	5511	45	0.10042	10	5	2.00	1	3	16625	0.20441	1.00980	29.47445	1669.483
15064	9079	45	0.22671	10	5	2.00	1	3	16747	0.46791	1.01720	29.07131	3796.712
15250	258	25	0.10660	2	10	1.00	3	3	1353	0.25702	0.02301	24.88549	144.2298
15250	5618	35	0.10915	10	4	2.00	3	3	1763	0.18855	0.09371	34.73255	192.4315
15250	5620	35	0.12124	10	4	2.00	3	3	951	0.20861	0.05052	34.86996	115.2992
16067	8725	40	0.25427	10	3	2.00	0	0	13115	0.42772	0.65604	35.66932	3334.751
16067	23046	40	0.34187	10	3	2.00	0	0	14845	0.59752	0.74255	34.32893	5075.06
16567	1319	20	0.11499	2	10	1.00	0	0	5071	0.35092	0.08623	19.66092	583.1143
16567	2507	45	0.28623	9	3	2.00	100	0	17088	0.47896	0.85476	35.85644	4891.098
16567	2508	45	0.18789	9	3	2.00	100	0	17072	0.31418	0.85392	35.88147	3207.658
16568	1319	20	0.19913	2	10	1.00	0	0	1696	0.60082	0.02884	19.88530	337.7245
16568	2508	35	0.22640	10	4	1.00	7	0	1407	0.39330	0.14952	34.53934	318.5448
16568	12160	25	0.08511	10	5	1.00	0	0	2709	0.21176	0.32909	24.11626	230.563
16568	12300	35	0.15662	10	4	1.00	7	0	3483	0.28016	0.37025	33.54143	545.5075
17109	7141	65	0.45023	2	8	1.00	0	0	15346	0.46827	0.65247	57.68889	6909.23
17260	1317	20	0.13941	2	10	1.00	0	0	1384	0.42019	0.02353	19.90632	192.9434
17260	1358	20	0.12327	2	10	1.00	0	0	2202	0.37258	0.03744	19.85134	271.4405
17260	9604	35	0.09243	10	4	2.00	7	0	7410	0.16602	0.39381	33.40545	684.9063
17260	9605	35	0.17647	10	4	2.00	7	0	8315	0.31984	0.44189	33.10443	1467.348
18205	7145	65	0.35320	2	8	1.00	0	0	13971	0.35994	0.59400	58.87680	4934.557
18205	8944	65	0.01332	2	9	1.00	0	0	4577	0.01262	0.25947	63.32190	60.96564
22227	99	25	0.10990	2	10	1.00	1	3	661	0.26435	0.01124	24.94395	72.6439
22227	112	25	0.08149	2	10	1.00	1	3	1145	0.19635	0.01947	24.90300	93.30605
22227	5756	40	0.09733	10	3	2.00	1	3	14708	0.16952	0.73572	34.44922	1431.53
22227	5758	40	0.09403	10	3	2.00	1	3	13220	0.15848	0.66126	35.59847	1243.077
22228	98	25	0.18645	2	10	1.00	1	3	216	0.44780	0.00368	24.98161	40.2732
22228	99	25	0.10025	2	10	1.00	1	3	813	0.24127	0.01382	24.93110	81.50325
22228	5758	25	0.01526	10	5	1.00	1	3	1062	0.03704	0.12896	24.72337	16.20612
22539	2507	35	0.06359	23	5	1.00	901	0	3059	0.11378	0.37160	33.53380	194.5218
22664	9142	45	0.32678	9	3	2.00	100	0	17055	0.54605	0.85309	35.90640	5573.233
22675	9142	35	0.13473	23	5	1.00	901	0	297	0.23154	0.03607	34.91378	40.01481
22686	9111	45	0.13797	9	3	3.00	100	0	13546	0.19488	0.45172	42.47823	1868.942
22696	23317	45	0.13771	9	3	3.00	100	0	15724	0.19774	0.52436	41.78532	2165.352
22696	24034	45	0.18451	9	3	3.00	100	0	15210	0.26383	0.50720	41.96054	2806.397
22697	23324	30	0.12949	10	5	1.00	0	0	324	0.25970	0.03930	29.91779	41.95476
22697	23325	30	0.11770	10	5	1.00	0	0	260	0.23590	0.03163	29.93746	30.602
22700	22740	45	0.14478	9	3	3.00	100	0	11734	0.20216	0.39129	42.96907	1698.849
22700	23279	45	0.17738	9	3	3.00	100	0	11255	0.24701	0.37531	43.08787	1996.412
22733	12266	30	0.09576	10	5	1.00	0	0	2184	0.19676	0.26528	29.20314	209.1398
22733	22740	45	0.05979	9	3	3.00	100	0	11255	0.08326	0.37531	43.08788	672.9365
22733	25050	30	0.09266	10	5	1.00	0	0	748	0.18670	0.09085	29.77884	69.30968
22733	25054	45	0.17358	9	3	3.00	100	0	10234	0.24037	0.34128	43.32755	1776.418
22735	23266	30	0.07165	10	5	1.00	0	0	1335	0.14540	0.16223	29.56510	95.65275
22735	23278	30	0.07953	10	5	1.00	0	0	1396	0.16153	0.16963	29.54135	111.0239
22740	22700	45	0.14478	9	3	3.00	100	0	11255	0.20160	0.37531	43.08788	1629.499
22740	22733	45	0.05979	9	3	3.00	100	0	11734	0.08349	0.39129	42.96907	701.5759
22746	9631	45	0.21637	10	3	2.00	7	0	11682	0.31582	0.58431	41.10633	2527.634
22746	22749	45	0.44803	9	3	3.00	100	0	3007	0.60236	0.10027	44.62817	1347.226
22746	23273	40	0.12423	10	3	2.00	7	0	5688	0.19192	0.28453	38.83623	706.6202
22746	25054	45	0.19406	9	3	3.00	100	0	9222	0.26736	0.30751	43.54881	1789.621
22749	22746	45	0.44803	9	3	3.00	100	0	3046	0.60243	0.10157	44.62259	1364.699
22798	1415	0	0.19380	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
22799	1419	0	0.10499	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
22813	9584	45	0.25324	9	3	2.00	100	0	11629	0.36935	0.58171	41.13818	2944.928
23046	16067	40	0.34187	10	3	2.00	0	0	13115	0.57507	0.65604	35.66932	4483.625
23096	1415	0	0.19726	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
23099	1418	0	0.09099	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
23122	8985	45	0.28791	9	3	2.00	100	0	19432	0.55035	0.97198	31.38826	5594.667
23249	9382	35	0.10589	10	4	2.00	7	0	8308	0.19190	0.44156	33.10660	879.7341
23249	12297	35	0.14441	10	4	2.00	7	0	8076	0.26108	0.42919	33.18724	1166.255
23249	24062	25	0.11139	10	5	1.00	0	0	71	0.26737	0.00868	24.99578	7.90869
23249	24671	25	0.07324	10	5	1.00	0	0	814	0.17720	0.09885	24.79682	59.61736
23253	23260	45	0.17817	9	3	3.00	100	0	13120	0.25095	0.43750	42.59999	2337.59
23253	23280	35	0.14329	10	4	1.00	7	0	3492	0.25637	0.37123	33.53592	500.3687

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
23253	23284	35	0.10795	10	4	1.00	7	0	3861	0.19446	0.41039	33.30544	416.795
23253	24254	45	0.19892	9	3	3.00	100	0	11332	0.27712	0.37789	43.06898	2254.161
23259	14157	35	0.16872	10	4	1.00	7	0	3887	0.30410	0.41312	33.28859	655.8146
23259	23278	30	0.16072	10	5	1.00	0	0	1598	0.32732	0.19414	29.46041	256.8306
23259	23280	35	0.10024	10	4	1.00	7	0	2928	0.17766	0.31124	33.85287	293.5027
23259	23325	30	0.17338	10	5	1.00	0	0	457	0.34820	0.05550	29.87539	79.23466
23260	1210	20	0.12280	2	10	1.00	0	0	99	0.36853	0.00168	19.99328	12.1572
23260	23253	45	0.17817	9	3	3.00	100	0	13410	0.25143	0.44717	42.51765	2389.26
23260	23331	45	0.14078	9	3	3.00	100	0	13120	0.19828	0.43750	42.59999	1847.034
23261	1118	20	0.19036	2	10	1.00	0	0	699	0.57243	0.01189	19.95255	133.0616
23261	23272	40	0.33087	10	3	2.00	7	0	5383	0.51012	0.26925	38.91695	1781.073
23261	23275	30	0.19405	10	5	1.00	0	0	2462	0.40055	0.29909	29.06775	477.7511
23261	23277	40	0.09068	10	3	2.00	7	0	6277	0.14068	0.31400	38.67334	569.1984
23262	1202	20	0.10976	2	10	1.00	0	0	498	0.32984	0.00847	19.96616	54.66048
23262	1204	20	0.15754	2	10	1.00	0	0	669	0.47369	0.01138	19.95460	105.3943
23262	23266	30	0.16860	10	5	1.00	0	0	828	0.34002	0.10055	29.75131	139.6008
23262	23274	30	0.16088	10	5	1.00	0	0	688	0.32392	0.08354	29.79928	110.6854
23264	1203	20	0.15815	2	10	1.00	0	0	717	0.47559	0.01220	19.95134	113.3936
23264	1205	20	0.15789	2	10	1.00	0	0	690	0.47477	0.01174	19.95316	108.9441
23264	9607	30	0.15686	10	5	1.00	0	0	1825	0.32050	0.22173	29.36475	286.2695
23264	23266	30	0.08340	10	5	1.00	0	0	730	0.16800	0.08866	29.78497	60.882
23265	1299	20	0.11263	2	10	1.00	0	0	222	0.33814	0.00377	19.98492	25.00386
23265	1312	20	0.11413	2	10	1.00	0	0	472	0.34294	0.00803	19.96795	53.86936
23265	9343	35	0.16537	10	4	1.00	7	0	2425	0.29094	0.25772	34.10419	401.0223
23265	23334	35	0.10761	10	4	1.00	7	0	2553	0.18966	0.27134	34.04278	274.7283
23266	22735	30	0.07165	10	5	1.00	0	0	1396	0.14552	0.16963	29.54135	100.0234
23266	23262	30	0.16860	10	5	1.00	0	0	933	0.34044	0.11329	29.71449	157.3038
23266	23264	30	0.08340	10	5	1.00	0	0	691	0.16792	0.08398	29.79805	57.6294
23266	23275	30	0.11303	10	5	1.00	0	0	1301	0.22929	0.15810	29.57822	147.052
23272	14153	30	0.19580	10	5	1.00	0	0	904	0.39523	0.10980	29.72464	177.0032
23272	23261	40	0.33087	10	3	2.00	7	0	5978	0.51222	0.29903	38.75732	1977.941
23272	23273	40	0.11770	10	3	2.00	7	0	4659	0.18062	0.23305	39.09873	548.3643
23273	1341	20	0.16734	2	10	1.00	0	0	1079	0.50386	0.01836	19.92683	180.5599
23273	22746	40	0.12423	10	3	2.00	7	0	4659	0.19064	0.23305	39.09872	578.7876
23273	23272	40	0.11770	10	3	2.00	7	0	6068	0.18233	0.30353	38.73230	714.2036
23274	12266	30	0.08885	10	5	1.00	0	0	688	0.17890	0.08354	29.79928	61.1288
23274	14153	30	0.10835	10	5	1.00	0	0	0	0.21658	0.00000	30.01614	0
23274	23262	30	0.16088	10	5	1.00	0	0	588	0.32356	0.07139	29.83269	94.59744
23275	1202	20	0.16227	2	10	1.00	0	0	576	0.48776	0.00979	19.96090	93.46752
23275	1203	20	0.10071	2	10	1.00	0	0	2263	0.30445	0.03848	19.84725	227.9067
23275	23261	30	0.19405	10	5	1.00	0	0	1368	0.39398	0.16618	29.55247	265.4604
23275	23266	30	0.11303	10	5	1.00	0	0	1429	0.22967	0.17355	29.52866	161.5199
23276	9351	45	0.10340	9	3	3.00	100	0	11944	0.14456	0.39829	42.91565	1235.01
23276	9607	45	0.20519	9	3	3.00	100	0	12046	0.28705	0.40170	42.88931	2471.719
23277	1203	20	0.14685	2	10	1.00	0	0	415	0.44117	0.00706	19.97181	60.94275
23277	9351	40	0.15114	10	3	2.00	7	0	7442	0.23664	0.37223	38.32028	1124.784
23277	23261	40	0.09068	10	3	2.00	7	0	6763	0.14120	0.33827	38.53151	613.2688
23278	1204	20	0.17031	2	10	1.00	0	0	7	0.51094	0.00011	19.99954	1.19217
23278	1205	20	0.08754	2	10	1.00	0	0	560	0.26312	0.00953	19.96194	49.0224
23278	22735	30	0.07953	10	5	1.00	0	0	1335	0.16140	0.16223	29.56510	106.1726
23278	23259	30	0.16072	10	5	1.00	0	0	2130	0.32992	0.25875	29.22825	342.3336
23279	1342	20	0.14911	2	10	1.00	0	0	1036	0.44890	0.01762	19.92977	154.478
23279	14157	35	0.10547	10	4	1.00	7	0	4299	0.19175	0.45693	33.00312	453.4155
23279	22700	45	0.17738	9	3	3.00	100	0	11734	0.24769	0.39129	42.96907	2081.377
23279	23317	45	0.17117	9	3	3.00	100	0	14976	0.24431	0.49941	42.03762	2563.442
23280	1205	20	0.16148	2	10	1.00	0	0	331	0.48499	0.00563	19.97751	53.44988
23280	1209	20	0.13119	2	10	1.00	0	0	908	0.39479	0.01544	19.93843	119.1205
23280	23253	35	0.14329	10	4	1.00	7	0	3524	0.25652	0.37460	33.51685	504.954
23280	23259	35	0.10024	10	4	1.00	7	0	2565	0.17670	0.27269	34.03662	257.1156
23281	23282	30	0.12335	10	5	1.00	0	0	477	0.24778	0.05789	29.86905	58.83795
23281	23283	30	0.12885	10	5	1.00	0	0	421	0.25867	0.05119	29.88679	54.24585
23281	23319	30	0.09919	10	5	1.00	0	0	0	0.19828	0.00000	30.01614	0
23281	25052	30	0.11480	10	5	1.00	0	0	323	0.23022	0.03921	29.91802	37.0804
23282	1206	20	0.16627	2	10	1.00	0	0	413	0.49952	0.00702	19.97195	68.66951
23282	1207	20	0.13159	2	10	1.00	0	0	366	0.39525	0.00623	19.97511	48.16194
23282	9607	30	0.09783	10	5	1.00	0	0	1233	0.19828	0.14984	29.60415	120.6244
23282	23281	30	0.12335	10	5	1.00	0	0	480	0.24779	0.05834	29.86784	59.208
23283	1207	20	0.13306	2	10	1.00	0	0	768	0.40023	0.01305	19.94792	102.1901
23283	1208	20	0.09788	2	10	1.00	0	0	88	0.29372	0.00150	19.99399	8.61344
23283	23281	30	0.12885	10	5	1.00	0	0	412	0.25864	0.05002	29.88987	53.0862
23283	24033	30	0.09361	10	5	1.00	0	0	1427	0.19021	0.17338	29.52921	133.5815
23284	1207	20	0.18811	2	10	1.00	0	0	473	0.56523	0.00804	19.96791	88.97603
23284	1210	20	0.11797	2	10	1.00	0	0	101	0.35403	0.00172	19.99314	11.91497
23284	23253	35	0.10795	10	4	1.00	7	0	3674	0.19377	0.39055	33.42471	396.6083
23284	24033	35	0.16904	10	4	1.00	7	0	3429	0.30210	0.36443	33.57390	579.6382
23288	1331	20	0.12232	2	10	1.00	0	0	1385	0.36868	0.02355	19.90622	169.4132
23288	1332	20	0.10464	2	10	1.00	0	0	523	0.31447	0.00890	19.96448	54.72672
23288	8621	25	0.09748	10	5	1.00	0	0	4293	0.25178	0.52148	23.23071	418.4816
23316	9593	30	0.11922	10	5	1.00	0	0	883	0.24059	0.10728	29.73195	105.2713
23316	25052	30	0.10357	10	5	1.00	0	0	882	0.20901	0.10717	29.73227	91.34874
23317	1344	20	0.08394	2	10	1.00	0	0	383	0.25215	0.00652	19.97396	32.14902
23317	1345	20	0.12663	2	10	1.00	0	0	0	0.37988	0.00000	20.00000	0
23317	22696	45	0.13771	9	3	3.00	100	0	15210	0.19691	0.50720	41.96054	2094.569

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
23317	23279	45	0.17117	9	3	3.00	100	0	15500	0.24533	0.51687	41.86274	2653.135
23319	1208	20	0.12330	2	10	1.00	0	0	1	0.36990	0.00002	19.99992	0.1233
23319	1348	20	0.13712	2	10	1.00	0	0	1	0.41137	0.00002	19.99992	0.13712
23319	23281	30	0.09919	10	5	1.00	0	0	0	0.19828	0.00000	30.01614	0
23322	12270	30	0.15111	10	5	1.00	0	0	628	0.30406	0.07627	29.81936	94.89708
23322	12272	30	0.09568	10	5	1.00	0	0	266	0.19178	0.03233	29.93568	25.45088
23322	12274	30	0.14647	10	5	1.00	0	0	395	0.29397	0.04793	29.89535	57.85565
23323	12165	35	0.14641	10	4	2.00	7	0	1574	0.25268	0.08365	34.76547	230.4493
23323	12274	30	0.14256	10	5	1.00	0	0	174	0.28546	0.02117	29.96393	24.80544
23323	23324	30	0.10541	10	5	1.00	0	0	339	0.21143	0.04112	29.91308	35.73399
23323	24035	35	0.10671	10	4	2.00	7	0	1856	0.18443	0.09865	34.71619	198.0538
23324	1346	20	0.11843	2	10	1.00	0	0	309	0.35568	0.00526	19.97900	36.59487
23324	1356	20	0.13327	2	10	1.00	0	0	31	0.39986	0.00052	19.99791	4.13137
23324	22697	30	0.12949	10	5	1.00	0	0	260	0.25953	0.03163	29.93746	33.6674
23324	23323	30	0.10541	10	5	1.00	0	0	388	0.21154	0.04708	29.89756	40.89908
23325	1344	20	0.08754	2	10	1.00	0	0	355	0.26293	0.00604	19.97588	31.0767
23325	22697	30	0.11770	10	5	1.00	0	0	324	0.23605	0.03930	29.91779	38.1348
23325	23259	30	0.17338	10	5	1.00	0	0	385	0.34794	0.04672	29.89849	66.7513
23326	12293	30	0.12547	10	5	1.00	0	0	15	0.25084	0.00186	30.01163	1.88205
23326	12294	30	0.16351	10	5	1.00	0	0	1612	0.33308	0.19581	29.45473	263.5781
23326	24065	30	0.11526	10	5	1.00	0	0	974	0.23285	0.11837	29.69956	112.2632
23327	9604	35	0.07820	10	4	2.00	7	0	7462	0.14052	0.39658	33.38904	583.5284
23327	12291	30	0.13838	10	5	1.00	0	0	28	0.27669	0.00343	30.00780	3.87464
23327	12292	35	0.13938	10	4	2.00	7	0	7613	0.25082	0.40459	33.34086	1061.1
23327	12293	30	0.13206	10	5	1.00	0	0	260	0.26466	0.03159	29.93756	34.3356
23328	12291	30	0.14952	10	5	1.00	0	0	88	0.29914	0.01071	29.98995	13.15776
23328	23332	30	0.13720	10	5	1.00	0	0	1056	0.27745	0.12831	29.67000	144.8832
23328	24030	30	0.16095	10	5	1.00	0	0	1004	0.32528	0.12198	29.68888	161.5938
23329	23330	30	0.03740	10	5	1.00	0	0	806	0.07540	0.09792	29.75882	30.1444
23329	23332	30	0.08615	10	5	1.00	0	0	808	0.17370	0.09820	29.75803	69.6092
23330	23329	30	0.03740	10	5	1.00	0	0	808	0.07540	0.09820	29.75803	30.2192
23330	23331	30	0.04729	10	5	1.00	0	0	806	0.09535	0.09792	29.75882	38.11574
23331	12164	45	0.04024	9	3	3.00	100	0	13758	0.05692	0.45877	42.41627	553.6219
23331	23260	45	0.14078	9	3	3.00	100	0	13401	0.19865	0.44687	42.52021	1886.593
23331	23330	30	0.04729	10	5	1.00	0	0	808	0.09535	0.09820	29.75803	38.21032
23332	1357	20	0.14310	2	10	1.00	0	0	250	0.42967	0.00425	19.98300	35.775
23332	23328	30	0.13720	10	5	1.00	0	0	1041	0.27739	0.12648	29.67548	142.8252
23332	23329	30	0.08615	10	5	1.00	0	0	806	0.17370	0.09792	29.75882	69.4369
23333	1334	20	0.05381	2	10	1.00	0	0	369	0.16164	0.00627	19.97496	19.85589
23333	23334	30	0.11311	10	5	1.00	0	0	1697	0.23068	0.20618	29.41925	191.9477
23333	23337	30	0.09549	10	5	1.00	0	0	1519	0.19426	0.18447	29.49277	145.0493
23334	23265	35	0.10761	10	4	1.00	7	0	2757	0.19022	0.29310	33.94114	296.6808
23334	23333	30	0.11311	10	5	1.00	0	0	1745	0.23084	0.21194	29.39926	197.377
23334	24037	35	0.09275	10	4	1.00	7	0	3943	0.16735	0.41913	33.25109	365.7133
23336	12298	30	0.15206	10	5	1.00	0	0	1078	0.30758	0.13094	29.66208	163.9207
23336	12299	30	0.10187	10	5	1.00	0	0	545	0.20478	0.06622	29.84670	55.51915
23336	23337	30	0.20764	10	5	1.00	0	0	642	0.41786	0.07801	29.81457	133.3049
23337	23333	30	0.09549	10	5	1.00	0	0	1471	0.19413	0.17872	29.51177	140.4658
23337	23336	30	0.20764	10	5	1.00	0	0	675	0.41802	0.08205	29.80342	140.157
23337	24062	30	0.26580	10	5	1.00	0	0	884	0.53639	0.10742	29.73155	234.9672
23338	1100	20	0.12735	2	10	1.00	0	0	18	0.38207	0.00031	19.99878	2.2923
23338	1340	20	0.12322	2	10	1.00	0	0	777	0.37063	0.01321	19.94729	95.74194
23338	9142	30	0.10455	10	5	1.00	0	0	2146	0.21467	0.26066	29.22092	224.3643
23339	1331	20	0.11320	2	10	1.00	0	0	2613	0.34262	0.04444	19.82382	295.7916
23339	2508	45	0.14302	9	3	2.00	100	0	17094	0.23938	0.85504	35.84790	2444.784
23339	8985	45	0.14692	9	3	2.00	100	0	17008	0.24504	0.85074	35.97637	2498.815
24030	9345	35	0.16679	10	4	1.00	7	0	1414	0.28976	0.15027	34.53662	235.8411
24030	12298	30	0.09034	10	5	1.00	0	0	1180	0.18297	0.14329	29.62445	106.6012
24030	23328	30	0.16095	10	5	1.00	0	0	979	0.32518	0.11897	29.69778	157.5701
24030	25053	35	0.13515	10	4	1.00	7	0	1500	0.23503	0.15948	34.50282	202.725
24033	12276	35	0.08589	10	4	1.00	7	0	4847	0.15821	0.51519	32.57323	416.3088
24033	23283	30	0.09361	10	5	1.00	0	0	1093	0.18940	0.13275	29.65663	102.3157
24033	23284	35	0.16904	10	4	1.00	7	0	3267	0.30125	0.34722	33.66765	552.2537
24034	9334	45	0.28334	9	3	3.00	100	0	15455	0.40595	0.51536	41.87819	4379.02
24034	12165	35	0.07800	10	4	2.00	7	0	1640	0.13467	0.08715	34.75407	127.92
24034	13410	35	0.17985	10	4	2.00	7	0	349	0.30861	0.01857	34.96551	62.76765
24034	22696	45	0.18451	9	3	3.00	100	0	15724	0.26493	0.52436	41.78532	2901.235
24035	1313	20	0.14076	2	10	1.00	0	0	429	0.42291	0.00729	19.97089	60.38604
24035	1356	20	0.12644	2	10	1.00	0	0	273	0.37968	0.00464	19.98144	34.51812
24035	9349	35	0.17960	10	4	2.00	7	0	2013	0.31065	0.10701	34.68820	361.5348
24035	23323	35	0.10671	10	4	2.00	7	0	1807	0.18438	0.09602	34.72491	192.825
24037	1355	20	0.08326	2	10	1.00	0	0	607	0.25030	0.01033	19.95878	50.53882
24037	9340	35	0.14068	10	4	1.00	7	0	3336	0.25101	0.35460	33.62790	469.3085
24037	23334	35	0.09275	10	4	1.00	7	0	4195	0.16823	0.44592	33.07761	389.0863
24062	1299	20	0.09349	2	10	1.00	0	0	85	0.28056	0.00145	19.99419	7.94665
24062	1359	20	0.16082	2	10	1.00	0	0	875	0.48390	0.01488	19.94064	140.7175
24062	23249	25	0.11139	10	5	1.00	0	0	106	0.26746	0.01285	24.98721	11.80734
24062	23337	30	0.26580	10	5	1.00	0	0	870	0.53630	0.10570	29.73652	231.246
24065	1315	20	0.13322	2	10	1.00	0	0	490	0.40034	0.00834	19.96671	65.2778
24065	1316	20	0.20010	2	10	1.00	0	0	441	0.60119	0.00750	19.97005	88.2441
24065	9609	30	0.13437	10	5	1.00	0	0	1519	0.27337	0.18446	29.49279	204.108
24065	23326	30	0.11526	10	5	1.00	0	0	1597	0.23473	0.19396	29.46102	184.0702
24254	9607	45	0.11453	9	3	3.00	100	0	11332	0.15956	0.37789	43.06898	1297.854

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
24254	23253	45	0.19892	9	3	3.00	100	0	11197	0.27691	0.37339	43.10189	2227.307
24671	1318	20	0.14142	2	10	1.00	0	0	456	0.42493	0.00776	19.96901	64.48752
24671	1351	20	0.09202	2	10	1.00	0	0	361	0.27639	0.00614	19.97547	33.21922
24671	23249	25	0.07324	10	5	1.00	0	0	1091	0.17780	0.13250	24.71447	79.90484
24764	5029	45	0.09674	9	3	3.00	100	0	19146	0.14371	0.63844	40.38745	1852.184
24764	24765	45	0.09209	9	3	3.00	100	0	18699	0.13611	0.62355	40.59660	1721.991
24765	24764	45	0.09209	9	3	3.00	100	0	19146	0.13681	0.63844	40.38745	1763.155
24765	24766	45	0.05754	9	3	3.00	100	0	19534	0.08588	0.65140	40.19772	1123.986
24765	24777	25	0.08979	10	5	1.00	0	0	1160	0.21819	0.14090	24.69317	104.1564
24765	25126	25	0.07578	10	5	1.00	0	0	1106	0.18402	0.13441	24.70967	83.81268
24766	24765	45	0.05754	9	3	3.00	100	0	19242	0.08558	0.64166	40.34107	1107.185
24766	30005	45	0.10452	9	3	3.00	100	0	19534	0.15600	0.65140	40.19772	2041.694
24767	1512	20	0.12084	2	10	1.00	0	0	268	0.36285	0.00457	19.98175	32.38512
24767	9384	25	0.09846	10	5	1.00	0	0	1414	0.24003	0.17174	24.61210	139.2224
24767	24768	45	0.06400	9	3	3.00	100	0	17498	0.09339	0.58350	41.11626	1119.872
24767	30005	45	0.04823	9	3	3.00	100	0	18671	0.07126	0.62262	40.60937	900.5023
24768	24767	45	0.06400	9	3	3.00	100	0	17214	0.09313	0.57404	41.23062	1101.696
24768	24769	45	0.05415	9	3	3.00	100	0	17498	0.07901	0.58350	41.11626	947.5167
24769	24768	45	0.05415	9	3	3.00	100	0	17214	0.07879	0.57404	41.23062	932.1381
24769	24770	45	0.07927	9	3	3.00	100	0	16971	0.11509	0.56593	41.32629	1345.291
24769	24792	35	0.10045	10	5	1.00	0	0	2607	0.17817	0.31673	33.82550	261.8732
24769	25125	45	0.07427	10	5	1.00	0	0	1401	0.10057	0.17021	44.30923	104.0523
24770	24769	45	0.07927	9	3	3.00	100	0	16737	0.11484	0.55812	41.41650	1326.742
24770	24771	45	0.07744	9	3	3.00	100	0	16971	0.11244	0.56593	41.32629	1314.234
24771	24770	45	0.07744	9	3	3.00	100	0	16737	0.11219	0.55812	41.41650	1296.113
24771	24772	45	0.09379	9	3	3.00	100	0	16971	0.13616	0.56593	41.32629	1591.71
24772	24771	45	0.09379	9	3	3.00	100	0	16737	0.13587	0.55812	41.41650	1569.763
24772	25110	45	0.12761	9	3	3.00	100	0	16971	0.18528	0.56593	41.32629	2165.669
24774	9359	50	0.15153	10	3	3.00	7	0	16555	0.19724	0.55206	46.09469	2508.579
24774	25128	25	0.05446	10	5	1.00	0	0	3405	0.13744	0.41358	23.77552	185.4363
24774	25129	50	0.09675	10	3	3.00	7	0	16711	0.12611	0.55727	46.02916	1616.789
24777	1505	20	0.14990	2	10	1.00	0	0	410	0.45034	0.00696	19.97218	61.459
24777	1508	20	0.09754	2	10	1.00	0	0	166	0.29277	0.00283	19.98869	16.19164
24777	1509	20	0.08185	2	10	1.00	0	0	194	0.24572	0.00330	19.98680	15.8789
24777	1510	20	0.11921	2	10	1.00	0	0	244	0.35794	0.00415	19.98340	29.08724
24777	1516	20	0.11134	2	10	1.00	0	0	101	0.33414	0.00171	19.99315	11.24534
24777	24765	25	0.08979	10	5	1.00	0	0	1892	0.22039	0.22985	24.44638	169.8827
24777	24778	25	0.07935	10	5	1.00	0	0	62	0.19045	0.00752	24.99816	4.9197
24778	24777	25	0.07935	10	5	1.00	0	0	65	0.19046	0.00789	24.99741	5.15775
24778	24779	25	0.07308	10	5	1.00	0	0	62	0.17541	0.00752	24.99816	4.53096
24779	1505	20	0.14282	2	10	1.00	0	0	93	0.42861	0.00159	19.99364	13.28226
24779	1506	20	0.09131	2	10	1.00	0	0	288	0.27420	0.00490	19.98042	26.29728
24779	1508	20	0.08535	2	10	1.00	0	0	39	0.25608	0.00066	19.99737	3.32865
24779	24778	25	0.07308	10	5	1.00	0	0	65	0.17542	0.00789	24.99741	4.7502
24779	25055	25	0.09188	10	5	1.00	0	0	359	0.22119	0.04355	24.92231	32.98492
24781	9387	50	0.26939	10	3	3.00	7	0	7764	0.33180	0.25891	48.71273	2091.544
24781	24782	25	0.05094	10	5	1.00	0	0	1058	0.12362	0.12854	24.72443	53.89452
24781	25056	50	0.15676	10	3	3.00	7	0	8144	0.19341	0.27158	48.63101	1276.653
24782	1507	20	0.04661	2	10	1.00	0	0	707	0.14016	0.01203	19.95199	32.95327
24782	24781	25	0.05094	10	5	1.00	0	0	1057	0.12362	0.12842	24.72472	53.84358
24782	25055	25	0.04618	10	5	1.00	0	0	359	0.11118	0.04367	24.92206	16.57862
24789	1514	20	0.11457	2	10	1.00	0	0	160	0.34390	0.00273	19.98910	18.3312
24789	24790	45	0.10522	10	5	1.00	0	0	943	0.14166	0.11460	44.56596	99.22246
24789	24795	45	0.09245	10	5	1.00	0	0	1100	0.12470	0.13357	44.48120	101.695
24790	24789	45	0.10522	10	5	1.00	0	0	943	0.14166	0.11460	44.56596	99.22246
24790	24791	45	0.03685	10	5	1.00	0	0	943	0.04961	0.11460	44.56596	34.74955
24791	1201	20	0.25216	2	10	1.00	0	0	0	0.75648	0.00000	20.00000	0
24791	1503	20	0.17141	2	10	1.00	0	0	426	0.51496	0.00725	19.97105	73.02066
24791	1504	20	0.13613	2	10	1.00	0	0	520	0.40910	0.00884	19.96472	70.7876
24791	24790	45	0.03685	10	5	1.00	0	0	943	0.04961	0.11460	44.56596	34.74955
24792	24769	35	0.10045	10	5	1.00	0	0	2555	0.17801	0.31040	33.85702	256.6498
24792	24793	35	0.08359	10	5	1.00	0	0	2607	0.14827	0.31673	33.82550	217.9191
24793	1518	20	0.11624	2	10	1.00	0	0	213	0.34898	0.00362	19.98554	24.75912
24793	9521	25	0.05049	10	5	1.00	0	0	391	0.12160	0.04748	24.91377	19.74159
24793	24792	35	0.08359	10	5	1.00	0	0	2555	0.14813	0.31040	33.85702	213.5725
24793	24794	35	0.12440	10	5	1.00	0	0	2494	0.22022	0.30295	33.89363	310.2536
24794	1520	20	0.09959	2	10	1.00	0	0	0	0.29877	0.00000	20.00000	0
24794	1521	20	0.08734	2	10	1.00	0	0	328	0.26230	0.00559	19.97768	28.64752
24794	1522	20	0.10915	2	10	1.00	0	0	0	0.32744	0.00000	20.00000	0
24794	24793	35	0.12440	10	5	1.00	0	0	2436	0.22000	0.29592	33.92764	303.0384
24794	25086	35	0.25531	10	5	1.00	0	0	2535	0.45228	0.30797	33.86902	647.2109
24795	1511	20	0.09320	2	10	1.00	0	0	230	0.27983	0.00392	19.98434	21.436
24795	1512	20	0.06001	2	10	1.00	0	0	82	0.18008	0.00139	19.99443	4.92082
24795	24789	45	0.09245	10	5	1.00	0	0	1098	0.12470	0.13333	44.48228	101.5101
24795	25125	45	0.07120	10	5	1.00	0	0	1404	0.09642	0.17055	44.30760	99.9648
24840	323	25	0.13749	2	10	1.00	1	3	2369	0.33263	0.04029	24.80014	325.7138
24840	1542	25	0.18733	2	10	1.00	4	3	329	0.45010	0.00559	24.97206	61.63157
24840	5514	45	0.14589	10	3	2.00	1	3	18197	0.25751	0.91022	33.99341	2654.76
24840	5516	45	0.25659	10	3	2.00	4	3	20286	0.52710	1.01472	29.20755	5205.185
24900	1128	25	0.08455	2	10	1.00	7	3	428	0.20321	0.00728	24.96364	36.1874
24900	9611	35	0.15107	10	4	1.00	7	3	762	0.26066	0.08101	34.77401	115.1153
24900	24901	35	0.07281	10	4	1.00	7	3	388	0.12518	0.04123	34.89825	28.25028
24901	24900	35	0.07281	10	4	1.00	7	3	532	0.12534	0.05652	34.85147	38.73492

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
24901	24902	35	0.09942	10	4	1.00	7	3	388	0.17093	0.04123	34.89825	38.57496
24902	24901	35	0.09942	10	4	1.00	7	3	532	0.17116	0.05652	34.85148	52.89144
24902	24903	35	0.17118	10	4	1.00	7	3	866	0.29567	0.09208	34.73792	148.2419
24902	24906	35	0.07975	10	4	1.00	7	3	482	0.13724	0.05123	34.86778	38.4395
24903	1127	25	0.07909	2	10	1.00	7	3	558	0.19018	0.00949	24.95264	44.13222
24903	24902	35	0.17118	10	4	1.00	7	3	1014	0.29611	0.10775	34.68571	173.5765
24903	24904	35	0.15226	10	4	1.00	7	3	837	0.26291	0.08900	34.74803	127.4416
24904	1574	25	0.20208	2	10	1.00	7	3	860	0.48641	0.01463	24.92706	173.7888
24904	8653	35	0.19190	10	4	1.00	7	3	4461	0.35016	0.47412	32.88264	856.0659
24904	9376	35	0.09506	10	4	1.00	7	3	3182	0.16916	0.33827	33.71504	302.4809
24904	24903	35	0.15226	10	4	1.00	7	3	985	0.26330	0.10466	34.69609	149.9761
24906	9374	35	0.04576	10	4	1.00	7	3	482	0.07875	0.05123	34.86778	22.05632
24906	24902	35	0.07975	10	4	1.00	7	3	478	0.13723	0.05085	34.86895	38.1205
24907	9373	35	0.16161	10	4	1.00	7	3	270	0.27755	0.02873	34.93567	43.6347
24907	24908	35	0.06960	10	4	1.00	7	3	269	0.11953	0.02864	34.93593	18.7224
24908	1573	25	0.09175	2	10	1.00	7	3	996	0.22094	0.01693	24.91563	91.383
24908	24907	35	0.06960	10	4	1.00	7	3	270	0.11953	0.02873	34.93567	18.792
24908	24910	35	0.10267	10	4	1.00	7	3	725	0.17708	0.07709	34.78662	74.43575
24910	9375	35	0.08466	10	4	1.00	7	3	725	0.14602	0.07709	34.78662	61.3785
24910	24908	35	0.10267	10	4	1.00	7	3	726	0.17708	0.07718	34.78633	74.53842
24911	1124	25	0.11334	2	10	1.00	7	3	179	0.27218	0.00304	24.98479	20.28786
24911	9381	35	0.18834	10	4	1.00	7	3	17	0.32274	0.00177	35.01381	3.20178
24911	9396	35	0.04188	10	4	1.00	7	3	210	0.07189	0.02230	34.95461	8.7948
24912	9381	35	0.04451	10	4	1.00	7	3	939	0.07694	0.09979	34.71241	41.79489
24912	9612	35	0.11483	10	4	1.00	7	3	947	0.19849	0.10063	34.70961	108.744
25041	1231	25	0.13891	2	10	1.00	3	3	1714	0.33532	0.02916	24.85506	238.0917
25041	1232	25	0.11603	2	10	1.00	3	3	1493	0.27989	0.02539	24.87372	173.2328
25041	5614	35	0.13498	10	5	1.00	0	3	4070	0.24741	0.49436	32.73416	549.3686
25041	25042	35	0.11603	10	5	1.00	0	3	3005	0.20739	0.36509	33.57027	348.6702
25042	13976	35	0.10961	10	5	1.00	0	3	2867	0.19538	0.34828	33.66197	314.2519
25042	25041	35	0.11603	10	5	1.00	0	3	2140	0.20420	0.25993	34.09436	248.3042
25042	25043	35	0.09751	10	5	1.00	0	3	2619	0.17300	0.31809	33.81869	255.3787
25043	258	25	0.12902	2	10	1.00	3	3	14	0.30965	0.00023	24.99883	1.80628
25043	1233	25	0.12830	2	10	1.00	3	3	1211	0.30919	0.02060	24.89743	155.3713
25043	5620	35	0.11286	10	5	1.00	0	3	1421	0.19655	0.17263	34.45358	160.3741
25043	25042	35	0.09751	10	5	1.00	0	3	3336	0.17550	0.40530	33.33652	325.2934
25044	263	25	0.16065	2	10	1.00	3	3	789	0.38661	0.01341	24.93311	126.7529
25044	1233	25	0.12322	2	10	1.00	3	3	677	0.29640	0.01151	24.94260	83.41994
25044	5608	35	0.15319	10	4	2.00	3	3	1377	0.26413	0.07318	34.79910	210.9426
25044	5620	35	0.11611	10	4	2.00	3	3	2609	0.20148	0.13868	34.57835	302.931
25049	1106	20	0.12337	2	10	1.00	0	3	1630	0.37217	0.02772	19.88973	201.0931
25049	9583	35	0.10689	10	4	1.00	7	3	1640	0.18618	0.17433	34.44714	175.2996
25050	22733	30	0.09266	10	5	1.00	0	0	748	0.18670	0.09085	29.77884	69.30968
25050	25051	30	0.05835	10	5	1.00	0	0	748	0.11758	0.09085	29.77884	43.6458
25051	25050	30	0.05835	10	5	1.00	0	0	748	0.11758	0.09085	29.77884	43.6458
25052	1206	20	0.13488	2	10	1.00	0	0	517	0.40535	0.00879	19.96492	69.73296
25052	1348	20	0.10479	2	10	1.00	0	0	682	0.31510	0.01159	19.95374	71.46678
25052	23281	30	0.11480	10	5	1.00	0	0	329	0.23024	0.03993	29.91617	37.7692
25052	23316	30	0.10357	10	5	1.00	0	0	883	0.20901	0.10728	29.73195	91.45231
25053	1211	20	0.11997	2	10	1.00	0	0	446	0.36045	0.00758	19.96973	53.50662
25053	9608	35	0.14793	10	4	1.00	7	0	1234	0.25649	0.13117	34.60495	182.5456
25053	24030	35	0.13515	10	4	1.00	7	0	1625	0.23537	0.17276	34.45310	219.6188
25054	22733	45	0.17358	9	3	3.00	100	0	9222	0.23915	0.30751	43.54882	1600.755
25054	22746	45	0.19406	9	3	3.00	100	0	10234	0.26873	0.34128	43.32755	1986.01
25055	24779	25	0.09188	10	5	1.00	0	0	359	0.22119	0.04367	24.92206	32.98492
25055	24782	25	0.04618	10	5	1.00	0	0	359	0.11118	0.04355	24.92231	16.57862
25056	1510	20	0.11507	2	10	1.00	0	0	714	0.34605	0.01214	19.95155	82.15998
25056	1516	20	0.10092	2	10	1.00	0	0	289	0.30305	0.00492	19.98033	29.16588
25056	5029	50	0.09277	10	3	3.00	7	0	8144	0.11446	0.27158	48.63101	755.5189
25056	24781	50	0.15676	10	3	3.00	7	0	8161	0.19342	0.27216	48.62723	1279.318
25062	9361	30	0.10610	10	4	1.00	7	3	1840	0.21612	0.19559	29.45548	195.224
25062	25063	25	0.11493	10	5	1.00	0	3	920	0.27845	0.11170	24.76593	105.7356
25062	25085	35	0.06807	10	5	1.00	0	3	2333	0.12018	0.28335	33.98723	158.8073
25062	25087	30	0.12269	10	4	1.00	7	0	2191	0.25104	0.23289	29.32463	268.8138
25063	1104	20	0.10372	2	10	1.00	7	3	139	0.31129	0.00237	19.99053	14.41708
25063	1588	20	0.08645	2	10	1.00	7	3	826	0.26009	0.01404	19.94398	71.4077
25063	25062	25	0.11493	10	5	1.00	0	3	1217	0.27947	0.14778	24.67547	139.8698
25063	25064	25	0.08676	10	5	1.00	0	3	914	0.21018	0.11104	24.76754	79.29864
25064	25063	25	0.08676	10	5	1.00	0	3	1346	0.21132	0.16348	24.63425	116.779
25064	25065	25	0.09497	10	5	1.00	0	3	398	0.22874	0.04835	24.91187	37.79806
25064	25080	25	0.14166	10	5	1.00	0	3	12	0.33984	0.00151	25.01039	1.69992
25064	25081	25	0.09072	10	5	1.00	0	3	532	0.21881	0.06467	24.87575	48.26304
25065	1586	20	0.09217	2	10	1.00	7	3	67	0.27659	0.00114	19.99543	6.17539
25065	1589	20	0.14091	2	10	1.00	7	3	0	0.42274	0.00000	20.00000	0
25065	25064	25	0.09497	10	5	1.00	0	3	830	0.22985	0.10082	24.79212	78.8251
25065	25066	25	0.10984	10	5	1.00	0	3	404	0.26457	0.04905	24.91033	44.37536
25066	25065	25	0.10984	10	5	1.00	0	3	897	0.26604	0.10899	24.77250	98.52648
25066	25067	25	0.17216	10	5	1.00	0	3	366	0.41451	0.04447	24.92031	63.01056
25066	25069	25	0.09487	10	5	1.00	0	3	477	0.22869	0.05800	24.89063	45.25299
25066	25079	25	0.13000	10	5	1.00	0	3	524	0.31354	0.06363	24.87807	68.12
25067	1103	20	0.13418	2	10	1.00	7	3	1235	0.40422	0.02101	19.91632	165.7123
25067	1105	20	0.14744	2	10	1.00	7	3	114	0.44251	0.00193	19.99227	16.80816
25067	25066	25	0.17216	10	5	1.00	0	3	960	0.41730	0.11661	24.75396	165.2736

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
25067	25068	25	0.08427	10	5	1.00	0	3	1089	0.20458	0.13227	24.71506	91.77003
25068	9582	25	0.11253	10	5	1.00	0	3	1089	0.27319	0.13227	24.71506	122.5452
25068	25067	25	0.08427	10	5	1.00	0	3	1641	0.20608	0.19931	24.53570	138.2871
25069	1105	20	0.16449	2	10	1.00	7	3	48	0.49357	0.00082	19.99673	7.89552
25069	1586	20	0.11254	2	10	1.00	7	3	2	0.33761	0.00004	19.99986	0.22508
25069	25066	25	0.09487	10	5	1.00	0	3	468	0.22866	0.05683	24.89321	44.39916
25069	25070	25	0.10881	10	5	1.00	0	3	431	0.26216	0.05241	24.90297	46.89711
25070	25069	25	0.10881	10	5	1.00	0	3	423	0.26214	0.05136	24.90528	46.02663
25070	25071	25	0.12721	10	5	1.00	0	3	517	0.30677	0.06275	24.88003	65.76757
25070	25076	25	0.11461	10	5	1.00	0	3	1575	0.28001	0.19130	24.55831	180.5108
25070	25078	25	0.14258	10	5	1.00	0	3	2246	0.35189	0.27281	24.31149	320.2347
25071	1585	20	0.10792	2	10	1.00	7	3	387	0.32418	0.00658	19.97372	41.76504
25071	1587	20	0.13096	2	10	1.00	7	3	130	0.39306	0.00221	19.99118	17.0248
25071	25070	25	0.12721	10	5	1.00	0	3	519	0.30678	0.06303	24.87940	66.02199
25073	9360	30	0.18881	10	4	1.00	7	3	5016	0.40757	0.53312	27.79513	947.071
25073	9361	30	0.11173	10	4	1.00	7	3	2576	0.22981	0.27380	29.16985	287.8165
25073	25074	25	0.11550	10	5	1.00	0	3	1620	0.28236	0.19685	24.54269	187.11
25073	25083	25	0.06261	10	5	1.00	0	3	1776	0.15339	0.21577	24.48820	111.1954
25074	1104	20	0.08253	2	10	1.00	7	3	168	0.24772	0.00285	19.98860	13.86504
25074	1584	20	0.09717	2	10	1.00	7	3	1519	0.29303	0.02583	19.89721	147.6012
25074	25073	25	0.11550	10	5	1.00	0	3	1725	0.28278	0.20954	24.50634	199.2375
25074	25075	25	0.10162	10	5	1.00	0	3	1017	0.24648	0.12350	24.73698	103.3475
25075	25074	25	0.10162	10	5	1.00	0	3	1086	0.24669	0.13188	24.71603	110.3593
25075	25076	25	0.09269	10	5	1.00	0	3	1308	0.22566	0.15889	24.64643	121.2385
25075	25081	25	0.08410	10	5	1.00	0	3	487	0.20276	0.05915	24.88806	40.9567
25075	25082	25	0.12424	10	5	1.00	0	3	162	0.29850	0.01964	24.97314	20.12688
25076	1586	20	0.08200	2	10	1.00	7	3	413	0.24634	0.00703	19.97194	33.866
25076	25070	25	0.11461	10	5	1.00	0	3	1564	0.27997	0.19004	24.56184	179.25
25076	25075	25	0.09269	10	5	1.00	0	3	1381	0.22587	0.16777	24.62281	128.0049
25078	1105	20	0.09665	2	10	1.00	7	3	735	0.29068	0.01250	19.95012	71.03775
25078	1587	20	0.13772	2	10	1.00	7	3	530	0.41390	0.00902	19.96399	72.9916
25078	9580	25	0.14029	10	5	1.00	0	3	3568	0.35538	0.43342	23.68569	500.5547
25078	25070	25	0.14258	10	5	1.00	0	3	2245	0.35189	0.27273	24.31172	320.0921
25079	1103	20	0.23913	2	10	1.00	7	3	7	0.71740	0.00013	19.99949	1.67391
25079	1589	20	0.08312	2	10	1.00	7	3	541	0.24982	0.00920	19.96327	44.96792
25079	9363	25	0.18452	10	5	1.00	0	3	112	0.44309	0.01357	24.98573	20.66624
25079	25066	25	0.13000	10	5	1.00	0	3	433	0.31323	0.05259	24.90257	56.29
25080	1588	20	0.08978	2	10	1.00	7	3	19	0.26937	0.00033	19.99869	1.70582
25080	1589	20	0.08779	2	10	1.00	7	3	259	0.26359	0.00440	19.98241	22.73761
25080	3714	25	0.10178	10	5	1.00	0	3	361	0.24503	0.04384	24.92168	36.74258
25080	25064	25	0.14166	10	5	1.00	0	3	12	0.33984	0.00151	25.01039	1.69992
25081	1104	20	0.11049	2	10	1.00	7	3	5	0.33146	0.00008	19.99968	0.55245
25081	1586	20	0.09493	2	10	1.00	7	3	51	0.28485	0.00087	19.99653	4.84143
25081	25064	25	0.09072	10	5	1.00	0	3	532	0.21881	0.06463	24.87582	48.26304
25081	25075	25	0.08410	10	5	1.00	0	3	486	0.20275	0.05903	24.88833	40.8726
25082	1584	20	0.10589	2	10	1.00	7	3	0	0.31768	0.00000	20.00000	0
25082	1585	20	0.10418	2	10	1.00	7	3	162	0.31272	0.00275	19.98901	16.87716
25082	25075	25	0.12424	10	5	1.00	0	3	159	0.29850	0.01927	24.97390	19.75416
25083	25073	25	0.06261	10	5	1.00	0	3	1775	0.15339	0.21565	24.48854	111.1328
25083	25084	25	0.12904	10	5	1.00	0	3	1776	0.31617	0.21577	24.48820	229.175
25084	1581	20	0.12259	2	10	1.00	7	3	382	0.36824	0.00650	19.97404	46.82938
25084	1583	20	0.09121	2	10	1.00	7	3	1394	0.27491	0.02371	19.90562	127.1467
25084	25083	25	0.12904	10	5	1.00	0	3	1775	0.31616	0.21565	24.48854	229.046
25085	25062	35	0.06807	10	5	1.00	0	3	2391	0.12030	0.29050	33.95353	162.7554
25085	25086	35	0.11868	10	5	1.00	0	3	2333	0.20951	0.28335	33.98723	276.8804
25086	1581	20	0.12491	2	10	1.00	7	3	337	0.37515	0.00574	19.97708	42.09467
25086	24794	35	0.25531	10	5	1.00	0	0	2477	0.45182	0.30094	33.90338	632.4029
25086	25085	35	0.11868	10	5	1.00	0	3	2391	0.20972	0.29050	33.95353	283.7639
25087	1101	20	0.13718	2	10	1.00	7	0	1443	0.41356	0.02454	19.90231	197.9507
25087	3714	30	0.10671	10	4	1.00	7	0	1138	0.21563	0.12095	29.69193	121.436
25087	25062	30	0.12269	10	4	1.00	7	0	1806	0.24982	0.19201	29.46760	221.5781
25088	52	25	0.40681	1	10	1.00	100	0	85	0.97664	0.00145	24.99275	34.57885
25088	5885	20	0.06557	10	6	1.00	1	3	7071	0.21646	0.60125	18.17481	463.6455
25088	5897	20	0.06182	10	6	1.00	1	3	7911	0.20934	0.67270	17.71959	489.058
25090	25110	45	0.24535	9	3	3.00	100	0	16737	0.35544	0.55812	41.41650	4106.423
25110	24772	45	0.12761	9	3	3.00	100	0	16737	0.18487	0.55812	41.41650	2135.809
25110	25090	45	0.24535	9	3	3.00	100	0	16971	0.35621	0.56593	41.32629	4163.835
25125	24769	45	0.07427	10	5	1.00	0	0	1404	0.10057	0.17055	44.30760	104.2751
25125	24795	45	0.07120	10	5	1.00	0	0	1401	0.09641	0.17021	44.30923	99.7512
25126	24765	25	0.07578	10	5	1.00	0	0	1113	0.18403	0.13519	24.70768	84.34314
25126	25127	25	0.10839	10	5	1.00	0	0	1106	0.26320	0.13441	24.70967	119.8793
25127	1515	20	0.08742	2	10	1.00	0	0	4511	0.26628	0.07672	19.69777	394.3516
25127	25126	25	0.10839	10	5	1.00	0	0	1113	0.26322	0.13519	24.70768	120.6381
25127	25128	25	0.08551	10	5	1.00	0	0	3398	0.21576	0.41279	23.77899	290.563
25128	24774	25	0.05446	10	5	1.00	0	0	3398	0.13742	0.41279	23.77899	185.0551
25128	25127	25	0.08551	10	5	1.00	0	0	3405	0.21580	0.41358	23.77552	291.1616
25129	1109	20	0.19365	2	10	1.00	0	0	1511	0.58392	0.02570	19.89772	292.6052
25129	5029	50	0.09675	10	3	3.00	7	0	16445	0.12581	0.54838	46.14035	1591.054
25129	24774	50	0.09675	10	3	3.00	7	0	16606	0.12599	0.55377	46.07321	1606.631
25130	1519	20	0.05500	2	10	1.00	0	0	442	0.16523	0.00752	19.96995	24.31
25130	3712	25	0.04902	10	5	1.00	0	0	1130	0.11907	0.13729	24.70237	55.3926
25130	9384	25	0.04902	10	5	1.00	0	0	1407	0.11950	0.17091	24.61436	68.97114
25131	25132	0	0.66754	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
25131	25162	0	0.00843	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25132	25133	0	0.37880	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25132	25163	0	0.00960	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25133	25135	0	0.78264	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25133	25165	0	0.00591	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25135	25137	0	0.38393	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25135	25167	0	0.00997	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25137	25138	0	0.64397	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25137	25169	0	0.00976	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25138	25160	0	0.21909	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25138	25171	0	0.01562	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25153	25154	0	0.65139	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25153	25172	0	0.00943	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25154	25155	0	0.37362	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25154	25170	0	0.01338	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25155	25156	0	0.79054	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25155	25168	0	0.00890	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25156	25157	0	0.37414	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25156	25166	0	0.01039	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25157	25158	0	0.65021	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25157	25164	0	0.01219	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25158	25161	0	0.00908	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25159	25153	0	0.22269	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25161	5546	63	0.03834	10	1	3.00	4	0	69890	0.05377	0.99050	42.77984	2679.583
25161	25158	0	0.00908	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25162	25131	0	0.00843	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25162	25163	63	0.66113	10	1	3.00	4	0	68954	0.90920	0.97724	43.62955	45587.56
25163	5548	63	0.04293	10	1	3.00	4	0	68954	0.05903	0.97724	43.62956	2960.195
25163	25132	0	0.00960	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25164	25157	0	0.01219	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25164	25161	63	0.65186	10	1	3.00	4	0	69890	0.91425	0.99050	42.77984	45558.5
25165	25133	0	0.00591	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25165	25167	63	0.78159	10	1	3.00	4	0	66072	1.01896	0.93639	46.02290	51641.21
25166	8842	63	0.02569	10	1	3.00	4	0	69306	0.03558	0.98223	43.31404	1780.471
25166	25156	0	0.01039	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25167	5552	63	0.02776	10	1	3.00	4	0	66072	0.03619	0.93639	46.02290	1834.159
25167	25135	0	0.00997	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25168	25155	0	0.00890	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25168	25166	63	0.79287	10	1	3.00	4	0	69306	1.09831	0.98223	43.31404	54950.65
25169	25137	0	0.00976	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25169	25171	63	0.63853	10	1	3.00	4	0	59788	0.76326	0.84733	50.19451	38176.43
25170	5658	63	0.03014	10	1	3.00	4	0	58572	0.03555	0.83010	50.86098	1765.36
25170	25154	0	0.01338	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25171	5963	63	0.02824	10	1	2.75	4	0	59788	0.07855	1.27099	21.57135	1688.413
25171	25138	0	0.01562	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25172	25153	0	0.00943	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25172	25170	63	0.64319	10	1	3.00	4	0	58572	0.75876	0.83010	50.86099	37672.92
25189	1109	20	0.21562	2	10	1.00	0	0	957	0.64895	0.01627	19.93514	206.3483
25189	5029	45	0.13340	9	3	3.00	100	0	15178	0.19071	0.50615	41.97106	2024.745
25189	9386	45	0.13340	9	3	3.00	100	0	15938	0.19190	0.53147	41.71033	2126.129
27005	27006	0	0.32300	9	2	0.00	100	0	0	0.00000	0.00000	0.00000	0
27006	5020	0	0.61697	9	2	0.00	100	0	0	0.00000	0.00000	0.00000	0
27006	27005	0	0.32300	9	2	0.00	100	0	0	0.00000	0.00000	0.00000	0
27042	5519	45	0.09822	10	3	4.00	1	3	38614	0.18603	0.96573	31.68019	3792.667
27042	5523	45	0.04943	10	3	4.00	1	3	35453	0.08514	0.88667	34.83370	1752.442
27042	27043	25	0.10454	10	3	1.00	1	3	1734	0.25489	0.17343	24.60753	181.2724
27043	324	25	0.09062	2	10	1.00	1	3	1866	0.21888	0.03174	24.84230	169.0969
27043	5512	25	0.19897	10	3	1.00	1	3	731	0.48028	0.07309	24.85672	145.4471
27043	5516	25	0.20523	10	3	1.00	1	3	1236	0.49780	0.12363	24.73665	253.6643
27043	27042	25	0.10454	10	3	1.00	1	3	1314	0.25376	0.13150	24.71701	137.3656
30003	1115	25	0.18983	2	10	1.00	7	3	221	0.45594	0.00376	24.98122	41.95243
30003	5032	35	0.40063	9	7	1.00	100	3	197	0.68731	0.01397	34.97375	78.92411
30003	9595	35	0.23034	9	7	1.00	100	3	366	0.39544	0.02596	34.94932	84.30444
30004	68	25	0.06963	2	10	1.00	1	3	2841	0.16874	0.04831	24.76076	197.8188
30004	5871	35	0.02538	10	3	3.00	1	3	25424	0.05428	0.84781	28.04899	645.2611
30004	5872	35	0.10461	10	3	2.00	1	3	24209	0.46784	1.21094	13.41557	2532.503
30005	1514	20	0.14954	2	10	1.00	0	0	590	0.44952	0.01004	19.95994	88.2286
30005	24766	45	0.10452	9	3	3.00	100	0	19242	0.15545	0.64166	40.34108	2011.174
30005	24767	45	0.04823	9	3	3.00	100	0	18961	0.07150	0.63230	40.47485	914.489

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
7	8	25	0.22596	2	10	1.00	1	3	3	0.54230	0.00005	24.99976	0.67788
7	8670	25	0.15682	2	10	1.00	1	3	723	0.37730	0.01230	24.93866	113.3809
7	8688	25	0.09988	2	10	1.00	1	3	509	0.24013	0.00865	24.95683	50.83892
8	7	25	0.22596	2	10	1.00	1	3	3	0.54230	0.00005	24.99976	0.67788
8	8666	25	0.12820	2	10	1.00	1	3	695	0.30841	0.01182	24.94104	89.099
8	8692	25	0.14814	2	10	1.00	1	3	140	0.35572	0.00238	24.98812	20.7396
9	8654	25	0.12051	2	10	1.00	1	3	526	0.28975	0.00895	24.95534	63.38826
9	8692	25	0.15551	2	10	1.00	1	3	131	0.37338	0.00223	24.98885	20.37181
10	8686	25	0.12673	2	10	1.00	1	3	1258	0.30545	0.02140	24.89346	159.4263
11	8716	25	0.03278	2	10	1.00	1	3	2926	0.07947	0.04976	24.75366	95.91428
12	9026	25	0.06117	2	10	1.00	1	3	533	0.14708	0.00906	24.95478	32.60361
12	9028	25	0.16874	2	10	1.00	1	3	581	0.40577	0.00988	24.95068	98.03794
13	9034	25	0.10232	2	10	1.00	5	3	1196	0.24658	0.02035	24.89868	122.3747
14	8864	25	0.13678	2	10	1.00	1	3	697	0.32904	0.01185	24.94087	95.33566
15	8720	25	0.17001	2	10	1.00	1	3	1483	0.41008	0.02522	24.87453	252.1248
16	8878	25	0.13364	2	10	1.00	1	3	1810	0.32271	0.03078	24.84704	241.8884
17	8864	25	0.38585	2	10	1.00	1	3	821	0.92862	0.01396	24.93042	316.7829
18	8726	25	0.07083	2	10	1.00	1	3	1044	0.17060	0.01776	24.91151	73.94652
19	8728	25	0.26141	2	10	1.00	1	3	103	0.62759	0.00175	24.99124	26.92523
19	8866	25	0.15154	2	10	1.00	1	3	351	0.36414	0.00596	24.97023	53.19054
19	8872	25	0.28092	2	10	1.00	1	3	623	0.67564	0.01059	24.94715	175.0132
20	8830	25	0.16477	2	10	1.00	1	3	2241	0.39845	0.03811	24.81088	369.2496
20	8874	25	0.25626	2	10	1.00	1	3	389	0.61583	0.00661	24.96697	99.68514
21	8732	25	0.12414	2	10	1.00	1	3	779	0.29873	0.01324	24.93398	96.70506
22	8734	25	0.07920	2	10	1.00	1	3	612	0.19047	0.01041	24.94804	48.4704
23	8736	25	0.15839	2	10	1.00	1	3	950	0.38136	0.01615	24.91951	150.4705
24	8822	25	0.09345	2	10	1.00	1	3	967	0.22502	0.01644	24.91805	90.36615
25	8826	25	0.13801	2	10	1.00	1	3	1749	0.33321	0.02975	24.85213	241.3795
26	8774	25	0.10324	2	10	1.00	1	3	330	0.24805	0.00561	24.97196	34.0692
26	8778	25	0.12255	2	10	1.00	1	3	374	0.29450	0.00635	24.96827	45.8337
27	8816	25	0.04277	2	10	1.00	1	3	2782	0.10363	0.04732	24.76563	118.9861
27	8820	25	0.13537	2	10	1.00	1	3	1110	0.32611	0.01888	24.90598	150.2607
28	8810	25	0.05791	2	10	1.00	1	3	5145	0.14141	0.08750	24.57001	297.947
29	8860	25	0.04015	2	10	1.00	1	3	5201	0.09807	0.08846	24.56539	208.8202
30	8856	25	0.03719	2	10	1.00	1	3	1671	0.08977	0.02842	24.85873	62.14449
31	5938	25	0.36472	2	10	1.00	1	3	935	0.87812	0.01590	24.92078	341.0132
31	8802	25	0.18056	2	10	1.00	1	3	1837	0.43605	0.03123	24.84480	331.6887
31	8806	25	0.14591	2	10	1.00	1	3	99	0.35031	0.00169	24.99157	14.44509
32	8806	25	0.04623	2	10	1.00	1	3	4882	0.11280	0.08303	24.59163	225.6949
33	5916	25	0.11588	2	10	1.00	1	3	933	0.27899	0.01586	24.92093	108.116
33	5922	25	0.20392	2	10	1.00	1	3	449	0.49015	0.00764	24.96185	91.56008
33	8806	25	0.17174	2	10	1.00	1	3	87	0.41230	0.00149	24.99257	14.94138
34	5920	25	0.05170	2	10	1.00	1	3	1675	0.12480	0.02848	24.85841	86.5975
35	5912	25	0.08977	2	10	1.00	1	3	1562	0.21660	0.02656	24.86791	140.2207
36	37	25	0.32001	2	10	1.00	1	3	15	0.76806	0.00026	24.99870	4.80015
36	8670	25	0.11679	2	10	1.00	1	3	724	0.28099	0.01231	24.93861	84.55596
36	9020	25	0.11438	2	10	1.00	1	3	1124	0.27557	0.01912	24.90478	128.5631
37	36	25	0.32001	2	10	1.00	1	3	15	0.76806	0.00026	24.99870	4.80015
37	38	25	0.22674	2	10	1.00	1	3	11	0.54420	0.00019	24.99904	2.49414
37	8668	25	0.21623	2	10	1.00	1	3	219	0.51934	0.00373	24.98136	47.35437
37	8672	25	0.20473	2	10	1.00	1	3	872	0.49282	0.01483	24.92607	178.5246
37	9018	25	0.22017	2	10	1.00	1	3	767	0.52978	0.01304	24.93495	168.8704
38	37	25	0.22674	2	10	1.00	1	3	11	0.54420	0.00019	24.99904	2.49414
38	8674	25	0.13166	2	10	1.00	1	3	473	0.31650	0.00805	24.95984	62.27518
38	9016	25	0.15316	2	10	1.00	1	3	960	0.36878	0.01633	24.91859	147.0336
39	41	25	0.26100	2	10	1.00	1	3	10	0.62641	0.00017	24.99915	2.61
39	42	25	0.16216	2	10	1.00	1	3	9	0.38921	0.00016	24.99920	1.45944
39	8672	25	0.19352	2	10	1.00	1	3	447	0.46514	0.00761	24.96201	86.50344
39	9566	25	0.15060	2	10	1.00	1	3	387	0.36192	0.00658	24.96716	58.2822
40	9565	25	0.05041	2	10	1.00	1	3	1477	0.12160	0.02512	24.87502	74.45557
41	39	25	0.26100	2	10	1.00	1	3	10	0.62641	0.00017	24.99915	2.61
41	42	25	0.25564	2	10	1.00	1	3	22	0.61357	0.00037	24.99813	5.62408
41	9565	25	0.21482	2	10	1.00	1	3	1606	0.51838	0.02731	24.86418	345.0009
41	9569	25	0.41313	2	10	1.00	1	3	376	0.99278	0.00639	24.96810	155.3369
42	39	25	0.16216	2	10	1.00	1	3	9	0.38921	0.00016	24.99920	1.45944
42	41	25	0.25564	2	10	1.00	1	3	22	0.61357	0.00037	24.99813	5.62408
42	9565	25	0.41543	2	10	1.00	1	3	485	0.99869	0.00826	24.95879	201.4836
42	9566	25	0.31135	2	10	1.00	1	3	277	0.74794	0.00471	24.97648	86.24395
42	9569	25	0.15871	2	10	1.00	1	3	957	0.38215	0.01628	24.91885	151.8855
43	5900	25	0.17402	2	10	1.00	1	3	2698	0.42148	0.04589	24.77266	469.506
43	9012	25	0.22983	2	10	1.00	1	3	2977	0.55717	0.05063	24.74939	684.2039
44	8708	25	0.08224	2	10	1.00	1	3	1765	0.19856	0.03001	24.85082	145.1536
44	9060	25	0.09049	2	10	1.00	1	3	917	0.21785	0.01560	24.92225	82.97933
45	8714	25	0.12244	2	10	1.00	1	0	140	0.29399	0.00238	24.98811	17.1416
45	9058	25	0.15242	2	10	1.00	1	3	647	0.36660	0.01100	24.94514	98.61574
46	9008	25	0.13625	2	10	1.00	1	3	454	0.32751	0.00771	24.96149	61.8575
46	9056	25	0.20231	2	10	1.00	1	3	355	0.48614	0.00603	24.96987	71.82005
47	9008	25	0.12669	2	10	1.00	1	3	1505	0.30562	0.02560	24.87266	190.6685
48	5898	25	0.11382	2	10	1.00	1	3	630	0.27375	0.01072	24.94653	71.7066
49	5892	25	0.10350	2	10	1.00	1	3	5574	0.25310	0.09480	24.53484	576.909
50	5898	25	0.70760	2	10	1.00	1	3	391	1.70050	0.00665	24.96677	276.6716
52	25088	25	0.40681	1	10	1.00	100	0	85	0.97664	0.00145	24.99275	34.57885
54	8702	25	0.12516	1	10	1.00	100	0	1534	0.30194	0.02609	24.87020	191.9954

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
54	8714	25	0.13617	1	10	1.00	100	0	614	0.32749	0.01043	24.94793	83.60838
55	8784	25	0.06984	2	10	1.00	1	3	2102	0.16881	0.03574	24.82257	146.8037
55	8786	25	0.13143	2	10	1.00	1	3	2254	0.31785	0.03833	24.80982	296.2432
56	8786	25	0.07371	2	10	1.00	1	3	2343	0.17830	0.03985	24.80235	172.7025
56	8846	25	0.07389	2	10	1.00	1	3	854	0.17784	0.01453	24.92758	63.10206
57	8850	25	0.19165	2	10	1.00	1	3	443	0.46066	0.00753	24.96241	84.90095
57	8862	25	0.16739	2	10	1.00	1	3	783	0.40280	0.01331	24.93362	131.0664
58	8850	25	0.08978	2	10	1.00	1	3	559	0.21589	0.00951	24.95256	50.18702
59	9553	25	0.10502	2	10	1.00	1	3	796	0.25272	0.01353	24.93253	83.59592
59	9554	25	0.11201	2	10	1.00	1	3	605	0.26938	0.01028	24.94870	67.76605
60	8788	25	0.09089	2	10	1.00	1	3	1295	0.21909	0.02203	24.89034	117.7026
61	8794	25	0.06859	2	10	1.00	1	3	463	0.16487	0.00787	24.96073	31.75717
62	5944	25	0.18024	2	10	1.00	1	3	28	0.43261	0.00048	24.99762	5.04672
62	8790	25	0.16846	2	10	1.00	1	3	573	0.40509	0.00975	24.95134	96.52758
63	5944	25	0.15474	2	10	1.00	1	3	54	0.37144	0.00091	24.99544	8.35596
63	8796	25	0.18196	2	10	1.00	1	3	652	0.43767	0.01108	24.94471	118.6379
64	5942	25	0.14427	2	10	1.00	1	3	1410	0.34790	0.02398	24.88066	203.4207
65	5940	25	0.07850	2	10	1.00	1	3	1592	0.18942	0.02707	24.86539	124.972
66	5870	25	0.09433	2	10	1.00	1	3	1673	0.22767	0.02844	24.85858	157.8141
67	5918	25	0.18380	2	10	1.00	1	3	3966	0.44707	0.06745	24.66722	728.9508
68	5870	25	0.11633	2	10	1.00	1	3	4097	0.28308	0.06968	24.65641	476.604
68	30004	25	0.06963	2	10	1.00	1	3	1669	0.16807	0.02838	24.85891	116.2125
69	5874	25	0.06897	2	10	1.00	1	3	1271	0.16623	0.02162	24.89235	87.66087
70	5930	25	0.04643	2	10	1.00	1	3	1412	0.11197	0.02401	24.88050	65.55916
71	5874	25	0.14941	2	10	1.00	1	3	646	0.35937	0.01099	24.94518	96.51886
71	5924	25	0.37453	2	10	1.00	1	3	78	0.89910	0.00132	24.99338	29.21334
72	5926	25	0.06375	2	10	1.00	1	3	1505	0.15378	0.02559	24.87269	95.94375
73	5905	25	0.20040	2	10	1.00	1	0	340	0.48151	0.00577	24.97116	68.136
73	5924	25	0.14287	2	10	1.00	1	3	295	0.34322	0.00501	24.97495	42.14665
74	5878	25	0.15241	2	10	1.00	1	3	201	0.36603	0.00342	24.98293	30.63441
74	5908	25	0.08815	2	10	1.00	1	3	253	0.21175	0.00430	24.97850	22.30195
75	5906	25	0.30788	2	10	1.00	1	3	2134	0.74428	0.03630	24.81981	657.0159
76	5884	25	0.07889	2	10	1.00	1	3	2723	0.19109	0.04631	24.77057	214.8175
77	5910	25	0.05294	2	10	1.00	1	3	1113	0.12753	0.01892	24.90574	58.92222
78	8780	25	0.04981	2	10	1.00	1	3	1673	0.12023	0.02845	24.85855	83.33213
79	8782	25	0.05113	2	10	1.00	1	3	3379	0.12413	0.05747	24.71591	172.7683
80	5826	25	0.07332	2	10	1.00	1	3	1105	0.17662	0.01880	24.90636	81.0186
81	8924	25	0.04122	2	10	1.00	1	3	1461	0.09942	0.02484	24.87639	60.22242
82	5558	25	0.04314	2	10	1.00	1	3	413	0.10368	0.00703	24.96490	17.81682
83	5844	25	0.03178	2	10	1.00	1	3	1122	0.07657	0.01908	24.90496	35.65716
84	5566	25	0.05271	2	10	1.00	1	3	2782	0.12770	0.04732	24.76564	146.6392
85	5776	25	0.21194	2	10	1.00	1	3	795	0.51003	0.01351	24.93262	168.4923
85	5852	25	0.06247	2	10	1.00	1	3	1117	0.15050	0.01900	24.90537	69.77899
86	5828	25	0.17035	2	10	1.00	1	3	333	0.40930	0.00566	24.97172	56.72655
86	8930	25	0.12044	2	10	1.00	1	3	306	0.28936	0.00520	24.97404	36.85464
87	5840	25	0.02323	2	10	1.00	1	3	1000	0.05594	0.01701	24.91523	23.23
88	5850	25	0.08666	2	10	1.00	1	3	930	0.20864	0.01581	24.92118	80.5938
89	5854	25	0.06897	2	10	1.00	1	3	776	0.16595	0.01320	24.93415	53.52072
90	5768	25	0.12064	2	10	1.00	1	3	312	0.28985	0.00531	24.97350	37.63968
90	5854	25	0.29282	2	10	1.00	1	3	54	0.70289	0.00093	24.99537	15.81228
91	5832	25	0.09067	2	10	1.00	1	3	1124	0.21845	0.01912	24.90477	101.9131
92	8934	25	0.04365	2	10	1.00	1	3	1595	0.10534	0.02713	24.86507	69.62175
93	8932	25	0.18361	2	10	1.00	1	3	3302	0.44561	0.05616	24.72234	606.2802
94	5868	25	0.27293	2	10	1.00	1	3	667	0.65651	0.01135	24.94340	182.0443
94	6002	25	0.17455	2	10	1.00	1	3	828	0.42011	0.01408	24.92980	144.5274
95	5664	25	0.11480	2	10	1.00	1	3	2628	0.27799	0.04469	24.77851	301.6944
96	5664	25	0.03983	2	10	1.00	1	3	1917	0.09621	0.03261	24.83801	76.35411
97	5764	25	0.10917	2	10	1.00	1	3	713	0.26264	0.01212	24.93954	77.83821
98	5834	25	0.20522	2	10	1.00	1	3	474	0.49333	0.00806	24.95977	97.27428
98	22228	25	0.18645	2	10	1.00	1	3	221	0.44781	0.00376	24.98122	41.20545
99	22227	25	0.10990	2	10	1.00	1	3	625	0.26432	0.01063	24.94697	68.6875
99	22228	25	0.10025	2	10	1.00	1	3	848	0.24130	0.01443	24.92808	85.012
100	5948	25	0.06040	2	10	1.00	1	3	79	0.14499	0.00134	24.99331	4.7716
101	5934	25	0.03441	2	10	1.00	1	3	793	0.08280	0.01348	24.93277	27.28713
102	5936	25	0.08732	2	10	1.00	1	3	3181	0.21184	0.05411	24.73236	277.7649
103	105	25	0.26317	2	10	1.00	1	3	2	0.63160	0.00004	24.99981	0.52634
103	5951	25	0.33413	2	10	1.00	1	3	160	0.80235	0.00272	24.98639	53.4608
103	5953	25	0.11922	2	10	1.00	1	3	778	0.28689	0.01324	24.93398	92.75316
104	5864	25	0.09175	2	10	1.00	1	3	965	0.22093	0.01641	24.91821	88.53875
105	103	25	0.26317	2	10	1.00	1	3	2	0.63160	0.00004	24.99981	0.52634
105	5670	25	0.23242	2	10	1.00	1	3	423	0.55860	0.00719	24.96410	98.31366
105	5951	25	0.09036	2	10	1.00	1	3	382	0.21714	0.00650	24.96755	34.51752
105	5953	25	0.30919	2	10	1.00	1	3	136	0.74239	0.00232	24.98840	42.04984
107	5934	25	0.21166	1	10	1.00	100	0	851	0.50946	0.01447	24.92788	180.1227
108	5668	25	0.03900	2	10	1.00	1	3	1381	0.09404	0.02349	24.88309	53.859
108	5764	25	0.11802	2	10	1.00	1	3	275	0.28352	0.00468	24.97663	32.4555
109	110	25	0.26388	2	10	1.00	1	3	1	0.63331	0.00002	24.99988	0.26388
109	111	25	0.16129	2	10	1.00	1	3	1	0.38711	0.00003	24.99987	0.16129
109	5670	25	0.30678	2	10	1.00	1	3	239	0.73687	0.00406	24.97972	73.32042
109	5837	25	0.18827	2	10	1.00	1	3	443	0.45253	0.00753	24.96239	83.40361
110	109	25	0.26388	2	10	1.00	1	3	1	0.63331	0.00002	24.99988	0.26388
110	5671	25	0.10410	2	10	1.00	1	3	941	0.25064	0.01601	24.92023	97.9581
111	109	25	0.16129	2	10	1.00	1	3	1	0.38711	0.00003	24.99987	0.16129

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
111	5677	25	0.07187	2	10	1.00	1	3	807	0.17297	0.01372	24.93159	57.99909
112	22227	25	0.08149	2	10	1.00	1	3	1145	0.19635	0.01948	24.90300	93.30605
113	5683	25	0.17314	2	10	1.00	1	3	1400	0.41751	0.02381	24.88151	242.396
113	5759	25	0.13622	2	10	1.00	1	3	1225	0.32828	0.02084	24.89623	166.8695
114	5752	25	0.22128	2	10	1.00	1	3	1408	0.53362	0.02394	24.88085	311.5622
114	5822	25	0.14642	2	10	1.00	1	3	459	0.35196	0.00780	24.96105	67.20678
115	5689	25	0.11036	2	10	1.00	1	3	196	0.26505	0.00334	24.98332	21.63056
115	5823	25	0.09224	2	10	1.00	1	3	465	0.22174	0.00790	24.96055	42.8916
116	5820	25	0.07337	2	10	1.00	1	3	919	0.17664	0.01562	24.92213	67.42703
117	5748	25	0.04633	2	10	1.00	1	3	403	0.11133	0.00685	24.96580	18.67099
118	5818	25	0.03845	2	10	1.00	1	3	235	0.09236	0.00399	24.98005	9.03575
119	5808	25	0.17042	1	10	1.00	100	3	807	0.41014	0.01372	24.93156	137.5289
119	6007	25	0.11651	1	10	1.00	100	3	246	0.27986	0.00419	24.97909	28.66146
120	5744	25	0.15757	1	10	1.00	100	3	613	0.37897	0.01042	24.94801	96.59041
120	6008	25	0.11952	1	10	1.00	100	3	383	0.28722	0.00651	24.96751	45.77616
121	5744	25	0.13327	2	10	1.00	1	3	0	0.31985	0.00000	25.00000	0
125	5692	25	0.30468	1	10	1.00	100	0	325	0.73205	0.00553	24.97236	99.021
125	6007	25	0.32064	1	10	1.00	100	0	117	0.76985	0.00199	24.99005	37.51488
128	5798	25	0.22538	2	10	1.00	1	3	389	0.54163	0.00661	24.96698	87.67282
129	5794	25	0.04806	2	10	1.00	1	3	329	0.11548	0.00559	24.97206	15.81174
129	5806	25	0.05373	2	10	1.00	1	3	205	0.12905	0.00348	24.98259	11.01465
130	5790	25	0.22222	2	10	1.00	1	3	268	0.53381	0.00455	24.97727	59.55496
130	5810	25	0.13755	2	10	1.00	1	3	155	0.33029	0.00263	24.98684	21.32025
131	5768	25	0.15494	2	10	1.00	1	3	127	0.37201	0.00216	24.98920	19.67738
132	5782	25	0.08811	2	10	1.00	1	3	138	0.21156	0.00235	24.98823	12.15918
132	5800	25	0.13613	2	10	1.00	1	3	305	0.32706	0.00518	24.97411	41.51965
133	5802	25	0.10428	2	10	1.00	1	3	267	0.25050	0.00455	24.97728	27.84276
134	8918	25	0.08306	2	10	1.00	1	3	4527	0.20241	0.07699	24.62088	376.0126
135	5558	25	0.05928	2	10	1.00	1	3	1898	0.14319	0.03229	24.83961	112.5134
135	5646	25	0.09258	2	10	1.00	1	3	25	0.22221	0.00042	24.99788	2.3145
135	8920	25	0.12102	2	10	1.00	1	3	338	0.29077	0.00575	24.97130	40.90476
136	5562	25	0.06705	2	10	1.00	1	3	2116	0.16207	0.03598	24.82139	141.8778
136	5646	25	0.08977	2	10	1.00	1	3	447	0.21578	0.00760	24.96204	40.12719
137	8918	25	0.10348	2	10	1.00	1	3	3919	0.25167	0.06665	24.67114	405.5381
138	5952	25	0.06293	2	10	1.00	1	3	6	0.15104	0.00011	24.99945	0.37758
138	8916	25	0.10902	2	10	1.00	1	3	2048	0.26347	0.03483	24.82708	223.273
138	8937	25	0.10558	2	10	1.00	1	3	1026	0.25428	0.01744	24.91308	108.3251
139	5636	25	0.08716	2	10	1.00	1	3	1413	0.21018	0.02403	24.88041	123.1571
139	5642	25	0.07317	2	10	1.00	1	3	656	0.17601	0.01116	24.94431	47.99952
140	5584	25	0.07799	2	10	1.00	1	3	3126	0.18916	0.05316	24.73701	243.7967
141	5588	25	0.07456	2	10	1.00	1	0	530	0.17926	0.00902	24.95497	39.5168
142	5594	25	0.12059	2	10	1.00	3	3	1110	0.29051	0.01887	24.90600	133.8549
144	8942	25	0.12084	2	10	1.00	1	3	2597	0.29258	0.04417	24.78109	313.8215
150	8650	25	0.06351	2	10	1.00	5	3	384	0.15263	0.00652	24.96743	24.38784
151	5960	25	0.22588	2	10	1.00	5	3	298	0.54267	0.00507	24.97469	67.31224
151	9066	25	0.08409	2	10	1.00	5	3	535	0.20219	0.00910	24.95458	44.98815
152	8676	25	0.18098	2	10	1.00	5	3	530	0.43514	0.00902	24.95500	95.9194
152	8684	25	0.11461	2	10	1.00	5	3	548	0.27558	0.00931	24.95352	62.80628
153	8680	25	0.13249	2	10	1.00	5	3	792	0.31884	0.01348	24.93279	104.9321
154	8708	25	0.11294	2	10	1.00	5	3	416	0.27145	0.00708	24.96466	46.98304
154	9064	25	0.05170	2	10	1.00	5	3	1535	0.12474	0.02611	24.87013	79.3595
155	8706	25	0.03693	2	10	1.00	5	3	58	0.08865	0.00098	24.99508	2.14194
156	8696	25	0.14023	2	10	1.00	5	3	421	0.33703	0.00715	24.96429	59.03683
156	8702	25	0.18939	2	10	1.00	5	3	617	0.45550	0.01050	24.94762	116.8536
157	8694	25	0.07804	2	10	1.00	5	3	681	0.18772	0.01157	24.94227	53.14524
157	9066	25	0.17246	2	10	1.00	5	3	271	0.41429	0.00461	24.97696	46.73666
158	8694	25	0.11984	2	10	1.00	5	3	339	0.28794	0.00577	24.97120	40.62576
159	5506	25	0.20348	2	10	1.00	5	3	533	0.48923	0.00906	24.95479	108.4548
159	8696	25	0.10894	2	10	1.00	5	3	244	0.26168	0.00415	24.97928	26.58136
159	8982	25	0.23800	2	10	1.00	5	3	114	0.57142	0.00193	24.99033	27.132
160	8980	25	0.15503	2	10	1.00	5	3	573	0.37279	0.00974	24.95141	88.83219
160	8996	25	0.15115	2	10	1.00	5	3	506	0.36338	0.00861	24.95701	76.4819
161	5502	25	0.09503	2	10	1.00	5	3	77	0.22814	0.00131	24.99348	7.31731
161	8994	25	0.08437	2	10	1.00	5	3	43	0.20253	0.00074	24.99631	3.62791
162	5500	25	0.07582	2	10	1.00	5	3	231	0.18212	0.00393	24.98037	17.51442
162	8994	25	0.18628	2	10	1.00	5	3	85	0.44720	0.00144	24.99279	15.8338
163	8976	25	0.17425	2	10	1.00	5	3	355	0.41871	0.00604	24.96984	61.85875
163	8996	25	0.16245	2	10	1.00	5	3	446	0.39046	0.00759	24.96212	72.4527
164	8968	25	0.05256	2	10	1.00	5	3	624	0.12642	0.01061	24.94707	32.79744
164	8998	25	0.09004	2	10	1.00	5	3	401	0.21638	0.00681	24.96597	36.10604
165	8970	25	0.09197	2	10	1.00	5	3	228	0.22091	0.00387	24.98065	20.96916
165	8974	25	0.17739	2	10	1.00	5	3	110	0.42589	0.00186	24.99068	19.5129
166	8970	25	0.15124	2	10	1.00	5	3	728	0.36388	0.01238	24.93827	110.1027
167	8646	25	0.14670	2	10	1.00	5	3	129	0.35223	0.00220	24.98900	18.9243
167	8968	25	0.15013	2	10	1.00	5	3	333	0.36073	0.00567	24.97169	49.99329
168	8647	25	0.36069	2	10	1.00	5	3	187	0.86621	0.00317	24.98415	67.44903
168	8983	25	0.22196	2	10	1.00	5	3	1537	0.53549	0.02613	24.87002	341.1525
169	8647	25	0.16274	2	10	1.00	5	3	542	0.39130	0.00921	24.95402	88.20508
170	8682	25	0.09203	2	10	1.00	5	3	224	0.22103	0.00380	24.98099	20.61472
170	9030	25	0.17487	2	10	1.00	5	3	153	0.41991	0.00259	24.98704	26.75511
171	8682	25	0.10106	2	10	1.00	5	3	165	0.24269	0.00280	24.98601	16.6749
171	9034	25	0.08651	2	10	1.00	5	3	133	0.20771	0.00227	24.98866	11.50583
172	8680	25	0.16847	2	10	1.00	5	3	492	0.40501	0.00837	24.95822	82.88724

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
172	9034	25	0.17408	2	10	1.00	5	3	1440	0.41984	0.02449	24.87816	250.6752
173	9036	25	0.13011	2	10	1.00	5	3	996	0.31333	0.01694	24.91557	129.5896
174	176	25	0.27881	2	10	1.00	5	3	4	0.66916	0.00007	24.99964	1.11524
174	9567	25	0.29297	2	10	1.00	5	3	364	0.70399	0.00619	24.96910	106.6411
174	9568	25	0.21417	2	10	1.00	5	3	1045	0.51585	0.01777	24.91144	223.8077
175	5960	25	0.17793	2	10	1.00	5	3	269	0.42743	0.00458	24.97711	47.86317
175	5962	25	0.09046	2	10	1.00	5	3	1563	0.21826	0.02658	24.86780	141.389
176	174	25	0.27881	2	10	1.00	5	3	4	0.66916	0.00007	24.99964	1.11524
176	9567	25	0.09403	2	10	1.00	5	3	1084	0.22651	0.01843	24.90817	101.9285
176	9568	25	0.49138	2	10	1.00	5	3	210	1.18015	0.00358	24.98212	103.1898
177	9076	25	0.27982	2	10	1.00	5	3	1295	0.67453	0.02203	24.89033	362.3669
178	8738	25	0.01345	2	10	1.00	5	3	1785	0.03247	0.03036	24.84912	24.00825
179	5962	25	0.09383	2	10	1.00	5	3	1237	0.22613	0.02103	24.89527	116.0677
179	8626	25	0.09488	2	10	1.00	5	3	1487	0.22886	0.02528	24.87422	141.0866
179	8638	25	0.19395	2	10	1.00	5	3	628	0.46647	0.01068	24.94673	121.8006
180	8630	25	0.12309	2	10	1.00	5	3	335	0.29575	0.00569	24.97156	41.23515
180	8634	25	0.18746	2	10	1.00	5	3	454	0.45061	0.00772	24.96147	85.10684
181	5504	25	0.13954	2	10	1.00	5	3	666	0.33566	0.01133	24.94347	92.93364
181	8990	25	0.13974	2	10	1.00	5	3	247	0.33565	0.00420	24.97900	34.51578
182	5504	25	0.33275	2	10	1.00	5	3	115	0.79892	0.00195	24.99026	38.26625
182	8620	25	0.18270	2	10	1.00	5	3	140	0.43870	0.00239	24.98807	25.578
182	8630	25	0.14384	2	10	1.00	5	3	771	0.34611	0.01311	24.93460	110.9006
182	8988	25	0.17129	2	10	1.00	5	3	16	0.41112	0.00027	24.99866	2.74064
183	8622	25	0.15449	2	10	1.00	5	3	276	0.37113	0.00469	24.97657	42.63924
183	8628	25	0.18514	2	10	1.00	5	3	478	0.44505	0.00813	24.95941	88.49692
184	8626	25	0.16543	2	10	1.00	5	3	26	0.39707	0.00044	24.99778	4.30118
184	9074	25	0.04333	2	10	1.00	5	3	807	0.10427	0.01373	24.93156	34.96731
185	9076	25	0.22577	2	10	1.00	5	3	917	0.54353	0.01559	24.92230	207.0311
185	9092	25	0.16435	2	10	1.00	5	3	277	0.39482	0.00471	24.97647	45.52495
186	9080	25	0.06950	2	10	1.00	5	3	406	0.16703	0.00691	24.96549	28.217
186	9090	25	0.05417	2	10	1.00	5	3	207	0.13010	0.00352	24.98244	11.21319
187	9084	25	0.05710	2	10	1.00	5	3	1732	0.13784	0.02946	24.85357	98.8972
187	9090	25	0.12686	2	10	1.00	5	3	701	0.30518	0.01192	24.94055	88.92886
188	9090	25	0.15604	2	10	1.00	5	3	289	0.37486	0.00492	24.97542	45.09556
189	9086	25	0.15304	2	10	1.00	5	3	1739	0.36947	0.02958	24.85299	266.1366
189	9090	25	0.33320	2	10	1.00	5	3	258	0.80039	0.00439	24.97808	85.9656
190	8604	25	0.25043	2	10	1.00	5	3	1796	0.60471	0.03055	24.84818	449.7723
191	9092	25	0.12473	2	10	1.00	5	3	536	0.29991	0.00911	24.95452	66.85528
192	9096	25	0.10134	2	10	1.00	5	3	1446	0.24442	0.02460	24.87762	146.5376
193	8616	25	0.15870	2	10	1.00	5	3	0	0.38088	0.00000	25.00000	0
193	8628	25	0.09012	2	10	1.00	5	3	0	0.21629	0.00000	25.00000	0
194	8610	25	0.14212	2	10	1.00	5	3	267	0.34140	0.00454	24.97733	37.94604
194	8614	25	0.15634	2	10	1.00	5	3	103	0.37536	0.00174	24.99128	16.10302
195	8642	25	0.12584	2	10	1.00	5	3	1058	0.30310	0.01800	24.91032	133.1387
196	5500	25	0.20681	2	10	1.00	5	3	470	0.49715	0.00800	24.96008	97.2007
196	8990	25	0.16287	2	10	1.00	5	3	233	0.39119	0.00397	24.98019	37.94871
197	5500	25	0.20456	2	10	1.00	5	3	123	0.49114	0.00209	24.98956	25.16088
197	6005	25	0.05168	2	10	1.00	5	3	208	0.12411	0.00354	24.98232	10.74944
198	6005	25	0.27027	2	10	1.00	5	3	170	0.64902	0.00289	24.98557	45.9459
198	8614	25	0.09756	2	10	1.00	5	3	978	0.23491	0.01664	24.91709	95.41368
198	8988	25	0.24286	2	10	1.00	5	3	86	0.58302	0.00146	24.99269	20.88596
200	8600	25	0.10159	2	10	1.00	5	3	75	0.24388	0.00128	24.99360	7.61925
200	8610	25	0.29169	2	10	1.00	5	3	29	0.70011	0.00049	24.99756	8.45901
201	8600	25	0.22994	2	10	1.00	5	3	2872	0.55725	0.04884	24.75819	660.3877
201	8602	25	0.34444	2	10	1.00	5	3	691	0.82859	0.01175	24.94140	238.008
202	8606	25	0.22921	2	10	1.00	5	3	2229	0.55428	0.03791	24.81187	510.9091
203	8611	25	0.08638	2	10	1.00	6	3	0	0.20732	0.00000	25.00000	0
203	9085	25	0.09862	2	10	1.00	6	3	0	0.23668	0.00000	25.00000	0
204	6003	25	0.22121	2	10	1.00	6	3	0	0.53089	0.00000	25.00000	0
204	9099	25	0.23922	2	10	1.00	6	3	0	0.57414	0.00000	25.00000	0
205	8667	25	0.10817	2	10	1.00	7	3	569	0.26011	0.00968	24.95168	61.54873
205	8669	25	0.11747	2	10	1.00	7	3	1228	0.28310	0.02089	24.89597	144.2532
206	6003	25	0.34060	2	10	1.00	6	3	4673	0.83042	0.07947	24.60888	1591.624
207	8629	25	0.15246	2	10	1.00	7	3	498	0.36653	0.00846	24.95776	75.92508
208	8603	25	0.16392	2	10	1.00	6	3	868	0.39457	0.01477	24.92638	142.2826
208	9071	25	0.08980	2	10	1.00	6	3	1044	0.21629	0.01776	24.91153	93.7512
208	9095	25	0.34594	2	10	1.00	6	3	1569	0.83468	0.02668	24.86732	542.7799
209	9071	25	0.28720	2	10	1.00	6	3	2248	0.69455	0.03822	24.81033	645.6256
209	9075	25	0.61256	2	10	1.00	6	3	1844	1.47936	0.03136	24.84419	1129.561
210	5516	25	0.32283	2	10	1.00	4	3	12172	0.80686	0.20701	24.00608	3929.487
211	5650	25	0.10824	2	10	1.00	4	3	7708	0.26659	0.13109	24.36132	834.3139
212	5524	25	0.06349	2	10	1.00	4	3	272	0.15252	0.00463	24.97687	17.26928
212	5648	25	0.07625	2	10	1.00	4	3	189	0.18311	0.00321	24.98396	14.41125
213	5520	25	0.15218	2	10	1.00	4	3	241	0.36552	0.00409	24.97956	36.67538
213	5526	25	0.09035	2	10	1.00	4	3	535	0.21723	0.00911	24.95455	48.33725
214	5518	25	0.17614	2	10	1.00	4	3	559	0.42355	0.00950	24.95259	98.46226
214	5528	25	0.24093	2	10	1.00	4	3	127	0.57848	0.00215	24.98924	30.59811
214	9054	25	0.15300	2	10	1.00	4	3	906	0.36832	0.01541	24.92320	138.618
215	5532	25	0.15861	2	10	1.00	4	3	1357	0.38243	0.02308	24.88511	215.2338
216	5524	25	0.13744	2	10	1.00	4	3	1419	0.33145	0.02413	24.87995	195.0274
216	8746	25	0.09852	2	10	1.00	4	3	611	0.23693	0.01039	24.94816	60.19572
217	5534	25	0.05053	2	10	1.00	4	3	1043	0.12171	0.01774	24.91160	52.70279
218	8742	25	0.02867	2	10	1.00	4	3	983	0.06905	0.01672	24.91667	28.18261

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
219	8744	25	0.08025	2	10	1.00	4	3	641	0.19302	0.01090	24.94562	51.44025
220	8890	25	0.10804	2	10	1.00	4	3	957	0.26013	0.01627	24.91889	103.3943
221	5648	25	0.07684	2	10	1.00	4	3	1793	0.18555	0.03049	24.84848	137.7741
221	5958	25	0.07898	2	10	1.00	4	3	841	0.19009	0.01430	24.92871	66.42218
222	8892	25	0.12758	2	10	1.00	4	3	1995	0.30827	0.03393	24.83149	254.5221
223	8894	25	0.13701	2	10	1.00	4	3	6186	0.33574	0.10520	24.48484	847.5439
224	9803	25	0.04186	2	10	1.00	4	3	9920	0.10385	0.16871	24.18398	415.2512
225	8886	25	0.15475	2	10	1.00	4	3	1156	0.37287	0.01966	24.90211	178.891
226	8758	25	0.15314	2	10	1.00	4	3	764	0.36848	0.01299	24.93521	116.999
227	8880	25	0.05549	2	10	1.00	4	3	876	0.13358	0.01490	24.92574	48.60924
228	5954	25	0.09156	2	10	1.00	4	3	2860	0.22189	0.04865	24.75912	261.8616
228	8762	25	0.18209	2	10	1.00	4	3	52	0.43710	0.00088	24.99562	9.46868
229	5954	25	0.18856	2	10	1.00	4	3	1297	0.45454	0.02206	24.89019	244.5623
229	8761	25	0.10892	2	10	1.00	4	3	2122	0.26329	0.03608	24.82088	231.1282
229	8831	25	0.10722	2	10	1.00	4	3	1513	0.25866	0.02573	24.87201	162.2239
230	8765	25	0.15563	2	10	1.00	4	3	0	0.37351	0.00000	25.00000	0
231	8828	25	0.30377	2	10	1.00	4	3	0	0.72904	0.00000	25.00000	0
232	8834	25	0.14436	2	10	1.00	4	3	6678	0.35433	0.11357	24.44477	964.0361
232	8898	25	0.11890	2	10	1.00	4	3	11300	0.29634	0.19217	24.07471	1343.57
233	8898	25	0.32330	2	10	1.00	4	3	2339	0.78208	0.03978	24.80269	756.1987
234	8758	25	0.22142	2	10	1.00	4	3	5244	0.54089	0.08919	24.56188	1161.126
234	8760	25	0.19716	2	10	1.00	4	3	7960	0.48599	0.13538	24.34094	1569.394
234	8767	25	0.18775	2	10	1.00	4	3	0	0.45060	0.00000	25.00000	0
234	8836	25	0.21270	2	10	1.00	4	3	7386	0.52330	0.12561	24.38735	1571.002
237	3587	20	0.19558	3	10	3.00	0	3	55	0.58677	0.00031	19.99875	10.7569
237	9555	20	0.06707	3	10	3.00	0	3	4410	0.20222	0.02500	19.90050	295.7787
238	3457	20	0.06510	3	10	3.00	0	3	5724	0.19655	0.03245	19.87103	372.6324
238	3458	20	0.12401	3	10	3.00	0	3	69	0.37206	0.00039	19.99843	8.55669
239	3460	20	0.05142	3	10	3.00	0	3	2418	0.15468	0.01370	19.94533	124.3336
240	3468	20	0.08040	3	10	3.00	0	3	638	0.24137	0.00362	19.98555	51.2952
241	3467	20	0.05389	3	10	3.00	0	3	809	0.16182	0.00459	19.98166	43.59701
242	3465	20	0.10373	3	10	3.00	0	3	179	0.31125	0.00102	19.99593	18.56767
242	3467	20	0.11858	3	10	3.00	0	3	135	0.35578	0.00077	19.99693	16.0083
243	3465	20	0.13141	3	10	3.00	0	3	115	0.39429	0.00065	19.99740	15.11215
243	3595	20	0.13692	3	10	3.00	0	3	401	0.41096	0.00227	19.99091	54.90492
244	3466	20	0.17525	3	10	3.00	0	3	295	0.52591	0.00168	19.99330	51.69875
244	3595	20	0.13776	3	10	3.00	0	3	252	0.41341	0.00143	19.99430	34.71552
244	3596	20	0.21910	3	10	3.00	0	3	0	0.65729	0.00000	20.00000	0
245	3469	20	0.14929	3	10	3.00	0	3	193	0.44797	0.00109	19.99563	28.81297
245	3596	20	0.08842	3	10	3.00	0	3	493	0.26540	0.00279	19.98884	43.59106
246	3469	20	0.04369	3	10	3.00	0	3	336	0.13113	0.00191	19.99237	14.67984
247	3470	20	0.05124	3	10	3.00	0	3	521	0.15382	0.00295	19.98819	26.69604
248	3588	25	0.14634	2	10	1.00	4	3	6379	0.35884	0.10848	24.46910	933.5029
249	3456	20	0.12739	3	10	3.00	0	3	1530	0.38284	0.00868	19.96536	194.9067
249	9555	20	0.11774	3	10	3.00	0	3	1698	0.35390	0.00963	19.96157	199.9225
250	5566	25	0.07944	2	10	1.00	3	3	2111	0.19202	0.03590	24.82176	167.6978
250	5630	25	0.16269	2	10	1.00	3	3	1967	0.39307	0.03345	24.83385	320.0112
251	5638	25	0.08464	2	10	1.00	3	3	2501	0.20487	0.04254	24.78912	211.6846
252	8910	25	0.18385	2	10	1.00	3	3	8073	0.45334	0.13729	24.33189	1484.221
253	5616	25	0.07651	2	10	1.00	3	3	1622	0.18465	0.02759	24.86283	124.0992
254	6010	25	0.09637	2	10	1.00	3	3	677	0.23183	0.01151	24.94260	65.24249
254	8912	25	0.08953	2	10	1.00	3	3	1795	0.21620	0.03053	24.84827	160.7064
255	6010	25	0.13359	2	10	1.00	3	3	3050	0.32394	0.05187	24.74333	407.4495
255	8904	25	0.17492	2	10	1.00	3	3	1591	0.42209	0.02706	24.86544	278.2977
256	5572	25	0.10010	2	10	1.00	3	3	1897	0.24179	0.03226	24.83972	189.8897
256	5626	25	0.18182	2	10	1.00	3	3	4679	0.44331	0.07957	24.60839	850.7358
256	5630	25	0.14477	2	10	1.00	3	3	5558	0.35401	0.09453	24.53611	804.6317
256	5640	25	0.17233	2	10	1.00	3	3	7911	0.42471	0.13454	24.34493	1363.303
257	5622	25	0.11802	2	10	1.00	3	3	29	0.28329	0.00049	24.99755	3.42258
257	5634	25	0.11674	2	10	1.00	3	3	1438	0.28155	0.02445	24.87836	167.8721
257	5640	25	0.08739	2	10	1.00	3	3	1707	0.21095	0.02903	24.85571	149.1747
258	13976	25	0.07499	2	10	1.00	3	3	2684	0.18163	0.04565	24.77379	201.2732
258	15250	25	0.10660	2	10	1.00	3	3	1335	0.25700	0.02271	24.88699	142.311
258	25043	25	0.12902	2	10	1.00	3	3	14	0.30965	0.00023	24.99883	1.80628
259	5622	25	0.05814	2	10	1.00	3	3	3690	0.14128	0.06275	24.69012	214.5366
260	5576	25	0.09825	2	10	1.00	3	3	3110	0.23830	0.05289	24.73834	305.5575
260	5626	25	0.14006	2	10	1.00	3	3	3110	0.33970	0.05289	24.73831	435.5866
261	5600	25	0.11276	2	10	1.00	3	3	1815	0.27230	0.03087	24.84658	204.6594
262	5582	25	0.07184	2	10	1.00	3	3	772	0.17288	0.01313	24.93450	55.46048
262	5950	25	0.12601	2	10	1.00	3	3	1665	0.30413	0.02831	24.85923	209.8067
263	5606	25	0.15418	2	10	1.00	3	3	240	0.37034	0.00408	24.97964	37.0032
263	5628	25	0.15865	2	10	1.00	3	3	418	0.38130	0.00712	24.96447	66.3157
263	25044	25	0.16065	2	10	1.00	3	3	785	0.38660	0.01335	24.93344	126.1103
264	5602	25	0.15844	2	10	1.00	3	3	2604	0.38364	0.04428	24.78053	412.5778
267	5596	25	0.10181	2	10	1.00	3	3	494	0.24474	0.00839	24.95810	50.29414
268	5590	25	0.13082	2	10	1.00	3	0	319	0.31432	0.00543	24.97289	41.73158
268	5594	25	0.22087	2	10	1.00	3	3	380	0.53077	0.00647	24.96771	83.9306
270	5614	25	0.10485	2	10	1.00	3	3	853	0.25236	0.01451	24.92765	89.43705
270	8904	25	0.15018	2	10	1.00	3	3	727	0.36131	0.01236	24.93837	109.1809
271	8770	25	0.02758	2	10	1.00	3	3	1148	0.06644	0.01952	24.90278	31.66184
272	8938	25	0.10301	2	10	1.00	3	3	5776	0.25209	0.09824	24.51828	594.9858
273	5555	25	0.12084	2	10	1.00	3	3	12509	0.30236	0.21274	23.97969	1511.588
275	3352	20	0.30548	3	10	3.00	0	3	261	0.91670	0.00148	19.99409	79.73028

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
275	3683	20	0.22959	3	10	3.00	0	0	39	0.68881	0.00022	19.99912	8.95401
281	5778	25	0.03272	2	10	1.00	2	3	3010	0.07933	0.05119	24.74666	98.4872
282	5572	25	0.12863	2	10	1.00	2	3	1510	0.31029	0.02569	24.87222	194.2313
282	5780	25	0.04021	2	10	1.00	2	3	293	0.09659	0.00499	24.97509	11.78153
283	5730	25	0.08384	2	10	1.00	2	3	980	0.20187	0.01667	24.91694	82.1632
284	5784	25	0.16193	2	10	1.00	2	3	156	0.38884	0.00266	24.98673	25.26108
285	5786	25	0.15307	2	10	1.00	2	3	496	0.36799	0.00844	24.95789	75.92272
286	5790	25	0.12132	2	10	1.00	2	3	7	0.29117	0.00012	24.99939	0.84924
287	5576	25	0.09753	2	10	1.00	2	3	68	0.23413	0.00116	24.99422	6.63204
287	5578	25	0.17027	2	10	1.00	2	3	1055	0.41012	0.01795	24.91059	179.6349
287	5728	25	0.20307	2	10	1.00	2	3	2701	0.49185	0.04593	24.77244	548.4921
288	5732	25	0.09670	2	10	1.00	2	3	876	0.23277	0.01489	24.92575	84.7092
289	9562	25	0.08071	2	10	1.00	2	3	1508	0.19469	0.02564	24.87244	121.7107
290	5716	25	0.09375	2	10	1.00	2	3	136	0.22510	0.00232	24.98841	12.75
290	5736	25	0.07633	2	10	1.00	2	3	90	0.18324	0.00154	24.99232	6.8697
291	5734	25	0.13343	2	10	1.00	2	3	357	0.32061	0.00608	24.96965	47.63451
291	5814	25	0.11976	2	10	1.00	2	3	129	0.28755	0.00219	24.98907	15.44904
292	5736	25	0.12502	2	10	1.00	2	3	280	0.30034	0.00477	24.97620	35.0056
292	5816	25	0.03339	2	10	1.00	2	3	112	0.08017	0.00190	24.99052	3.73968
293	5816	25	0.10616	2	10	1.00	2	3	452	0.25517	0.00769	24.96163	47.98432
294	5582	25	0.11441	2	10	1.00	2	3	2439	0.27685	0.04148	24.79432	279.046
294	9563	25	0.13929	2	10	1.00	2	3	517	0.33487	0.00879	24.95611	72.01293
295	297	25	0.24676	2	10	1.00	2	3	46	0.59232	0.00078	24.99611	11.35096
295	9563	25	0.17538	2	10	1.00	2	3	1355	0.42285	0.02305	24.88527	237.6399
295	9564	25	0.32542	2	10	1.00	2	3	487	0.78229	0.00828	24.95868	158.4795
296	5584	25	0.15092	2	10	1.00	2	3	1749	0.36437	0.02975	24.85214	263.9591
296	6011	25	0.10931	2	10	1.00	2	3	12	0.26235	0.00020	24.99898	1.31172
296	9564	25	0.18762	2	10	1.00	2	3	1034	0.45188	0.01759	24.91236	193.9991
297	295	25	0.24676	2	10	1.00	2	3	46	0.59232	0.00078	24.99611	11.35096
297	9563	25	0.41996	2	10	1.00	2	3	1227	1.01212	0.02087	24.89606	515.2909
297	9564	25	0.10188	2	10	1.00	2	3	1956	0.24614	0.03327	24.83474	199.2773
298	5716	25	0.22804	2	10	1.00	2	3	653	0.54850	0.01110	24.94463	148.9101
298	5740	25	0.12022	2	10	1.00	2	3	557	0.28908	0.00947	24.95275	66.96254
299	5722	25	0.32974	2	10	1.00	2	3	167	0.79182	0.00283	24.98585	55.06658
299	5740	25	0.15714	2	10	1.00	2	3	1029	0.37847	0.01751	24.91277	161.6971
300	5722	25	0.05279	2	10	1.00	2	3	516	0.12693	0.00878	24.95618	27.23964
300	5738	25	0.24729	2	10	1.00	2	3	110	0.59371	0.00188	24.99062	27.2019
301	5722	25	0.13224	2	10	1.00	2	3	241	0.31763	0.00409	24.97956	31.86984
301	5810	25	0.13141	2	10	1.00	2	3	57	0.31545	0.00097	24.99516	7.49037
302	5726	25	0.15229	2	10	1.00	2	3	237	0.36580	0.00403	24.97986	36.09273
302	5812	25	0.15566	2	10	1.00	2	3	54	0.37366	0.00092	24.99541	8.40564
303	5726	25	0.08860	2	10	1.00	2	3	82	0.21269	0.00140	24.99302	7.2652
304	5690	25	0.08788	2	10	1.00	2	3	424	0.21121	0.00720	24.96404	37.26112
304	5726	25	0.09073	2	10	1.00	2	3	302	0.21798	0.00514	24.97432	27.40046
305	5684	25	0.06728	2	10	1.00	2	3	2514	0.16285	0.04275	24.78806	169.1419
305	5702	25	0.16686	2	10	1.00	2	0	178	0.40071	0.00304	24.98483	29.70108
306	5701	25	0.14301	2	10	1.00	2	3	523	0.34385	0.00889	24.95564	74.79423
306	5703	25	0.08804	2	10	1.00	2	3	264	0.21149	0.00449	24.97758	23.24256
307	5703	25	0.12663	2	10	1.00	2	3	367	0.30429	0.00623	24.96887	46.47321
307	5706	25	0.09852	2	10	1.00	2	3	145	0.23655	0.00246	24.98772	14.2854
308	5705	25	0.30354	2	10	1.00	2	3	575	0.72992	0.00978	24.95119	174.5355
309	5694	25	0.06432	2	10	1.00	2	3	247	0.15450	0.00420	24.97901	15.88704
310	5710	25	0.14042	2	10	1.00	2	3	413	0.33748	0.00703	24.96490	57.99346
311	5712	25	0.07167	2	10	1.00	2	0	132	0.17209	0.00225	24.98875	9.46044
312	5712	25	0.33594	2	10	1.00	2	0	908	0.80874	0.01545	24.92300	305.0335
313	8671	25	0.07796	2	10	1.00	7	3	901	0.18769	0.01532	24.92366	70.24196
314	8635	25	0.14087	2	10	1.00	7	3	957	0.33919	0.01627	24.91892	134.8126
315	8673	25	0.06120	2	10	1.00	7	3	1058	0.14742	0.01799	24.91036	64.7496
315	8677	25	0.59157	2	10	1.00	7	3	7	1.41979	0.00012	24.99940	4.14099
316	8675	25	0.11957	2	10	1.00	7	3	353	0.28731	0.00601	24.97001	42.20821
317	8633	25	0.18745	2	10	1.00	7	3	596	0.45078	0.01013	24.94944	111.7202
318	8631	25	0.21085	2	10	1.00	7	3	787	0.50738	0.01338	24.93328	165.939
319	8637	25	0.07296	2	10	1.00	7	3	1252	0.17586	0.02129	24.89401	91.34592
320	8740	25	0.12796	2	10	1.00	1	3	175	0.30730	0.00298	24.98509	22.393
320	9040	25	0.13308	2	10	1.00	1	3	166	0.31956	0.00282	24.98590	22.09128
321	6004	25	0.15538	2	10	1.00	1	3	636	0.37372	0.01081	24.94607	98.82168
321	8740	25	0.15277	2	10	1.00	1	3	1360	0.36834	0.02312	24.88492	207.7672
321	9046	25	0.10715	2	10	1.00	1	3	2572	0.25942	0.04375	24.78315	275.5898
322	5510	25	0.26877	2	10	1.00	1	3	757	0.64671	0.01288	24.93578	203.4589
322	9052	25	0.15156	2	10	1.00	1	3	3597	0.36820	0.06117	24.69783	545.1613
323	5509	25	0.13876	2	10	1.00	1	3	3231	0.33669	0.05495	24.72824	448.3336
323	24840	25	0.13749	2	10	1.00	1	3	2425	0.33269	0.04124	24.79549	333.4133
324	27043	25	0.09062	2	10	1.00	1	3	1867	0.21888	0.03175	24.84224	169.1875
325	9561	25	0.12367	2	10	1.00	1	3	3178	0.30001	0.05404	24.73269	393.0233
326	9086	25	0.15524	2	10	1.00	1	3	5288	0.37928	0.08993	24.55829	820.9091
326	9093	25	0.26096	2	10	1.00	1	3	2342	0.63130	0.03984	24.80239	611.1683
327	9088	25	0.17376	2	10	1.00	1	3	2416	0.42045	0.04109	24.79621	419.8042
328	5660	25	0.22084	2	10	1.00	1	3	4123	0.53745	0.07012	24.65423	910.5233
329	6003	25	0.14239	2	10	1.00	6	3	1662	0.34367	0.02827	24.85944	236.6522
329	9078	25	0.15099	2	10	1.00	6	3	1896	0.36471	0.03224	24.83985	286.277
330	8723	25	0.23545	2	10	1.00	1	3	3530	0.57186	0.06004	24.70338	831.1385
331	9075	25	0.35885	2	10	1.00	6	3	2003	0.86711	0.03406	24.83084	718.7766
331	9077	25	0.22137	2	10	1.00	6	3	66	0.53140	0.00113	24.99437	14.61042

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
331	9078	25	0.19434	2	10	1.00	6	3	3710	0.47231	0.06310	24.68844	721.0014
332	8723	25	0.08392	2	10	1.00	1	3	7577	0.20660	0.12886	24.37187	635.8618
333	9615	25	0.14133	2	10	1.00	0	3	668	0.33997	0.01136	24.94333	94.40844
502	8978	20	0.21281	1	10	3.00	100	0	733	0.63897	0.00415	19.98340	155.9897
616	5704	20	0.03096	1	10	3.00	100	0	2121	0.09311	0.01202	19.95203	65.66616
877	5557	20	0.06631	3	10	3.00	0	3	351	0.19900	0.00199	19.99204	23.27481
877	8769	20	0.04544	3	10	3.00	0	3	778	0.13644	0.00441	19.98237	35.35232
879	5563	20	0.10091	3	10	3.00	0	3	748	0.30300	0.00424	19.98306	75.48068
880	5563	25	0.08951	3	10	1.00	0	3	1842	0.21618	0.03133	24.84433	164.8774
880	5619	20	0.07415	3	10	3.00	0	3	560	0.22260	0.00318	19.98731	41.524
881	5621	20	0.23051	3	10	3.00	0	3	1678	0.69285	0.00951	19.96202	386.7958
882	3348	20	0.17992	3	10	3.00	0	3	702	0.54020	0.00398	19.98410	126.3038
882	3350	20	0.14923	3	10	3.00	0	3	9	0.44769	0.00005	19.99981	1.34307
883	5615	20	0.22655	3	10	3.00	0	3	1515	0.68081	0.00859	19.96571	343.2233
884	5610	20	0.08804	3	10	3.00	0	3	603	0.26431	0.00342	19.98634	53.08812
885	5561	20	0.09611	3	10	3.00	0	3	3074	0.28934	0.01743	19.93054	295.4421
885	5619	20	0.16635	3	10	3.00	0	3	184	0.49915	0.00104	19.99582	30.6084
886	5625	20	0.05279	3	10	3.00	0	3	1430	0.15864	0.00811	19.96762	75.4897
887	5602	20	0.14331	3	10	3.00	0	3	574	0.43021	0.00325	19.98700	82.25994
888	3108	20	0.25834	3	10	3.00	0	0	1503	0.77634	0.00852	19.96597	388.285
889	5623	20	0.05952	3	10	3.00	0	3	417	0.17865	0.00236	19.99055	24.81984
890	5605	20	0.14493	3	10	3.00	0	3	64	0.43482	0.00036	19.99854	9.27552
890	5609	20	0.14109	3	10	3.00	0	3	386	0.42346	0.00219	19.99126	54.46074
891	5605	20	0.11545	3	10	3.00	0	3	450	0.34651	0.00255	19.98981	51.9525
891	5613	20	0.25134	3	10	3.00	0	3	601	0.75454	0.00340	19.98639	151.0553
892	5613	20	0.08241	3	10	3.00	0	3	437	0.24735	0.00248	19.99010	36.01317
893	5611	20	0.16524	3	10	3.00	0	3	538	0.49601	0.00305	19.98780	88.89912
894	3352	20	0.13004	3	10	3.00	0	3	346	0.39026	0.00196	19.99215	44.99384
900	3447	20	0.09160	3	10	3.00	0	3	1062	0.27513	0.00602	19.97595	97.2792
900	3449	20	0.23521	3	10	3.00	0	3	2	0.70563	0.00001	19.99995	0.47042
901	3449	20	0.13853	3	10	3.00	0	3	246	0.41570	0.00139	19.99443	34.07838
901	3450	20	0.14754	3	10	3.00	0	3	394	0.44283	0.00223	19.99107	58.13076
901	3451	20	0.16592	3	10	3.00	0	3	105	0.49782	0.00059	19.99762	17.4216
902	3451	20	0.22403	3	10	3.00	0	3	1	0.67210	0.00000	19.99998	0.22403
902	3470	20	0.08858	3	10	3.00	0	3	642	0.26592	0.00364	19.98545	56.86836
903	3445	20	0.07309	3	10	3.00	0	3	812	0.21947	0.00460	19.98161	59.34908
903	3449	20	0.09036	3	10	3.00	0	3	2	0.27107	0.00001	19.99995	0.18072
903	3450	20	0.13035	3	10	3.00	0	3	0	0.39104	0.00000	19.99999	0
904	3450	20	0.16178	3	10	3.00	0	3	9	0.48536	0.00005	19.99979	1.45602
904	3451	20	0.11557	3	10	3.00	0	3	1	0.34672	0.00000	19.99998	0.11557
904	3460	20	0.09608	3	10	3.00	0	3	412	0.28837	0.00234	19.99066	39.58496
905	3444	20	0.10449	3	10	3.00	0	3	2131	0.31423	0.01208	19.95181	222.6682
906	3447	20	0.08040	3	10	3.00	0	3	3137	0.24206	0.01778	19.92912	252.2148
907	3445	20	0.07719	3	10	3.00	0	3	4547	0.23277	0.02577	19.89743	350.9829
908	3727	25	0.13674	2	10	1.00	0	3	2015	0.33042	0.03426	24.82984	275.5311
909	3727	25	0.12580	2	10	1.00	0	3	486	0.30241	0.00827	24.95870	61.1388
910	3734	25	0.07702	2	10	1.00	0	3	11	0.18485	0.00019	24.99906	0.84722
910	3758	25	0.05580	2	10	1.00	0	3	77	0.13396	0.00130	24.99349	4.2966
911	3733	25	0.11304	2	10	1.00	0	3	101	0.27139	0.00172	24.99141	11.41704
911	3737	25	0.15259	2	10	1.00	0	3	720	0.36711	0.01224	24.93894	109.8648
912	3732	25	0.07955	2	10	1.00	0	3	1686	0.19202	0.02867	24.85746	134.1213
912	3737	25	0.11716	2	10	1.00	0	3	1562	0.28268	0.02656	24.86792	183.0039
913	3717	25	0.08917	2	10	1.00	0	3	905	0.21467	0.01539	24.92328	80.69885
913	3730	25	0.09717	2	10	1.00	0	3	236	0.23338	0.00401	24.97998	22.93212
914	3730	25	0.14047	2	10	1.00	0	3	1706	0.33908	0.02902	24.85574	239.6418
915	3751	25	0.09622	2	10	1.00	0	3	687	0.23147	0.01168	24.94172	66.10314
915	3753	25	0.12528	2	10	1.00	0	3	24	0.30069	0.00041	24.99796	3.00672
915	8611	25	0.09425	2	10	1.00	0	3	1267	0.22716	0.02156	24.89269	119.4148
916	3755	25	0.11912	2	10	1.00	0	3	353	0.28624	0.00600	24.97003	42.04936
916	8613	25	0.12405	2	10	1.00	0	3	113	0.29784	0.00192	24.99042	14.01765
917	8613	25	0.08565	2	10	1.00	0	3	782	0.20610	0.01329	24.93371	66.9783
918	3756	25	0.14810	2	10	1.00	0	3	140	0.35561	0.00237	24.98814	20.734
918	8607	25	0.12876	2	10	1.00	0	3	752	0.30982	0.01279	24.93620	96.82752
919	3759	25	0.08274	2	10	1.00	0	3	739	0.19908	0.01256	24.93736	61.14486
920	3761	25	0.10199	2	10	1.00	0	3	1534	0.24604	0.02609	24.87023	156.4527
921	3763	25	0.10373	2	10	1.00	0	3	350	0.24925	0.00595	24.97029	36.3055
921	8608	25	0.23597	2	10	1.00	0	3	274	0.56686	0.00466	24.97670	64.65578
922	8608	25	0.13554	2	10	1.00	0	3	641	0.32601	0.01090	24.94560	86.88114
923	3739	20	0.06950	2	10	1.00	0	3	317	0.20873	0.00539	19.97845	22.0315
924	3736	20	0.14760	2	10	1.00	0	3	454	0.44348	0.00771	19.96919	67.0104
924	3739	20	0.24738	2	10	1.00	0	3	230	0.74273	0.00392	19.98434	56.8974
925	3743	20	0.29123	2	10	1.00	0	3	721	0.87583	0.01227	19.95104	209.9768
926	8669	25	0.07228	2	10	1.00	7	3	3040	0.17527	0.05170	24.74414	219.7312
927	7359	25	0.04222	2	10	1.00	0	3	405	0.10146	0.00688	24.96563	17.0991
928	8679	25	0.11750	2	10	1.00	0	3	1214	0.28317	0.02064	24.89721	142.645
929	8625	25	0.08951	2	10	1.00	0	3	615	0.21528	0.01046	24.94781	55.04865
929	8661	25	0.09928	2	10	1.00	0	3	1	0.23827	0.00001	24.99993	0.09928
930	3765	25	0.16884	2	10	1.00	0	3	1119	0.40676	0.01904	24.90517	188.932
930	3767	25	0.09726	2	10	1.00	0	3	850	0.23411	0.01445	24.92795	82.671
931	3769	20	0.14551	2	10	1.00	0	3	1005	0.43803	0.01709	19.93188	146.2376
932	3771	20	0.12038	2	10	1.00	0	3	488	0.36174	0.00830	19.96684	58.74544
932	8648	20	0.10354	2	10	1.00	0	3	62	0.31070	0.00105	19.99579	6.41948
933	8981	25	0.05363	2	10	1.00	0	3	0	0.12872	0.00000	25.00000	0

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
934	8989	25	0.06036	2	10	1.00	0	3	163	0.14494	0.00278	24.98612	9.83868
935	3769	25	0.09076	2	10	1.00	0	3	1324	0.21880	0.02251	24.88795	120.1662
936	8621	20	0.11419	2	10	1.00	0	0	747	0.34343	0.01270	19.94931	85.29993
937	9104	20	0.13919	2	10	1.00	0	3	1155	0.41921	0.01965	19.92171	160.7645
938	3736	20	0.27206	2	10	1.00	0	3	1060	0.81911	0.01802	19.92816	288.3836
938	9104	20	0.17427	2	10	1.00	0	3	535	0.52375	0.00910	19.96367	93.23445
939	9101	20	0.08703	2	10	1.00	0	3	187	0.26126	0.00318	19.98731	16.27461
939	9103	20	0.12589	2	10	1.00	0	3	114	0.37782	0.00193	19.99228	14.35146
940	3707	20	0.08705	2	10	1.00	0	3	183	0.26131	0.00312	19.98754	15.93015
940	9102	20	0.06686	2	10	1.00	0	3	144	0.20067	0.00244	19.99024	9.62784
1100	15058	20	0.10189	2	10	1.00	0	0	1424	0.30716	0.02422	19.90358	145.0914
1100	23338	20	0.12735	2	10	1.00	0	0	1405	0.38387	0.02389	19.90490	178.9268
1101	25087	20	0.13718	2	10	1.00	7	0	1443	0.41356	0.02454	19.90232	197.9507
1102	3716	20	0.23538	2	10	1.00	7	3	878	0.70825	0.01493	19.94046	206.6636
1102	9584	20	0.29424	2	10	1.00	7	3	1231	0.88641	0.02093	19.91664	362.2094
1103	9364	20	0.14929	2	10	1.00	7	3	281	0.44830	0.00479	19.98088	41.95049
1103	25067	20	0.13418	2	10	1.00	7	3	1385	0.40442	0.02355	19.90625	185.8393
1103	25079	20	0.23913	2	10	1.00	7	3	7	0.71740	0.00013	19.99949	1.67391
1104	25063	20	0.10372	2	10	1.00	7	3	105	0.31126	0.00179	19.99284	10.8906
1104	25074	20	0.08253	2	10	1.00	7	3	202	0.24775	0.00343	19.98628	16.67106
1104	25081	20	0.11049	2	10	1.00	7	3	5	0.33146	0.00008	19.99968	0.55245
1105	25067	20	0.14744	2	10	1.00	7	3	6	0.44234	0.00010	19.99962	0.88464
1105	25069	20	0.16449	2	10	1.00	7	3	48	0.49356	0.00081	19.99676	7.89552
1105	25078	20	0.09665	2	10	1.00	7	3	844	0.29079	0.01435	19.94277	81.5726
1106	3708	20	0.18200	2	10	1.00	0	3	1842	0.54942	0.03132	19.87550	335.244
1106	25049	20	0.12337	2	10	1.00	0	3	1634	0.37218	0.02779	19.88945	201.5866
1107	8663	20	0.24058	2	10	1.00	7	3	2564	0.72803	0.04360	19.82712	616.8471
1107	9585	20	0.26635	2	10	1.00	7	3	2902	0.80694	0.04935	19.80451	772.9477
1109	9595	20	0.41260	2	10	1.00	0	0	54	1.23801	0.00093	19.99630	22.2804
1109	25129	20	0.19365	2	10	1.00	0	0	1496	0.58389	0.02545	19.89873	289.7004
1109	25189	20	0.21562	2	10	1.00	0	0	972	0.64899	0.01653	19.93408	209.5826
1110	9365	25	0.14531	2	10	1.00	7	3	1439	0.35044	0.02446	24.87827	209.1011
1111	9578	25	0.11709	2	10	1.00	7	3	1035	0.28201	0.01760	24.91229	121.1882
1112	9357	25	0.18402	2	10	1.00	7	3	291	0.44209	0.00495	24.97529	53.54982
1112	9389	25	0.22707	2	10	1.00	7	3	954	0.54674	0.01623	24.91912	216.6248
1113	9386	20	0.18560	2	10	1.00	0	0	2604	0.56172	0.04428	19.82444	483.3024
1114	5032	25	0.52035	2	10	1.00	7	3	153	1.24949	0.00260	24.98699	79.61355
1114	9355	20	0.16984	2	10	1.00	0	0	3718	0.51595	0.06322	19.75026	631.4651
1115	9578	25	0.19451	2	10	1.00	7	3	682	0.46792	0.01160	24.94214	132.6558
1115	30003	25	0.18983	2	10	1.00	7	3	220	0.45594	0.00374	24.98133	41.7626
1116	9356	20	0.20014	2	10	1.00	0	0	860	0.60217	0.01462	19.94169	172.1204
1117	9354	20	0.17931	2	10	1.00	0	0	1267	0.54025	0.02155	19.91418	227.1858
1118	9352	20	0.21011	2	10	1.00	0	0	1541	0.63364	0.02621	19.89569	323.7795
1118	23261	20	0.19036	2	10	1.00	0	0	716	0.57246	0.01218	19.95139	136.2978
1119	5032	25	0.33159	2	10	1.00	7	3	195	0.79635	0.00331	24.98344	64.66005
1119	9352	20	0.17364	2	10	1.00	0	0	362	0.52157	0.00616	19.97538	62.85768
1119	9593	20	0.22692	2	10	1.00	0	0	337	0.68154	0.00573	19.97713	76.47204
1120	9370	25	0.19777	2	10	1.00	7	3	1148	0.47651	0.01952	24.90277	227.04
1121	9367	25	0.10061	2	10	1.00	7	3	773	0.24210	0.01314	24.93446	77.77153
1122	9371	25	0.12071	2	10	1.00	7	3	768	0.29047	0.01307	24.93482	92.70528
1122	9596	25	0.09566	2	10	1.00	7	3	542	0.23001	0.00922	24.95399	51.84772
1123	9342	25	0.06134	2	10	1.00	7	3	917	0.14768	0.01559	24.92227	56.24878
1124	9381	25	0.12902	2	10	1.00	7	3	914	0.31060	0.01554	24.92254	117.9243
1124	24911	25	0.11334	2	10	1.00	7	3	177	0.27218	0.00301	24.98494	20.06118
1125	9591	25	0.09899	2	10	1.00	7	3	1583	0.23886	0.02692	24.86613	156.7012
1126	9341	25	0.13878	2	10	1.00	7	3	430	0.33356	0.00731	24.96351	59.6754
1126	9574	25	0.11970	2	10	1.00	7	3	42	0.28731	0.00071	24.99647	5.0274
1126	9588	25	0.12605	2	10	1.00	7	3	136	0.30267	0.00230	24.98848	17.1428
1127	24903	25	0.07909	2	10	1.00	7	3	558	0.19018	0.00949	24.95265	44.13222
1128	9589	25	0.07764	2	10	1.00	7	3	201	0.18646	0.00341	24.98294	15.60564
1128	24900	25	0.08455	2	10	1.00	7	3	432	0.20321	0.00735	24.96333	36.5256
1129	9380	25	0.14667	2	10	1.00	7	3	86	0.35212	0.00147	24.99267	12.61362
1129	9611	25	0.08999	2	10	1.00	7	3	655	0.21646	0.01114	24.94441	58.94345
1130	9573	25	0.14082	2	10	1.00	7	3	3833	0.34237	0.06518	24.67827	539.7631
1130	9587	25	0.12221	2	10	1.00	7	3	1176	0.29447	0.02000	24.90041	143.719
1130	9589	25	0.12471	2	10	1.00	7	3	30	0.29933	0.00051	24.99743	3.7413
1131	3616	20	0.17211	3	10	3.00	0	3	8214	0.52114	0.04656	19.81546	1413.712
1132	5515	20	0.18811	3	10	3.00	0	3	2500	0.56592	0.01417	19.94347	470.275
1188	8796	25	0.04916	2	10	1.00	1	3	678	0.11825	0.01153	24.94251	33.33048
1189	3725	25	0.30147	2	10	1.00	0	3	1593	0.72745	0.02709	24.86530	480.2417
1198	13410	20	0.05520	2	10	1.00	0	0	349	0.16580	0.00594	19.97626	19.2648
1201	24791	20	0.25216	2	10	1.00	0	0	0	0.75648	0.00000	20.00000	0
1202	14153	20	0.16068	2	10	1.00	0	0	136	0.48226	0.00231	19.99076	21.85248
1202	23262	20	0.10976	2	10	1.00	0	0	501	0.32984	0.00852	19.96598	54.98976
1202	23275	20	0.16227	2	10	1.00	0	0	573	0.48776	0.00975	19.96108	92.98071
1203	23264	20	0.15815	2	10	1.00	0	0	520	0.47528	0.00885	19.96467	82.238
1203	23275	20	0.10071	2	10	1.00	0	0	1299	0.30346	0.02210	19.91200	130.8223
1203	23277	20	0.14685	2	10	1.00	0	0	1576	0.44291	0.02679	19.89339	231.4356
1204	14157	20	0.16068	2	10	1.00	0	0	544	0.48293	0.00925	19.96308	87.40992
1204	23262	20	0.15754	2	10	1.00	0	0	661	0.47368	0.01124	19.95514	104.1339
1204	23278	20	0.17031	2	10	1.00	0	0	152	0.51119	0.00259	19.98964	25.88712
1205	23264	20	0.15789	2	10	1.00	0	0	694	0.47477	0.01180	19.95292	109.5757
1205	23278	20	0.08754	2	10	1.00	0	0	888	0.26341	0.01510	19.93977	77.73552

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
1205	23280	20	0.16148	2	10	1.00	0	0	0	0.48444	0.00000	20.00000	0
1206	23282	20	0.16627	2	10	1.00	0	0	405	0.49951	0.00689	19.97250	67.33935
1206	25052	20	0.13488	2	10	1.00	0	0	525	0.40536	0.00892	19.96436	70.812
1207	23282	20	0.13159	2	10	1.00	0	0	370	0.39526	0.00629	19.97487	48.6883
1207	23283	20	0.13306	2	10	1.00	0	0	778	0.40024	0.01323	19.94724	103.5207
1207	23284	20	0.18811	2	10	1.00	0	0	459	0.56521	0.00781	19.96882	86.34249
1208	12276	20	0.09997	2	10	1.00	0	0	151	0.30007	0.00256	19.98976	15.09547
1208	23283	20	0.09788	2	10	1.00	0	0	400	0.29403	0.00680	19.97283	39.152
1208	23319	20	0.12330	2	10	1.00	0	0	1	0.36990	0.00002	19.99992	0.1233
1209	23280	20	0.13119	2	10	1.00	0	0	908	0.39479	0.01544	19.93844	119.1205
1210	23260	20	0.12280	2	10	1.00	0	0	107	0.36854	0.00183	19.99269	13.1396
1210	23284	20	0.11797	2	10	1.00	0	0	92	0.35402	0.00157	19.99374	10.85324
1211	12276	20	0.16066	2	10	1.00	0	0	77	0.48209	0.00131	19.99475	12.37082
1211	25053	20	0.11997	2	10	1.00	0	0	447	0.36046	0.00760	19.96963	53.62659
1224	9800	25	0.07534	2	10	1.00	4	3	1533	0.18176	0.02607	24.87032	115.4962
1225	9801	25	0.05713	2	10	1.00	4	3	62	0.13713	0.00105	24.99475	3.54206
1225	9802	25	0.05991	2	10	1.00	4	3	1205	0.14438	0.02049	24.89795	72.19155
1226	9803	25	0.07131	2	10	1.00	4	3	4634	0.17384	0.07880	24.61210	330.4505
1227	9614	25	0.07340	2	10	1.00	0	3	645	0.17656	0.01097	24.94529	47.343
1228	9614	25	0.12102	2	10	1.00	0	3	465	0.29091	0.00790	24.96056	56.2743
1228	9615	25	0.18572	2	10	1.00	0	3	1327	0.44774	0.02257	24.88764	246.4504
1229	9095	25	0.08470	2	10	1.00	0	3	632	0.20371	0.01076	24.94633	53.5304
1229	9619	25	0.13098	2	10	1.00	0	3	472	0.31486	0.00803	24.95993	61.82256
1230	5650	25	0.17834	2	10	1.00	4	3	4042	0.43390	0.06873	24.66099	720.8503
1231	13976	25	0.08749	2	10	1.00	3	3	3964	0.21280	0.06741	24.66744	346.8104
1231	25041	25	0.13891	2	10	1.00	3	3	1239	0.33479	0.02108	24.89506	172.1095
1232	25041	25	0.11603	2	10	1.00	3	3	1493	0.27989	0.02539	24.87371	173.2328
1233	25043	25	0.12830	2	10	1.00	3	3	1219	0.30920	0.02073	24.89677	156.3977
1233	25044	25	0.12322	2	10	1.00	3	3	669	0.29639	0.01138	24.94323	82.43418
1294	5644	25	0.12133	2	10	1.00	1	3	187	0.29138	0.00319	24.98408	22.68871
1294	5952	25	0.07945	2	10	1.00	1	3	939	0.19128	0.01597	24.92041	74.60355
1295	8912	25	0.08418	2	10	1.00	1	3	309	0.20226	0.00525	24.97378	26.01162
1295	8937	25	0.05489	2	10	1.00	1	3	359	0.13189	0.00611	24.96948	19.70551
1296	8765	25	0.05999	2	10	1.00	4	3	525	0.14424	0.00893	24.95543	31.49475
1297	8754	25	0.09075	2	10	1.00	4	3	585	0.21823	0.00994	24.95039	53.08875
1297	8884	25	0.11460	2	10	1.00	4	3	485	0.27550	0.00825	24.95881	55.581
1298	5679	25	0.07411	2	10	1.00	1	3	356	0.17807	0.00606	24.96972	26.38316
1299	23265	20	0.11263	2	10	1.00	0	0	152	0.33806	0.00259	19.98965	17.11976
1299	24062	20	0.09349	2	10	1.00	0	0	155	0.28063	0.00264	19.98945	14.49095
1312	9610	20	0.13291	2	10	1.00	0	0	282	0.39911	0.00480	19.98082	37.48062
1312	23265	20	0.11413	2	10	1.00	0	0	371	0.34283	0.00631	19.97479	42.34223
1313	12272	20	0.14073	2	10	1.00	0	0	379	0.42273	0.00645	19.97423	53.33667
1313	12274	20	0.09543	2	10	1.00	0	0	471	0.28676	0.00801	19.96801	44.94753
1313	24035	20	0.14076	2	10	1.00	0	0	428	0.42291	0.00727	19.97095	60.24528
1314	12270	20	0.17895	2	10	1.00	0	0	1013	0.53871	0.01723	19.93133	181.2764
1314	12272	20	0.13795	2	10	1.00	0	0	2645	0.41757	0.04499	19.82164	364.8778
1314	14123	20	0.11617	2	10	1.00	0	0	5406	0.35491	0.09194	19.63889	628.015
1315	12292	20	0.13559	2	10	1.00	0	0	173	0.40700	0.00295	19.98822	23.45707
1315	12293	20	0.13065	2	10	1.00	0	0	193	0.39220	0.00328	19.98689	25.21545
1315	24065	20	0.13322	2	10	1.00	0	0	498	0.40035	0.00847	19.96616	66.34356
1316	12294	20	0.13380	2	10	1.00	0	0	618	0.40225	0.01051	19.95806	82.6884
1316	24065	20	0.20010	2	10	1.00	0	0	422	0.60115	0.00718	19.97133	84.4422
1317	9347	20	0.18601	2	10	1.00	0	0	828	0.55959	0.01408	19.94383	154.0163
1317	12293	20	0.16981	2	10	1.00	0	0	367	0.51006	0.00625	19.97504	62.32027
1317	12294	20	0.13025	2	10	1.00	0	0	808	0.39182	0.01373	19.94521	105.242
1317	17260	20	0.13941	2	10	1.00	0	0	1060	0.41973	0.01803	19.92814	147.7746
1318	9347	20	0.16621	2	10	1.00	0	0	374	0.49927	0.00635	19.97462	62.16254
1318	24671	20	0.14142	2	10	1.00	0	0	739	0.42533	0.01256	19.94987	104.5094
1319	16567	20	0.11499	2	10	1.00	0	0	5040	0.35089	0.08571	19.66292	579.5496
1319	16568	20	0.19913	2	10	1.00	0	0	1727	0.60089	0.02937	19.88320	343.8975
1331	12160	20	0.12354	2	10	1.00	0	0	1130	0.37205	0.01922	19.92343	139.6002
1331	23288	20	0.12232	2	10	1.00	0	0	3848	0.37176	0.06544	19.74162	470.6874
1331	23339	20	0.11320	2	10	1.00	0	0	1514	0.34135	0.02575	19.89753	171.3848
1332	12160	20	0.11151	2	10	1.00	0	0	215	0.33477	0.00365	19.98540	23.97465
1332	23288	20	0.10464	2	10	1.00	0	0	524	0.31447	0.00892	19.96439	54.83136
1333	9610	20	0.14302	2	10	1.00	0	0	479	0.42977	0.00815	19.96747	68.50658
1333	12300	20	0.18300	2	10	1.00	0	0	185	0.54935	0.00314	19.98744	33.855
1334	23333	20	0.05381	2	10	1.00	0	0	369	0.16164	0.00627	19.97495	19.85589
1340	23338	20	0.12322	2	10	1.00	0	0	777	0.37063	0.01321	19.94730	95.74194
1341	12266	20	0.14221	2	10	1.00	0	0	2439	0.43018	0.04148	19.83546	346.8502
1341	14153	20	0.13352	2	10	1.00	0	0	46	0.40063	0.00077	19.99690	6.14192
1341	23273	20	0.16734	2	10	1.00	0	0	1452	0.50450	0.02470	19.90168	242.9777
1342	23279	20	0.14911	2	10	1.00	0	0	1036	0.44890	0.01762	19.92977	154.478
1343	14157	20	0.17215	2	10	1.00	0	0	995	0.51820	0.01693	19.93251	171.2893
1344	14157	20	0.18786	2	10	1.00	0	0	4	0.56357	0.00006	19.99975	0.75144
1344	23317	20	0.08394	2	10	1.00	0	0	394	0.25216	0.00670	19.97322	33.07236
1344	23325	20	0.08754	2	10	1.00	0	0	344	0.26292	0.00585	19.97662	30.11376
1345	23317	20	0.12663	2	10	1.00	0	0	0	0.37988	0.00000	20.00000	0
1346	12165	20	0.12453	2	10	1.00	0	0	333	0.37402	0.00566	19.97738	41.46849
1346	23324	20	0.11843	2	10	1.00	0	0	302	0.35567	0.00514	19.97946	35.76586
1347	12165	20	0.13217	2	10	1.00	0	0	534	0.39723	0.00908	19.96373	70.57878
1347	12270	20	0.14959	2	10	1.00	0	0	810	0.45000	0.01377	19.94508	121.1679
1347	12274	20	0.16704	2	10	1.00	0	0	4	0.50113	0.00008	19.99969	0.66816

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
1348	23319	20	0.13712	2	10	1.00	0	0	1	0.41137	0.00002	19.99992	0.13712
1348	25052	20	0.10479	2	10	1.00	0	0	682	0.31510	0.01159	19.95373	71.46678
1349	12295	20	0.13093	2	10	1.00	0	0	1464	0.39474	0.02490	19.90091	191.6815
1349	12296	20	0.16063	2	10	1.00	0	0	1910	0.48503	0.03249	19.87090	306.8033
1350	12298	20	0.07997	2	10	1.00	0	0	403	0.24025	0.00685	19.97263	32.22791
1350	12299	20	0.14589	2	10	1.00	0	0	80	0.43778	0.00135	19.99459	11.6712
1351	12300	20	0.17139	2	10	1.00	0	0	221	0.51455	0.00376	19.98498	37.87719
1351	24671	20	0.09202	2	10	1.00	0	0	357	0.27639	0.00606	19.97577	32.85114
1355	9340	20	0.15889	2	10	1.00	0	0	962	0.47822	0.01636	19.93478	152.8522
1355	24037	20	0.08326	2	10	1.00	0	0	652	0.25034	0.01108	19.95577	54.28552
1356	14125	20	0.15910	2	10	1.00	0	0	476	0.47808	0.00809	19.96770	75.7316
1356	23324	20	0.13327	2	10	1.00	0	0	22	0.39985	0.00038	19.99849	2.93194
1356	24035	20	0.12644	2	10	1.00	0	0	278	0.37969	0.00473	19.98109	35.15032
1357	12291	20	0.14336	2	10	1.00	0	0	18	0.43011	0.00031	19.99874	2.58048
1357	12292	20	0.14028	2	10	1.00	0	0	47	0.42091	0.00080	19.99680	6.59316
1357	14125	20	0.11015	2	10	1.00	0	0	529	0.33105	0.00899	19.96409	58.26935
1357	23332	20	0.14310	2	10	1.00	0	0	234	0.42964	0.00399	19.98407	33.4854
1358	9344	20	0.17979	2	10	1.00	0	0	55	0.53948	0.00094	19.99624	9.88845
1358	9345	20	0.16514	2	10	1.00	0	0	261	0.49585	0.00443	19.98228	43.10154
1358	12291	20	0.16757	2	10	1.00	0	0	109	0.50289	0.00186	19.99256	18.26513
1358	17260	20	0.12327	2	10	1.00	0	0	2169	0.37254	0.03688	19.85355	267.3726
1359	9344	20	0.09928	2	10	1.00	0	0	1310	0.29918	0.02227	19.91131	130.0568
1359	12297	20	0.11927	2	10	1.00	0	0	498	0.35842	0.00847	19.96619	59.39646
1359	24062	20	0.16082	2	10	1.00	0	0	826	0.48381	0.01405	19.94395	132.8373
1415	22798	0	0.19380	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1415	23096	0	0.19726	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1418	23099	0	0.09099	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1419	9519	0	0.12036	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1419	22799	0	0.10499	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
1502	9387	20	0.13681	2	10	1.00	0	0	0	0.41042	0.00000	20.00000	0
1503	24791	20	0.17141	2	10	1.00	0	0	426	0.51496	0.00725	19.97103	73.02066
1504	24791	20	0.13613	2	10	1.00	0	0	520	0.40910	0.00884	19.96471	70.7876
1505	24777	20	0.14990	2	10	1.00	0	0	506	0.45049	0.00860	19.96565	75.8494
1505	24779	20	0.14282	2	10	1.00	0	0	68	0.42857	0.00116	19.99536	9.71176
1506	24779	20	0.09131	2	10	1.00	0	0	221	0.27414	0.00376	19.98497	20.17951
1507	30007	20	0.04573	2	10	1.00	0	0	270	0.13731	0.00459	19.98164	12.3471
1508	24777	20	0.09754	2	10	1.00	0	0	156	0.29276	0.00265	19.98939	15.21624
1508	24779	20	0.08535	2	10	1.00	0	0	22	0.25606	0.00038	19.99849	1.8777
1509	24777	20	0.08185	2	10	1.00	0	0	159	0.24569	0.00270	19.98922	13.01415
1510	24777	20	0.07222	2	10	1.00	0	0	214	0.21681	0.00363	19.98548	15.45508
1510	30007	20	0.12566	2	10	1.00	0	0	48	0.37705	0.00081	19.99677	6.03168
1511	24795	20	0.09320	2	10	1.00	0	0	231	0.27983	0.00392	19.98433	21.5292
1512	24767	20	0.12084	2	10	1.00	0	0	308	0.36290	0.00524	19.97907	37.21872
1512	24795	20	0.06001	2	10	1.00	0	0	96	0.18008	0.00163	19.99347	5.76096
1513	9384	20	0.05767	2	10	1.00	0	0	2	0.17300	0.00003	19.99987	0.11534
1514	24789	20	0.11457	2	10	1.00	0	0	164	0.34390	0.00278	19.98887	18.78948
1514	30005	20	0.14954	2	10	1.00	0	0	587	0.44951	0.00998	19.96016	87.77998
1515	25127	20	0.08742	2	10	1.00	0	0	3424	0.26531	0.05822	19.76979	299.3261
1516	25059	20	0.05149	2	10	1.00	0	0	1052	0.15503	0.01790	19.92866	54.16748
1517	3712	20	0.04573	2	10	1.00	0	0	1555	0.13790	0.02644	19.89480	71.11015
1518	24793	20	0.11624	2	10	1.00	0	0	213	0.34898	0.00361	19.98555	24.75912
1519	25130	20	0.05500	2	10	1.00	0	0	442	0.16523	0.00752	19.96995	24.31
1520	24794	20	0.09959	2	10	1.00	0	0	0	0.29877	0.00000	20.00000	0
1521	24794	20	0.08734	2	10	1.00	0	0	329	0.26230	0.00559	19.97766	28.73486
1522	24794	20	0.10915	2	10	1.00	0	0	0	0.32744	0.00000	20.00000	0
1542	5518	25	0.13532	2	10	1.00	4	3	618	0.32545	0.01051	24.94755	83.62776
1542	24840	25	0.18733	2	10	1.00	4	3	326	0.45010	0.00555	24.97227	61.06958
1573	9371	25	0.23413	2	10	1.00	7	3	127	0.56216	0.00217	24.98917	29.73451
1573	24908	25	0.09175	2	10	1.00	7	3	999	0.22094	0.01700	24.91530	91.65825
1574	24904	25	0.20208	2	10	1.00	7	3	860	0.48641	0.01463	24.92706	173.7888
1575	9357	20	0.17667	2	10	1.00	7	3	1443	0.53261	0.02453	19.90235	254.9348
1575	9585	20	0.25819	2	10	1.00	7	3	363	0.77551	0.00617	19.97534	93.72297
1576	9364	20	0.14289	2	10	1.00	7	3	1095	0.43026	0.01863	19.92577	156.4646
1577	9580	20	0.28728	2	10	1.00	0	3	483	0.86327	0.00822	19.96717	138.7562
1578	9334	20	0.10244	2	10	1.00	0	0	1457	0.30885	0.02478	19.90137	149.2551
1581	25084	20	0.12259	2	10	1.00	7	3	385	0.36825	0.00654	19.97387	47.19715
1581	25086	20	0.12491	2	10	1.00	7	3	335	0.37514	0.00570	19.97723	41.84485
1582	9361	20	0.04508	2	10	1.00	7	3	1618	0.13598	0.02752	19.89053	72.93944
1583	25084	20	0.09121	2	10	1.00	7	3	1394	0.27491	0.02371	19.90561	127.1467
1584	25074	20	0.09717	2	10	1.00	7	3	1519	0.29303	0.02583	19.89720	147.6012
1584	25082	20	0.10589	2	10	1.00	7	3	0	0.31768	0.00000	20.00000	0
1585	25071	20	0.10792	2	10	1.00	7	3	392	0.32418	0.00667	19.97335	42.30464
1585	25082	20	0.10418	2	10	1.00	7	3	156	0.31271	0.00266	19.98938	16.25208
1586	25065	20	0.09217	2	10	1.00	7	3	6	0.27653	0.00010	19.99960	0.55302
1586	25069	20	0.11254	2	10	1.00	7	3	2	0.33761	0.00004	19.99986	0.22508
1586	25076	20	0.08200	2	10	1.00	7	3	475	0.24639	0.00808	19.96775	38.95
1586	25081	20	0.09493	2	10	1.00	7	3	51	0.28485	0.00086	19.99655	4.84143
1587	25071	20	0.13096	2	10	1.00	7	3	127	0.39305	0.00216	19.99138	16.63192
1587	25078	20	0.13772	2	10	1.00	7	3	533	0.41391	0.00907	19.96379	73.40476
1588	25063	20	0.08645	2	10	1.00	7	3	726	0.26000	0.01234	19.95076	62.7627
1588	25080	20	0.08978	2	10	1.00	7	3	119	0.26946	0.00203	19.99188	10.68382
1589	25065	20	0.14091	2	10	1.00	7	3	0	0.42274	0.00000	20.00000	0
1589	25079	20	0.08312	2	10	1.00	7	3	549	0.24982	0.00933	19.96276	45.63288

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
1589	25080	20	0.08779	2	10	1.00	7	3	251	0.26358	0.00427	19.98294	22.03529
2489	9334	45	0.21637	9	3	3.00	100	0	16519	0.31283	0.55087	41.49855	3574.216
2489	14123	45	0.24912	9	3	2.00	100	0	19189	0.46781	0.95981	31.95104	4780.364
2489	15058	45	0.23798	9	3	2.00	100	0	17771	0.41082	0.88893	34.75655	4229.143
2500	2501	45	0.15822	10	2	3.00	1	3	30982	0.27032	0.87817	35.11855	4901.972
2500	5885	45	0.23765	10	2	3.00	1	3	31555	0.41251	0.89441	34.56594	7499.046
2501	2500	45	0.15822	10	2	3.00	1	3	31555	0.27464	0.89441	34.56594	4992.632
2501	2502	45	0.16153	10	2	3.00	1	3	30982	0.27597	0.87817	35.11855	5004.522
2502	2501	45	0.16153	10	2	3.00	1	3	31555	0.28038	0.89441	34.56594	5097.079
2502	5882	45	0.19759	10	2	3.00	1	3	30982	0.33758	0.87817	35.11855	6121.733
2507	9346	35	0.23918	10	4	1.00	7	0	3028	0.42459	0.32190	33.79948	724.237
2507	12295	45	0.30740	9	3	2.00	100	0	17413	0.52174	0.87101	35.35143	5352.756
2507	16567	45	0.28623	9	3	2.00	100	0	17626	0.49063	0.88164	35.00358	5045.09
2507	22539	35	0.06359	23	5	1.00	901	0	2704	0.11300	0.32845	33.76601	171.9474
2508	16567	45	0.18789	9	3	2.00	100	0	16594	0.30829	0.83003	36.56707	3117.847
2508	16568	35	0.22640	10	4	1.00	7	0	2059	0.39638	0.21889	34.27064	466.1576
2508	23339	45	0.14302	9	3	2.00	100	0	16944	0.23791	0.84755	36.07056	2423.331
2978	3616	45	0.28035	9	4	1.00	100	0	8320	0.48181	0.88438	34.91164	2332.512
3033	3596	45	0.22381	11	3	3.00	20	0	22700	0.35041	0.75698	38.32386	5080.487
3108	888	20	0.25834	3	10	3.00	0	0	1503	0.77634	0.00852	19.96597	388.285
3108	3305	50	0.29376	9	3	2.00	100	0	9466	0.37515	0.47349	46.98169	2780.732
3138	8942	40	0.40106	11	3	2.00	20	0	12631	0.66874	0.63182	35.98358	5065.789
3303	3304	50	0.90616	11	3	3.00	20	0	9644	1.12596	0.32161	48.28704	8739.007
3304	3303	50	0.90616	11	3	3.00	20	0	8511	1.11986	0.28380	48.55014	7712.328
3304	3342	50	0.45089	9	3	3.00	100	3	11308	0.56526	0.37708	47.86103	5098.664
3304	3653	35	0.08278	11	5	1.00	20	0	2051	0.14547	0.24911	34.14220	169.7818
3305	3108	50	0.29376	9	3	2.00	100	0	10399	0.37923	0.52016	46.47657	3054.81
3305	3342	50	0.46149	9	3	2.00	100	3	9466	0.58937	0.47349	46.98169	4368.464
3342	3304	50	0.45089	9	3	3.00	100	3	10264	0.56205	0.34229	48.13414	4627.935
3342	3305	50	0.46149	9	3	2.00	100	3	10399	0.59577	0.52016	46.47657	4799.035
3342	3352	45	0.07276	10	4	2.00	0	3	4302	0.09919	0.22866	44.00990	313.0135
3348	882	20	0.17992	3	10	3.00	0	3	653	0.54017	0.00370	19.98520	117.4878
3348	5613	45	0.14192	10	4	2.00	0	3	4672	0.19396	0.24828	43.90180	663.0502
3348	5615	45	0.25857	10	4	2.00	0	3	5154	0.35458	0.27390	43.75419	1332.67
3349	3350	40	0.25757	10	5	1.00	0	3	474	0.38805	0.05759	39.82643	122.0882
3349	5615	40	0.11030	10	5	1.00	0	3	508	0.16623	0.06166	39.81197	56.0324
3350	882	20	0.14923	3	10	3.00	0	3	57	0.44771	0.00032	19.99871	8.50611
3350	3349	40	0.25757	10	5	1.00	0	3	508	0.38819	0.06166	39.81197	130.8456
3350	3351	40	0.16147	10	5	1.00	0	0	483	0.24328	0.05864	39.82271	77.99001
3351	3350	40	0.16147	10	5	1.00	0	0	565	0.24350	0.06859	39.78707	91.23055
3352	275	20	0.30548	3	10	3.00	0	3	261	0.91670	0.00148	19.99408	79.73028
3352	894	20	0.13004	3	10	3.00	0	3	346	0.39026	0.00196	19.99215	44.99384
3352	3342	45	0.07276	10	4	2.00	0	3	4192	0.09912	0.22279	44.04145	305.0099
3352	5603	45	0.06696	10	4	2.00	0	3	4429	0.09137	0.23540	43.97325	296.5658
3364	5704	40	0.38466	10	4	2.00	2	0	8269	0.60974	0.43947	37.85187	3180.754
3385	9560	35	0.56802	10	4	1.00	2	0	7565	1.17655	0.80415	28.96706	4297.071
3444	905	20	0.10449	3	10	3.00	0	3	2131	0.31423	0.01208	19.95181	222.6682
3444	3445	40	0.15123	10	3	2.00	4	3	12091	0.24990	0.60480	36.30875	1828.522
3444	3450	30	0.16061	10	5	1.00	0	3	402	0.32236	0.04888	29.89286	64.56522
3444	3459	40	0.16590	10	3	2.00	4	3	14791	0.28956	0.73986	34.37664	2453.827
3445	903	20	0.07309	3	10	3.00	0	3	812	0.21947	0.00460	19.98161	59.34908
3445	907	20	0.07719	3	10	3.00	0	3	4547	0.23277	0.02577	19.89743	350.9829
3445	3444	40	0.15123	10	3	2.00	4	3	13633	0.25700	0.68191	35.30666	2061.719
3445	3446	40	0.21064	10	3	2.00	4	3	10940	0.34228	0.54719	36.92398	2304.402
3446	3445	40	0.21064	10	3	2.00	4	3	12481	0.35032	0.62431	36.07661	2628.998
3446	3447	40	0.14365	10	3	2.00	4	3	11183	0.23421	0.55939	36.80174	1606.438
3446	3449	30	0.23863	10	5	1.00	0	3	244	0.47817	0.02963	29.94256	58.22572
3447	900	20	0.09160	3	10	3.00	0	3	1062	0.27513	0.00602	19.97595	97.2792
3447	906	20	0.08040	3	10	3.00	0	3	3137	0.24206	0.01778	19.92912	252.2148
3447	3446	40	0.14365	10	3	2.00	4	3	12725	0.23993	0.63651	35.92453	1827.946
3447	3448	40	0.10935	10	3	2.00	4	0	12147	0.18087	0.60759	36.27630	1328.274
3448	3447	40	0.10935	10	3	2.00	4	0	13689	0.18605	0.68471	35.26562	1496.892
3449	900	20	0.23521	3	10	3.00	0	3	2	0.70563	0.00001	19.99995	0.47042
3449	901	20	0.13853	3	10	3.00	0	3	246	0.41570	0.00139	19.99442	34.07838
3449	903	20	0.09036	3	10	3.00	0	3	2	0.27107	0.00001	19.99995	0.18072
3449	3446	30	0.23863	10	5	1.00	0	3	244	0.47817	0.02962	29.94259	58.22572
3450	901	20	0.14754	3	10	3.00	0	3	390	0.44283	0.00221	19.99115	57.5406
3450	903	20	0.13035	3	10	3.00	0	3	0	0.39104	0.00000	19.99999	0
3450	904	20	0.16178	3	10	3.00	0	3	12	0.48536	0.00007	19.99972	1.94136
3450	3444	30	0.16061	10	5	1.00	0	3	403	0.32237	0.04896	29.89264	64.72583
3451	901	20	0.16592	3	10	3.00	0	3	108	0.49782	0.00061	19.99755	17.91936
3451	902	20	0.22403	3	10	3.00	0	3	1	0.67210	0.00000	19.99998	0.22403
3451	904	20	0.11557	3	10	3.00	0	3	0	0.34672	0.00000	19.99999	0
3451	3461	30	0.19348	10	5	1.00	0	3	104	0.38715	0.01264	29.98517	20.12192
3455	9560	35	0.44058	9	5	1.00	100	0	1456	0.76762	0.17683	34.43761	641.4845
3456	249	20	0.12739	3	10	3.00	0	3	1517	0.38283	0.00860	19.96566	193.2506
3456	3587	25	0.06686	10	4	2.00	4	3	2712	0.16250	0.14413	24.68488	181.3243
3456	3592	40	0.12828	10	3	2.00	4	3	9226	0.20425	0.46147	37.68203	1183.511
3456	9555	40	0.19389	10	3	2.00	4	3	11075	0.31564	0.55396	36.85665	2147.332
3457	238	20	0.06510	3	10	3.00	0	3	5743	0.19656	0.03256	19.87062	373.8693
3457	3458	40	0.08970	10	3	2.00	4	3	14963	0.15726	0.74847	34.22253	1342.181
3457	3468	30	0.15000	10	5	1.00	0	3	1500	0.30508	0.18227	29.50007	225
3457	9555	40	0.21960	10	3	2.00	4	3	12684	0.36650	0.63445	35.95061	2785.406

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
3458	238	20	0.12401	3	10	3.00	0	3	51	0.37206	0.00029	19.99885	6.32451
3458	3457	40	0.08970	10	3	2.00	4	3	14282	0.15462	0.71439	34.80721	1281.095
3458	3459	40	0.19618	10	3	2.00	4	3	15033	0.34458	0.75193	34.15930	2949.174
3459	3444	40	0.16590	10	3	2.00	4	3	13249	0.27978	0.66271	35.57851	2198.009
3459	3458	40	0.19618	10	3	2.00	4	3	14333	0.33857	0.71693	34.76598	2811.848
3459	3460	45	0.14740	11	4	3.00	0	3	19612	0.22388	0.69488	39.50276	2890.809
3459	5655	45	0.14923	10	3	3.00	4	3	32876	0.36882	1.09630	24.27726	4906.085
3460	239	20	0.05142	3	10	3.00	0	3	2418	0.15468	0.01370	19.94533	124.3336
3460	904	20	0.09608	3	10	3.00	0	3	410	0.28837	0.00232	19.99072	39.3928
3460	3459	45	0.14740	11	4	3.00	0	3	19734	0.22430	0.69919	39.42845	2908.792
3460	3461	45	0.11036	11	4	3.00	0	3	18233	0.16440	0.64602	40.27733	2012.194
3461	3451	30	0.19348	10	5	1.00	0	3	107	0.38716	0.01302	29.98423	20.70236
3461	3460	45	0.11036	11	4	3.00	0	3	18353	0.16465	0.65025	40.21489	2025.437
3461	3462	30	0.13835	10	5	1.00	0	3	4689	0.30162	0.56963	27.52196	648.7232
3461	3470	45	0.17095	11	4	3.00	0	3	14384	0.24459	0.50964	41.93616	2458.945
3462	3461	30	0.13835	10	5	1.00	0	3	4847	0.30333	0.58881	27.36713	670.5825
3462	3463	30	0.14331	10	5	1.00	0	3	4689	0.31242	0.56963	27.52196	671.9806
3463	3462	30	0.14331	10	5	1.00	0	3	4847	0.31419	0.58881	27.36713	694.6236
3463	3464	30	0.18963	10	5	1.00	0	3	4800	0.41504	0.58312	27.41393	910.224
3463	3468	30	0.14207	10	5	1.00	0	3	680	0.28602	0.08261	29.80186	96.6076
3463	3469	30	0.11820	10	5	1.00	0	3	523	0.23756	0.06349	29.85405	61.8186
3464	3463	30	0.18963	10	5	1.00	0	3	4979	0.41783	0.60488	27.23089	944.1678
3464	3465	30	0.14746	10	5	1.00	0	3	309	0.29568	0.03756	29.92228	45.56514
3464	3466	30	0.09905	10	5	1.00	0	3	4868	0.21732	0.59133	27.34619	482.1754
3465	242	20	0.10373	3	10	3.00	0	3	198	0.31126	0.00112	19.99551	20.53854
3465	243	20	0.13141	3	10	3.00	0	3	112	0.39429	0.00063	19.99747	14.71792
3465	3464	30	0.14746	10	5	1.00	0	3	293	0.29563	0.03565	29.92719	43.20578
3466	244	20	0.17525	3	10	3.00	0	3	307	0.52592	0.00174	19.99303	53.80175
3466	3464	30	0.09905	10	5	1.00	0	3	5063	0.21896	0.61499	27.14182	501.4902
3466	3595	45	0.25421	11	3	3.00	0	3	18330	0.37418	0.61125	40.76258	4659.669
3466	3596	45	0.06332	11	3	3.00	0	3	21554	0.09723	0.71874	39.07829	1364.799
3467	241	20	0.05389	3	10	3.00	0	3	809	0.16182	0.00459	19.98166	43.59701
3467	242	20	0.11858	3	10	3.00	0	3	117	0.35577	0.00066	19.99736	13.87386
3467	3468	30	0.18518	10	5	1.00	0	3	943	0.37397	0.11460	29.71066	174.6247
3468	240	20	0.08040	3	10	3.00	0	3	638	0.24137	0.00362	19.98555	51.2952
3468	3457	30	0.15000	10	5	1.00	0	3	1546	0.30527	0.18781	29.48167	231.9
3468	3463	30	0.14207	10	5	1.00	0	3	653	0.28593	0.07933	29.81092	92.77171
3468	3467	30	0.18518	10	5	1.00	0	3	925	0.37389	0.11233	29.71728	171.2915
3469	245	20	0.14929	3	10	3.00	0	3	187	0.44797	0.00106	19.99576	27.91723
3469	246	20	0.04369	3	10	3.00	0	3	336	0.13113	0.00191	19.99237	14.67984
3469	3463	30	0.11820	10	5	1.00	0	3	528	0.23758	0.06419	29.85217	62.4096
3470	247	20	0.05124	3	10	3.00	0	3	521	0.15382	0.00295	19.98819	26.69604
3470	902	20	0.08858	3	10	3.00	0	3	642	0.26592	0.00364	19.98545	56.86836
3470	3461	45	0.17095	11	4	3.00	0	3	14348	0.24452	0.50838	41.94881	2452.791
3470	5661	45	0.10761	11	3	3.00	0	0	13814	0.15229	0.46064	42.39972	1486.525
3587	237	20	0.19558	3	10	3.00	0	3	55	0.58677	0.00031	19.99875	10.7569
3587	3456	25	0.06686	10	4	2.00	4	3	2740	0.16253	0.14562	24.68104	183.1964
3587	3588	30	0.09148	10	4	2.00	4	3	2767	0.18535	0.14705	29.61282	253.1252
3588	248	25	0.14634	2	10	1.00	4	3	6379	0.35884	0.10848	24.46910	933.5029
3588	3587	30	0.09148	10	4	2.00	4	3	2795	0.18538	0.14854	29.60818	255.6866
3588	3593	25	0.21442	10	4	1.00	4	0	3584	0.53797	0.38093	23.91475	768.4813
3592	3456	40	0.12828	10	3	2.00	4	3	9852	0.20566	0.49278	37.42402	1263.815
3592	3594	40	0.16061	10	3	2.00	4	0	9226	0.25573	0.46147	37.68204	1481.788
3593	3588	25	0.21442	10	4	1.00	4	0	3612	0.53824	0.38392	23.90245	774.485
3593	3594	40	0.12823	10	3	3.00	8	2	25795	0.24252	0.86019	31.72552	3307.693
3593	3629	25	0.20062	11	4	2.00	20	2	10272	0.52143	0.54591	23.08542	2060.769
3593	8845	40	0.19129	10	3	3.00	4	2	31955	0.49236	1.06559	23.31075	6112.672
3594	3592	40	0.16061	10	3	2.00	4	0	9852	0.25749	0.49278	37.42402	1582.33
3594	3593	40	0.12823	10	3	3.00	8	2	26255	0.24586	0.87550	31.29439	3366.679
3594	3595	45	0.23893	10	3	3.00	8	0	17773	0.34963	0.59268	41.00236	4246.503
3595	243	20	0.13692	3	10	3.00	0	3	404	0.41096	0.00229	19.99084	55.31568
3595	244	20	0.13776	3	10	3.00	0	3	240	0.41340	0.00136	19.99457	33.0624
3595	3466	45	0.25421	11	3	3.00	0	3	17324	0.37032	0.57768	41.18694	4403.934
3595	3594	45	0.23893	10	3	3.00	8	0	18789	0.35349	0.62655	40.55523	4489.256
3596	244	20	0.21910	3	10	3.00	0	3	0	0.65729	0.00000	20.00000	0
3596	245	20	0.08842	3	10	3.00	0	3	498	0.26540	0.00282	19.98871	44.03316
3596	3033	45	0.22381	11	3	3.00	20	0	21481	0.34325	0.71632	39.12290	4807.663
3596	3466	45	0.06332	11	3	3.00	0	3	22767	0.09926	0.75921	38.27673	1441.606
3616	1131	20	0.17211	3	10	3.00	0	3	8214	0.52114	0.04656	19.81546	1413.712
3616	2978	45	0.28035	9	4	1.00	100	0	9512	0.57204	1.01109	29.40511	2666.689
3616	5515	45	0.39564	10	3	1.00	1	3	10497	0.87369	1.05013	27.17029	4153.033
3629	3593	25	0.20062	11	4	2.00	20	2	10301	0.52164	0.54746	23.07586	2066.587
3653	3304	35	0.08278	11	5	1.00	20	0	1960	0.14527	0.23815	34.18964	162.2488
3664	8972	40	0.28535	9	4	1.00	100	0	6429	0.48522	0.68340	35.28490	1834.515
3678	5892	45	0.10873	10	4	1.00	1	3	10836	0.31490	1.15174	20.71753	1178.198
3683	275	20	0.22959	3	10	3.00	0	0	39	0.68881	0.00022	19.99912	8.95401
3693	8981	30	0.30417	9	4	1.00	100	0	1293	0.61569	0.13746	29.64232	393.2918
3707	940	20	0.08705	2	10	1.00	0	3	185	0.26131	0.00315	19.98742	16.10425
3707	9101	30	0.21349	10	5	1.00	0	3	1897	0.43668	0.23039	29.33370	404.9905
3707	9103	30	0.13989	10	5	1.00	0	3	2106	0.28706	0.25587	29.23922	294.6083
3707	9104	30	0.26902	10	5	1.00	0	3	1657	0.54835	0.20129	29.43609	445.7661
3708	1106	20	0.18200	2	10	1.00	0	3	1850	0.54943	0.03146	19.87494	336.7
3708	9100	45	0.07462	9	4	1.00	100	3	1842	0.10134	0.19575	44.18243	137.45

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
3712	1517	20	0.04573	2	10	1.00	0	0	1555	0.13790	0.02644	19.89480	71.11015
3712	9521	25	0.05808	10	5	1.00	0	0	440	0.13994	0.05349	24.90060	25.5552
3712	25130	25	0.04902	10	5	1.00	0	0	1253	0.11926	0.15217	24.66406	61.42206
3714	9363	30	0.20043	10	4	1.00	7	3	1000	0.40444	0.10627	29.73488	200.43
3714	25080	25	0.10178	10	5	1.00	0	3	262	0.24478	0.03186	24.94740	26.66636
3714	25087	30	0.10671	10	4	1.00	7	0	747	0.21477	0.07937	29.81083	79.71237
3716	1102	20	0.23538	2	10	1.00	7	3	877	0.70825	0.01491	19.94054	206.4283
3716	9364	30	0.19492	10	4	1.00	7	3	1543	0.39566	0.16402	29.55939	300.7616
3716	9583	30	0.18247	10	4	1.00	7	3	2530	0.37509	0.26894	29.18891	461.6491
3717	913	25	0.08917	2	10	1.00	0	3	905	0.21467	0.01540	24.92324	80.69885
3717	3719	40	0.10708	10	3	2.00	0	3	3523	0.16323	0.17624	39.35984	377.2428
3717	9619	40	0.07714	10	3	2.00	0	3	4414	0.11820	0.22079	39.15744	340.496
3719	3717	40	0.10708	10	3	2.00	0	3	3549	0.16326	0.17752	39.35427	380.0269
3719	3721	40	0.16430	10	3	2.00	0	3	3230	0.25005	0.16156	39.42296	530.689
3719	3730	35	0.13970	10	5	1.00	0	3	3394	0.25176	0.41234	33.29336	474.1418
3719	9614	35	0.20585	10	3	1.00	0	3	2949	0.36399	0.29499	33.93207	607.0517
3721	3719	40	0.16430	10	3	2.00	0	3	3198	0.25001	0.15999	39.42964	525.4314
3721	3723	40	0.05892	10	3	2.00	0	3	3230	0.08968	0.16156	39.42296	190.3116
3723	3721	40	0.05892	10	3	2.00	0	3	3198	0.08966	0.15999	39.42964	188.4262
3723	3725	45	0.24512	10	3	2.00	0	3	3230	0.33161	0.16156	44.35083	791.7376
3725	1189	25	0.30147	2	10	1.00	0	3	1593	0.72745	0.02709	24.86530	480.2417
3725	3723	45	0.24512	10	3	2.00	0	3	3198	0.33155	0.15999	44.35835	783.8938
3725	3727	35	0.22417	10	5	1.00	0	3	1951	0.39334	0.23696	34.19474	437.3557
3725	9630	0	0.37417	10	3	0.00	0	3	0	0.00000	0.00000	0.00000	0
3727	908	25	0.13674	2	10	1.00	0	3	2015	0.33042	0.03426	24.82984	275.5311
3727	909	25	0.12580	2	10	1.00	0	3	486	0.30241	0.00827	24.95870	61.1388
3727	3725	35	0.22417	10	5	1.00	0	3	1919	0.39315	0.23313	34.21104	430.1822
3727	3729	35	0.21570	10	5	1.00	0	3	873	0.37305	0.10608	34.69133	188.3061
3729	3727	35	0.21570	10	5	1.00	0	3	842	0.37291	0.10225	34.70419	181.6194
3729	3734	35	0.11533	10	5	1.00	0	3	3683	0.20927	0.44738	33.06786	424.7604
3729	3758	35	0.07296	10	5	1.00	0	3	3518	0.13187	0.42731	33.19929	256.6733
3730	913	25	0.09717	2	10	1.00	0	3	235	0.23338	0.00400	24.98003	22.83495
3730	914	25	0.14047	2	10	1.00	0	3	1706	0.33908	0.02902	24.85574	239.6418
3730	3719	35	0.13970	10	5	1.00	0	3	3384	0.25170	0.41113	33.30088	472.7448
3730	3732	35	0.10975	10	5	1.00	0	3	3170	0.19683	0.38509	33.45663	347.9075
3731	3733	35	0.14370	10	5	1.00	0	3	3590	0.26015	0.43615	33.14218	515.883
3731	3758	35	0.06390	10	5	1.00	0	3	3675	0.11593	0.44649	33.07383	234.8325
3732	912	25	0.07955	2	10	1.00	0	3	1685	0.19202	0.02866	24.85751	134.0418
3732	3730	35	0.10975	10	5	1.00	0	3	3159	0.19678	0.38381	33.46407	346.7003
3732	3735	35	0.07548	10	5	1.00	0	3	1485	0.13156	0.18036	34.42410	112.0878
3733	911	25	0.11304	2	10	1.00	0	3	90	0.27138	0.00153	24.99234	10.1736
3733	3731	35	0.14370	10	5	1.00	0	3	3675	0.26069	0.44649	33.07383	528.0975
3733	3735	35	0.17648	10	5	1.00	0	3	3500	0.31881	0.42520	33.21276	617.68
3734	910	25	0.07702	2	10	1.00	0	3	11	0.18485	0.00018	24.99910	0.84722
3734	3729	35	0.11533	10	5	1.00	0	3	3567	0.20868	0.43327	33.16092	411.3821
3734	3736	30	0.12028	10	5	1.00	0	3	3694	0.25469	0.44873	28.33614	444.3143
3735	3732	35	0.07548	10	5	1.00	0	3	1474	0.13154	0.17900	34.42929	111.2575
3735	3733	35	0.17648	10	5	1.00	0	3	3574	0.31937	0.43422	33.15475	630.7395
3735	3737	35	0.00683	10	5	1.00	0	3	4078	0.01252	0.49537	32.72656	27.85274
3736	924	20	0.14760	2	10	1.00	0	3	457	0.44348	0.00777	19.96895	67.4532
3736	938	20	0.27206	2	10	1.00	0	3	1073	0.81915	0.01824	19.92731	291.9204
3736	3734	30	0.12028	10	5	1.00	0	3	3577	0.25397	0.43456	28.41648	430.2416
3736	9101	30	0.12245	10	5	1.00	0	3	2184	0.25158	0.26527	29.20318	267.4308
3737	911	25	0.15259	2	10	1.00	0	3	731	0.36712	0.01243	24.93802	111.5433
3737	912	25	0.11716	2	10	1.00	0	3	1562	0.28268	0.02657	24.86787	183.0039
3737	3735	35	0.00683	10	5	1.00	0	3	4141	0.01254	0.50304	32.66817	28.28303
3737	8660	35	0.17800	10	5	1.00	0	3	5385	0.34196	0.65419	31.23229	958.53
3739	923	20	0.06950	2	10	1.00	0	3	317	0.20873	0.00539	19.97845	22.0315
3739	924	20	0.24738	2	10	1.00	0	3	227	0.74273	0.00386	19.98458	56.15526
3739	3741	30	0.08864	10	5	1.00	0	3	4845	0.19432	0.58859	27.36900	429.4608
3739	9103	30	0.07538	10	5	1.00	0	3	5129	0.16708	0.62305	27.06903	386.624
3741	3739	30	0.08864	10	5	1.00	0	3	4978	0.19529	0.60466	27.23277	441.2499
3741	3743	30	0.22143	10	5	1.00	0	3	4845	0.48544	0.58859	27.36900	1072.828
3743	925	20	0.29123	2	10	1.00	0	3	721	0.87583	0.01227	19.95104	209.9768
3743	3741	30	0.22143	10	5	1.00	0	3	4978	0.48787	0.60466	27.23277	1102.279
3743	3745	30	0.18216	10	5	1.00	0	3	5367	0.40792	0.65191	26.79333	977.6527
3745	3743	30	0.18216	10	5	1.00	0	3	5499	0.41043	0.66799	26.62907	1001.698
3745	3747	30	0.13827	10	5	1.00	0	3	5367	0.30963	0.65191	26.79333	742.0951
3747	3745	30	0.13827	10	5	1.00	0	3	5499	0.31154	0.66799	26.62907	760.3467
3747	8657	45	0.34205	10	3	3.00	0	3	27081	0.59909	0.90307	34.25694	9263.056
3747	8660	45	0.40090	10	3	3.00	0	3	31874	0.91144	1.06290	26.39131	12778.29
3749	8603	40	0.08018	10	3	2.00	0	3	7472	0.12558	0.37374	38.31055	599.105
3749	8611	40	0.05377	10	3	2.00	0	3	7534	0.08426	0.37687	38.29020	405.1032
3751	915	25	0.09622	2	10	1.00	0	3	693	0.23148	0.01178	24.94123	66.68046
3751	8609	45	0.09186	10	3	3.00	0	3	30216	0.18625	1.00762	29.59176	2775.642
3751	8660	45	0.19512	10	3	3.00	0	3	30885	0.41285	1.02992	28.35661	6026.281
3753	915	25	0.12528	2	10	1.00	0	3	24	0.30069	0.00041	24.99796	3.00672
3753	3755	35	0.05654	10	5	1.00	0	3	1964	0.09922	0.23854	34.18797	111.0446
3753	8603	35	0.08130	10	5	1.00	0	3	1736	0.14220	0.21084	34.30361	141.1368
3755	916	25	0.11912	2	10	1.00	0	3	354	0.28624	0.00603	24.96989	42.16848
3755	3753	35	0.05654	10	5	1.00	0	3	1760	0.09892	0.21375	34.29175	99.5104
3755	3757	35	0.09108	10	5	1.00	0	3	1611	0.15902	0.19572	34.36423	146.7299
3756	918	25	0.14810	2	10	1.00	0	3	141	0.35561	0.00239	24.98804	20.8821

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
3756	3757	35	0.06065	10	5	1.00	0	3	140	0.10407	0.01696	34.97021	8.491
3757	3755	35	0.09108	10	5	1.00	0	3	1409	0.15858	0.17113	34.45928	128.3317
3757	3756	35	0.06065	10	5	1.00	0	3	141	0.10407	0.01709	34.96982	8.55165
3757	8613	35	0.10872	10	5	1.00	0	3	1727	0.19014	0.20979	34.30790	187.7594
3758	910	25	0.05580	2	10	1.00	0	3	77	0.13396	0.00131	24.99344	4.2966
3758	3729	35	0.07296	10	5	1.00	0	3	3602	0.13213	0.43759	33.13273	262.8019
3758	3731	35	0.06390	10	5	1.00	0	3	3590	0.11569	0.43615	33.14218	229.401
3759	919	25	0.08274	2	10	1.00	0	3	739	0.19908	0.01256	24.93736	61.14486
3759	8605	40	0.29380	10	3	2.00	0	3	6641	0.45707	0.33220	38.56766	1951.126
3759	8607	40	0.10810	10	3	2.00	0	3	7258	0.16899	0.36306	38.37884	784.5898
3761	920	25	0.10199	2	10	1.00	0	3	1534	0.24604	0.02609	24.87023	156.4527
3761	8605	35	0.15998	10	5	1.00	0	3	1534	0.27902	0.18635	34.40094	245.4093
3763	921	25	0.10373	2	10	1.00	0	3	341	0.24924	0.00580	24.97103	35.37193
3763	8605	35	0.09148	10	5	1.00	0	3	350	0.15730	0.04249	34.89445	32.018
3765	930	25	0.16884	2	10	1.00	0	3	1115	0.40675	0.01897	24.90551	188.2566
3765	8655	40	0.10916	10	5	1.00	0	0	1119	0.16568	0.13598	39.52909	122.15
3767	930	25	0.09726	2	10	1.00	0	3	854	0.23411	0.01452	24.92761	83.06004
3767	8623	30	0.08380	10	5	1.00	0	3	5256	0.18675	0.63852	26.92422	440.4528
3767	8625	30	0.25172	10	5	1.00	0	3	6644	0.60948	0.80706	24.78033	1672.428
3769	931	20	0.14551	2	10	1.00	0	3	1005	0.43803	0.01709	19.93188	146.2376
3769	935	25	0.09076	2	10	1.00	0	3	1324	0.21880	0.02251	24.88795	120.1662
3769	8625	40	0.18483	10	3	2.00	0	3	7014	0.28839	0.35084	38.45510	1296.398
3769	8989	40	0.14354	10	3	2.00	0	3	6908	0.22377	0.34554	38.48754	991.5743
3771	932	20	0.12038	2	10	1.00	0	3	489	0.36174	0.00832	19.96676	58.86582
3771	3772	45	0.22021	10	3	2.00	0	3	17346	0.37263	0.86767	35.45790	3819.763
3771	8986	45	0.15686	10	3	2.00	8	3	17512	0.26744	0.87593	35.19213	2746.932
3772	3771	45	0.22021	10	3	2.00	0	3	17367	0.37298	0.86871	35.42480	3824.387
3772	8987	45	0.09762	10	3	2.00	0	3	17346	0.16519	0.86767	35.45789	1693.317
5020	5027	25	0.77535	9	5	1.00	100	0	0	1.85983	0.00000	25.01345	0
5020	9545	25	0.17788	9	5	1.00	100	0	0	0.42669	0.00000	25.01345	0
5020	27006	0	0.61697	9	2	0.00	100	0	0	0.00000	0.00000	0.00000	0
5027	5020	25	0.77535	9	5	1.00	100	0	0	1.85983	0.00000	25.01345	0
5027	5050	25	0.54318	9	5	1.00	100	0	0	1.30294	0.00000	25.01345	0
5028	9387	50	0.20216	10	3	3.00	7	0	7622	0.24884	0.25418	48.74273	1540.864
5029	24764	45	0.09674	9	3	3.00	100	0	19188	0.14379	0.63984	40.36728	1856.247
5029	25056	50	0.09277	10	3	3.00	7	0	8289	0.11454	0.27640	48.59933	768.9705
5029	25129	50	0.09675	10	3	3.00	7	0	16068	0.12539	0.53583	46.29295	1554.579
5029	25189	45	0.13340	9	3	3.00	100	0	14806	0.19016	0.49373	42.09286	1975.12
5032	1114	25	0.52035	2	10	1.00	7	3	153	1.24949	0.00261	24.98697	79.61355
5032	1119	25	0.33159	2	10	1.00	7	3	193	0.79634	0.00328	24.98362	63.99687
5032	9596	35	0.20768	9	7	1.00	100	3	472	0.35669	0.03344	34.93380	98.02496
5032	30003	35	0.40063	9	7	1.00	100	3	195	0.68731	0.01379	34.97412	78.12285
5041	5050	30	1.35250	9	7	1.00	100	0	0	2.70487	0.00000	30.00137	0
5049	6983	25	1.02360	9	5	1.00	100	0	0	2.45532	0.00000	25.01345	0
5050	5027	25	0.54318	9	5	1.00	100	0	0	1.30294	0.00000	25.01345	0
5050	5041	30	1.35250	9	7	1.00	100	0	0	2.70487	0.00000	30.00137	0
5050	6983	25	0.40174	9	5	1.00	100	0	0	0.96367	0.00000	25.01345	0
5325	5884	40	0.29909	10	3	2.00	1	0	13292	0.50480	0.66484	35.54911	3975.504
5500	162	25	0.07582	2	10	1.00	5	3	232	0.18212	0.00394	24.98033	17.59024
5500	196	25	0.20681	2	10	1.00	5	3	473	0.49715	0.00804	24.95988	97.82113
5500	197	25	0.20456	2	10	1.00	5	3	129	0.49115	0.00220	24.98900	26.38824
5500	8992	45	0.19017	10	3	2.00	5	3	10466	0.27300	0.52350	41.79427	1990.319
5500	8998	45	0.15013	10	3	2.00	5	3	10466	0.21553	0.52352	41.79401	1571.261
5502	161	25	0.09503	2	10	1.00	5	3	78	0.22814	0.00132	24.99338	7.41234
5502	5504	45	0.19285	10	3	2.00	5	3	12234	0.28393	0.61194	40.75341	2359.327
5502	8992	45	0.12502	10	3	2.00	5	3	12273	0.18419	0.61391	40.72719	1534.37
5504	181	25	0.13954	2	10	1.00	5	3	674	0.33567	0.01146	24.94283	94.04996
5504	182	25	0.33275	2	10	1.00	5	3	118	0.79893	0.00200	24.99000	39.2645
5504	5502	45	0.19285	10	3	2.00	5	3	12320	0.28433	0.61624	40.69599	2375.912
5504	5506	45	0.19635	10	3	2.00	5	3	12779	0.29177	0.63918	40.37682	2509.157
5506	159	25	0.20348	2	10	1.00	5	3	535	0.48924	0.00910	24.95459	108.8618
5506	5504	45	0.19635	10	3	2.00	5	3	12875	0.29228	0.64401	40.30686	2528.006
5506	8632	45	0.06694	10	3	2.00	5	3	13156	0.10017	0.65807	40.09705	880.6626
5509	323	25	0.13876	2	10	1.00	1	3	3344	0.33682	0.05687	24.71885	464.0134
5509	5511	45	0.25754	10	5	2.00	1	3	10501	0.38251	0.63781	40.39653	2704.428
5509	5514	45	0.14168	10	5	2.00	1	3	11439	0.21518	0.69480	39.50403	1620.678
5510	322	25	0.26877	2	10	1.00	1	3	705	0.64659	0.01199	24.94021	189.4829
5510	5511	45	0.35823	10	3	1.00	1	3	4873	0.50990	0.48750	42.15255	1745.655
5510	6004	40	0.32318	10	3	1.00	1	3	4251	0.51087	0.42527	37.95690	1373.838
5511	5509	45	0.25754	10	5	2.00	1	3	10866	0.38565	0.65998	40.06786	2798.43
5511	5510	45	0.35823	10	3	1.00	1	3	4897	0.51017	0.48986	42.13005	1754.252
5511	5512	45	0.44797	10	3	1.00	1	3	8552	0.75012	0.85558	35.83157	3831.039
5511	15064	45	0.10042	10	5	2.00	1	3	16670	0.20543	1.01251	29.32810	1674.001
5512	5511	45	0.44797	10	3	1.00	1	3	8933	0.77697	0.89363	34.59329	4001.716
5512	5513	45	0.04154	10	3	1.00	1	3	8718	0.07058	0.87219	35.31339	362.1457
5512	27043	25	0.19897	10	3	1.00	1	3	664	0.47999	0.06645	24.87175	132.1161
5513	5512	45	0.04154	10	3	1.00	1	3	9033	0.07280	0.90364	34.23599	375.2308
5513	5519	25	0.11739	10	4	1.00	1	3	1422	0.28555	0.15116	24.66669	166.9286
5513	5525	45	0.20076	10	3	1.00	1	3	7349	0.31072	0.73519	38.76569	1475.385
5514	5509	45	0.14168	10	5	2.00	1	3	11187	0.21380	0.67949	39.75953	1584.974
5514	5518	45	0.21235	10	3	3.00	4	3	17090	0.30865	0.56989	41.27984	3629.062
5514	9054	45	0.15115	10	3	2.00	1	3	14365	0.23205	0.71856	39.08168	2171.27
5514	24840	45	0.14589	10	3	2.00	4	3	17686	0.25080	0.88464	34.90266	2580.211

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5515	1132	20	0.18811	3	10	3.00	0	3	2500	0.56592	0.01417	19.94347	470.275
5515	3616	45	0.39564	10	3	1.00	1	3	11689	1.20930	1.16938	19.62984	4624.636
5515	5525	45	0.31545	10	3	1.00	1	3	11767	0.98765	1.17715	19.16349	3711.9
5516	210	25	0.32283	2	10	1.00	4	3	12172	0.80686	0.20701	24.00608	3929.487
5516	5517	45	0.14283	10	3	2.00	4	3	22818	0.40098	1.14138	21.37200	3259.095
5516	24840	45	0.25659	10	3	2.00	1	3	20652	0.54633	1.03301	28.17946	5299.097
5516	27043	25	0.20523	10	3	1.00	1	3	883	0.49610	0.08830	24.82166	181.2181
5517	5516	45	0.14283	10	3	2.00	4	3	22780	0.39867	1.13944	21.49559	3253.667
5517	5521	50	0.12236	10	6	2.00	1	0	6	0.14676	0.00024	50.02592	0.73416
5517	5523	45	0.15314	10	3	4.00	1	3	26621	0.22983	0.66579	39.97794	4076.74
5517	9571	45	0.10367	10	3	3.00	1	3	44763	0.74692	1.49268	8.32784	4640.58
5518	214	25	0.17614	2	10	1.00	4	3	250	0.42311	0.00425	24.97877	44.035
5518	1542	25	0.13532	2	10	1.00	4	3	616	0.32545	0.01047	24.94776	83.35712
5518	5514	45	0.21235	10	3	3.00	4	3	17856	0.31101	0.59545	40.96742	3791.722
5518	5520	45	0.21328	10	3	3.00	4	3	17875	0.31243	0.59608	40.95940	3812.38
5519	5513	25	0.11739	10	4	1.00	1	3	2293	0.28863	0.24378	24.40386	269.1753
5519	9091	45	0.18542	10	2	4.00	1	3	36110	0.29203	0.76764	38.09512	6695.516
5519	9561	25	0.08617	10	4	1.00	1	3	8496	0.27166	0.90301	19.03273	732.1003
5519	27042	45	0.09822	10	3	4.00	1	3	35429	0.16909	0.88608	34.85390	3479.836
5520	213	25	0.15218	2	10	1.00	4	3	245	0.36553	0.00417	24.97916	37.2841
5520	5518	45	0.21328	10	3	3.00	4	3	18330	0.31394	0.61125	40.76257	3909.422
5520	5526	45	0.14547	10	3	3.00	4	3	17630	0.21256	0.58790	41.06200	2564.636
5521	5517	50	0.12236	10	6	1.00	1	0	12316	0.24165	1.04724	30.38130	1506.986
5522	5524	45	0.19169	10	3	3.00	4	3	18475	0.28259	0.61607	40.69827	3541.473
5522	5526	45	0.12397	10	3	3.00	4	3	19221	0.18433	0.64094	40.35136	2382.827
5523	5517	45	0.15314	10	3	4.00	1	3	35403	0.26345	0.88542	34.87626	5421.615
5523	5966	0	0.41388	10	6	0.00	4	0	0	0.00000	0.00000	0.00000	0
5523	27042	45	0.04943	10	3	4.00	1	3	39166	0.09559	0.97953	31.02586	1935.975
5524	212	25	0.06349	2	10	1.00	4	3	297	0.15254	0.00506	24.97475	18.85653
5524	216	25	0.13744	2	10	1.00	4	3	1442	0.33147	0.02452	24.87801	198.1885
5524	5522	45	0.19169	10	3	3.00	4	3	19221	0.28502	0.64094	40.35136	3684.473
5524	8748	45	0.09655	10	3	3.00	4	3	19486	0.14402	0.64980	40.22155	1881.373
5525	5513	45	0.20076	10	3	1.00	1	3	6792	0.30295	0.67947	39.75996	1363.562
5525	5515	45	0.31545	10	3	1.00	1	3	12959	1.41824	1.29641	13.34538	4087.917
5525	9561	25	0.11058	10	4	1.00	1	3	4986	0.28620	0.52995	23.18139	551.3519
5526	213	25	0.09035	2	10	1.00	4	3	531	0.21723	0.00903	24.95495	47.97585
5526	5520	45	0.14547	10	3	3.00	4	3	18090	0.21358	0.60323	40.86768	2631.552
5526	5522	45	0.12397	10	3	3.00	4	3	18475	0.18276	0.61607	40.69827	2290.346
5526	5528	30	0.18405	10	5	1.00	4	3	898	0.37149	0.10906	29.72681	165.2769
5528	214	25	0.24093	2	10	1.00	4	3	424	0.57906	0.00721	24.96402	102.1543
5528	5526	30	0.18405	10	5	1.00	4	3	607	0.37025	0.07372	29.82633	111.7184
5528	5530	30	0.18129	10	5	1.00	4	3	544	0.36443	0.06606	29.84714	98.62176
5530	5528	30	0.18129	10	5	1.00	4	3	550	0.36446	0.06682	29.84510	99.7095
5530	5532	30	0.18844	10	5	1.00	4	3	722	0.37957	0.08773	29.78757	136.0537
5530	5534	30	0.05955	10	5	1.00	4	3	834	0.12011	0.10134	29.74906	49.6647
5532	215	25	0.15861	2	10	1.00	4	3	1357	0.38243	0.02308	24.88511	215.2338
5532	5530	30	0.18844	10	5	1.00	4	3	347	0.37801	0.04212	29.91048	65.38868
5532	8744	30	0.20849	10	5	1.00	4	3	1198	0.42236	0.14554	29.61750	249.771
5534	217	25	0.05053	2	10	1.00	4	3	1043	0.12171	0.01774	24.91160	52.70279
5534	5530	30	0.05955	10	5	1.00	4	3	1216	0.12067	0.14771	29.61078	72.4128
5534	9050	30	0.17078	10	5	1.00	4	3	1020	0.34521	0.12393	29.68307	174.1956
5536	5542	50	0.18583	10	1	2.00	1	0	53456	0.44604	1.13639	24.99801	9933.728
5536	5544	63	0.18581	10	1	3.00	1	0	55011	0.21194	0.77963	52.60163	10221.59
5536	7153	65	0.02973	2	9	1.00	0	0	0	0.02743	0.00000	65.03497	0
5538	5540	63	0.39224	10	1	3.00	1	0	63888	0.49417	0.90544	47.62391	25059.43
5538	5542	50	0.23239	10	1	1.00	1	0	15467	0.31484	0.65761	44.28835	3594.376
5540	8954	63	0.40455	10	1	5.00	1	0	96560	0.47414	0.82109	51.19415	39063.35
5540	10290	65	0.03020	2	9	1.00	0	0	15321	0.03541	0.86852	51.17792	462.6942
5542	25162	63	0.01109	10	1	2.00	4	0	68923	0.04955	1.46520	13.42825	764.3561
5546	5540	50	0.25012	10	1	2.00	1	0	47993	0.46410	1.02026	32.33609	12004.01
5546	5544	50	0.26194	10	1	1.00	1	0	21915	0.42794	0.93175	36.72552	5740.415
5548	5549	30	0.13942	10	6	1.00	4	2	13300	0.56928	1.13091	14.69428	1854.286
5548	5550	63	0.31677	10	1	3.00	4	0	55623	0.36325	0.78831	52.32298	17619.7
5549	8840	25	0.07379	10	6	1.00	4	2	2893	0.18147	0.24601	24.39693	213.4745
5549	8845	30	0.11513	10	6	1.00	4	2	10406	0.29696	0.88490	23.26268	1198.043
5550	25165	63	0.02081	10	1	3.00	4	0	66045	0.02712	0.93601	46.04350	1374.396
5552	5654	35	0.17405	10	6	1.00	4	3	12759	0.53691	1.08492	19.44990	2220.704
5552	5657	63	0.11194	10	1	3.00	4	0	53286	0.12591	0.75519	53.34493	5964.835
5553	5555	40	0.06006	10	3	2.00	0	3	12509	0.09994	0.62572	36.05933	751.2905
5553	5556	40	0.04209	10	3	2.00	0	3	12509	0.07003	0.62572	36.05933	526.5038
5554	25168	63	0.01653	10	1	3.00	4	0	69323	0.02290	0.98248	43.29822	1145.909
5555	273	25	0.12084	2	10	1.00	3	3	12509	0.30236	0.21274	23.97969	1511.588
5555	5553	40	0.06006	10	3	2.00	0	3	12509	0.09994	0.62572	36.05933	751.2905
5556	5553	40	0.04209	10	3	2.00	0	3	12509	0.07003	0.62572	36.05933	526.5038
5556	5557	45	0.09004	10	3	3.00	0	3	12254	0.12612	0.40862	42.83518	1103.35
5556	5563	45	0.10911	10	3	3.00	0	3	34033	0.30048	1.13488	21.78697	3713.341
5556	8769	45	0.06686	10	3	3.00	0	3	39012	0.30443	1.30090	13.17662	2608.342
5557	877	20	0.06631	3	10	3.00	0	3	459	0.19903	0.00260	19.98960	30.43629
5557	5556	45	0.09004	10	3	3.00	0	3	8924	0.12388	0.29760	43.61083	803.517
5557	5614	45	0.18963	10	3	3.00	0	3	12520	0.26605	0.41751	42.76450	2374.168
5558	82	25	0.04314	2	10	1.00	1	3	413	0.10368	0.00703	24.96490	17.81682
5558	135	25	0.05928	2	10	1.00	1	3	1813	0.14315	0.03083	24.84678	107.4746
5558	5560	35	0.09193	10	3	3.00	1	3	25004	0.19450	0.83379	28.36016	2298.618

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5558	5848	35	0.05552	10	3	3.00	1	3	25837	0.12016	0.86159	27.72629	1434.47
5560	5558	35	0.09193	10	3	3.00	1	3	24716	0.19311	0.82420	28.56402	2272.142
5560	5562	35	0.08977	10	3	3.00	1	3	23997	0.18546	0.80022	29.04272	2154.211
5560	5646	25	0.06705	10	5	1.00	1	3	993	0.16257	0.12068	24.74394	66.58065
5560	5844	25	0.14348	10	5	1.00	1	3	2424	0.35517	0.29451	24.23884	347.7955
5561	885	20	0.09611	3	10	3.00	0	3	3065	0.28934	0.01738	19.93074	294.5772
5561	5610	45	0.12542	10	3	3.00	3	3	24565	0.20415	0.81915	36.85930	3080.942
5561	5612	45	0.13195	10	3	3.00	3	3	24275	0.21335	0.80951	37.10865	3203.086
5562	136	25	0.06705	2	10	1.00	1	3	2008	0.16201	0.03416	24.83038	134.6364
5562	5560	35	0.08977	10	3	3.00	1	3	25385	0.19183	0.84651	28.07847	2278.811
5562	5564	35	0.07654	10	3	3.00	1	3	23460	0.15634	0.78230	29.37385	1795.628
5563	879	20	0.10091	3	10	3.00	0	3	748	0.30300	0.00424	19.98306	75.48068
5563	880	25	0.08951	3	10	1.00	0	3	1841	0.21618	0.03131	24.84445	164.7879
5563	5556	45	0.10911	10	3	3.00	0	3	32598	0.26320	1.08703	24.87247	3556.768
5563	5612	45	0.10312	10	3	3.00	0	3	31791	0.23292	1.06013	26.56210	3278.288
5564	5562	35	0.07654	10	3	3.00	1	3	24741	0.16087	0.82502	28.54675	1893.676
5564	5566	35	0.14358	10	3	3.00	1	3	23578	0.29398	0.78623	29.30301	3385.329
5564	5642	25	0.17600	10	5	1.00	1	3	1069	0.42717	0.12986	24.72111	188.144
5564	5852	25	0.17850	10	5	1.00	1	3	1691	0.43682	0.20538	24.51835	301.8435
5566	84	25	0.05271	2	10	1.00	1	3	2782	0.12770	0.04732	24.76564	146.6392
5566	250	25	0.07944	2	10	1.00	3	3	1799	0.19182	0.03060	24.84792	142.9126
5566	5564	35	0.14358	10	3	3.00	1	3	24226	0.29813	0.80785	28.89490	3478.369
5566	5568	35	0.08228	10	3	3.00	1	3	21765	0.16298	0.72580	30.29150	1790.824
5568	5566	35	0.08228	10	3	3.00	3	3	22102	0.16390	0.73702	30.12318	1818.553
5568	5570	35	0.10909	10	3	3.00	2	3	21109	0.21389	0.70391	30.60238	2302.781
5568	5776	25	0.11147	10	5	1.00	1	3	1240	0.27113	0.15062	24.66810	138.2228
5570	5568	35	0.10909	10	3	3.00	3	3	22102	0.21729	0.73702	30.12318	2411.107
5570	5572	45	0.15682	10	3	3.00	2	3	21199	0.23946	0.70691	39.29288	3324.427
5570	5630	35	0.06885	10	4	3.00	3	3	17456	0.13062	0.61849	31.62879	1201.846
5570	5774	35	0.15259	10	4	3.00	2	3	17027	0.28804	0.60329	31.78539	2598.15
5572	256	25	0.10010	2	10	1.00	3	3	6389	0.24546	0.10865	24.46830	639.5389
5572	282	25	0.12863	2	10	1.00	2	3	653	0.30939	0.01110	24.94463	83.99539
5572	5570	45	0.15682	10	3	3.00	3	3	21842	0.24189	0.72834	38.89789	3425.262
5572	5574	45	0.17784	10	3	3.00	2	3	19011	0.26378	0.63396	40.45140	3380.916
5574	5572	45	0.17784	10	3	3.00	3	3	23288	0.28156	0.77656	37.89713	4141.538
5574	5576	45	0.17595	10	3	3.00	2	3	21784	0.27114	0.72641	38.93470	3832.895
5574	5626	40	0.09972	10	3	3.00	3	3	20220	0.16894	0.67427	35.41676	2016.338
5574	5728	40	0.10341	10	3	3.00	2	3	17953	0.17055	0.59866	36.37914	1856.52
5576	260	25	0.09825	2	10	1.00	3	3	2568	0.23786	0.04367	24.78354	252.306
5576	287	25	0.09753	2	10	1.00	2	3	2730	0.23625	0.04643	24.76998	266.2569
5576	5574	45	0.17595	10	3	3.00	3	3	22190	0.27298	0.73995	38.67186	3904.331
5576	5578	45	0.17028	10	3	3.00	2	3	19802	0.25502	0.66034	40.06236	3371.885
5578	287	25	0.17027	2	10	1.00	2	3	1063	0.41013	0.01808	24.90991	180.997
5578	5576	45	0.17028	10	3	3.00	2	3	22329	0.26482	0.74459	38.57913	3802.182
5578	5580	45	0.24312	10	3	3.00	2	3	18088	0.35692	0.60316	40.86856	4397.555
5578	5600	35	0.11368	10	5	1.00	3	3	3230	0.20413	0.39242	33.41371	367.1864
5580	5578	45	0.24312	10	3	3.00	3	3	20689	0.36848	0.68990	39.58727	5029.91
5580	5582	45	0.15314	10	3	3.00	3	3	27557	0.27295	0.91893	33.66269	4220.079
5580	5714	40	0.21421	10	3	3.00	2	3	12644	0.33838	0.42164	37.98319	2708.471
5580	5950	40	0.03830	10	3	3.00	3	3	22521	0.06725	0.75099	34.17657	862.5543
5582	262	25	0.07184	2	10	1.00	3	3	843	0.17292	0.01433	24.92856	60.56112
5582	294	25	0.11441	2	10	1.00	2	3	2446	0.27686	0.04160	24.79369	279.8469
5582	5580	45	0.15314	10	3	3.00	3	3	28201	0.28016	0.94042	32.79653	4318.701
5582	5584	45	0.24500	10	3	3.00	3	3	27634	0.43800	0.92151	33.56249	6770.33
5584	140	25	0.07799	2	10	1.00	1	3	3126	0.18916	0.05316	24.73701	243.7967
5584	296	25	0.15092	2	10	1.00	2	3	1291	0.36380	0.02195	24.89073	194.8377
5584	5582	45	0.24500	10	3	3.00	3	3	28356	0.45125	0.94559	32.57695	6947.22
5584	5586	45	0.11863	10	3	3.00	2	0	26621	0.20454	0.88773	34.79762	3158.049
5586	5584	45	0.11863	10	3	3.00	2	0	26885	0.20636	0.89652	34.49155	3189.368
5586	6011	45	0.15398	10	3	3.00	2	3	17092	0.22381	0.56995	41.27921	2631.826
5588	141	25	0.07456	2	10	1.00	1	0	530	0.17926	0.00902	24.95497	39.5168
5590	268	25	0.13082	2	10	1.00	3	0	319	0.31432	0.00542	24.97291	41.73158
5592	5594	40	0.33098	10	4	2.00	3	0	4418	0.50803	0.23479	39.09026	1462.27
5594	142	25	0.12059	2	10	1.00	3	3	1110	0.29051	0.01887	24.90600	133.8549
5594	268	25	0.22087	2	10	1.00	3	3	381	0.53077	0.00647	24.96769	84.15147
5594	5592	40	0.33098	10	4	2.00	3	0	3758	0.50589	0.19973	39.25523	1243.823
5594	5596	40	0.20375	10	4	2.00	3	3	5273	0.31460	0.28024	38.85914	1074.374
5596	267	25	0.10181	2	10	1.00	3	3	494	0.24474	0.00839	24.95810	50.29414
5596	5594	40	0.20375	10	4	2.00	3	3	4613	0.31315	0.24519	39.03919	939.8988
5596	5598	40	0.12584	10	4	2.00	3	3	5623	0.19480	0.29887	38.75821	707.5983
5598	5596	40	0.12584	10	4	2.00	3	3	4964	0.19387	0.26382	38.94506	624.6698
5598	5600	35	0.20699	10	5	1.00	3	3	2418	0.36595	0.29378	33.93790	500.5018
5598	5602	40	0.14226	10	3	3.00	3	3	25420	0.26624	0.84768	32.05923	3616.249
5598	5950	40	0.11518	10	3	3.00	3	3	23214	0.20485	0.77410	33.73555	2673.789
5600	261	25	0.11276	2	10	1.00	3	3	1815	0.27230	0.03087	24.84658	204.6594
5600	5578	35	0.11368	10	5	1.00	3	3	3164	0.20384	0.38435	33.46094	359.6835
5600	5598	35	0.20699	10	5	1.00	3	3	2485	0.36637	0.30185	33.89898	514.3702
5601	5607	35	0.17168	10	5	1.00	0	3	1823	0.30066	0.22145	34.26004	312.9726
5601	5608	45	0.22983	10	3	3.00	3	3	24309	0.37188	0.81062	37.08036	5586.937
5601	5610	45	0.17120	10	3	3.00	3	3	22713	0.26809	0.75739	38.31507	3888.466
5602	264	25	0.15844	2	10	1.00	3	3	2604	0.38364	0.04428	24.78053	412.5778
5602	887	20	0.14331	3	10	3.00	0	3	574	0.43021	0.00325	19.98700	82.25994
5602	5598	40	0.14226	10	3	3.00	3	3	25916	0.26998	0.86421	31.61486	3686.81

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5602	5604	40	0.27274	10	3	3.00	3	3	25709	0.51454	0.85731	31.80365	7011.873
5603	3352	45	0.06696	10	4	2.00	0	3	4319	0.09130	0.22953	44.00520	289.2002
5603	5609	45	0.10301	10	4	2.00	0	3	4429	0.14056	0.23540	43.97324	456.2313
5604	5602	40	0.27274	10	3	3.00	3	3	26205	0.52211	0.87384	31.34250	7147.152
5604	5606	40	0.04619	10	3	3.00	3	3	24487	0.08444	0.81654	32.82449	1131.055
5604	5628	40	0.13374	10	4	2.00	3	3	3762	0.20442	0.19993	39.25431	503.1299
5605	890	20	0.14493	3	10	3.00	0	3	67	0.43482	0.00038	19.99849	9.71031
5605	891	20	0.11545	3	10	3.00	0	3	456	0.34652	0.00258	19.98967	52.6452
5605	5611	35	0.23971	10	5	1.00	0	3	796	0.41422	0.09665	34.72285	190.8092
5605	5623	35	0.18396	10	5	1.00	0	3	786	0.31784	0.09554	34.72653	144.5926
5606	263	25	0.15418	2	10	1.00	3	3	241	0.37034	0.00411	24.97949	37.15738
5606	5604	40	0.04619	10	3	3.00	3	3	25332	0.08625	0.84475	32.13514	1170.085
5606	5608	40	0.16718	10	3	3.00	3	3	24248	0.30391	0.80858	33.00641	4053.781
5607	5601	35	0.17168	10	5	1.00	0	3	1832	0.30070	0.22253	34.25555	314.5178
5607	5625	35	0.29920	10	5	1.00	0	3	1823	0.52399	0.22145	34.26004	545.4416
5608	5601	45	0.22983	10	3	3.00	3	3	22682	0.35969	0.75635	38.33694	5213.004
5608	5606	40	0.16718	10	3	3.00	3	3	25095	0.31021	0.83684	32.33589	4195.382
5608	25044	35	0.15319	10	4	2.00	3	3	2171	0.26519	0.11539	34.65973	332.5755
5609	890	20	0.14109	3	10	3.00	0	3	383	0.42346	0.00217	19.99131	54.03747
5609	5603	45	0.10301	10	4	2.00	0	3	4319	0.14045	0.22953	44.00520	444.9002
5609	5611	45	0.12927	10	4	2.00	0	3	4534	0.17650	0.24096	43.94260	586.1102
5610	884	20	0.08804	3	10	3.00	0	3	603	0.26431	0.00342	19.98634	53.08812
5610	5561	45	0.12542	10	3	3.00	3	3	22946	0.19725	0.76518	38.14863	2877.887
5610	5601	45	0.17120	10	3	3.00	3	3	24331	0.27716	0.81136	37.06141	4165.467
5611	893	20	0.16524	3	10	3.00	0	3	538	0.49601	0.00305	19.98780	88.89912
5611	5605	35	0.23971	10	5	1.00	0	3	813	0.41430	0.09878	34.71576	194.8842
5611	5609	45	0.12927	10	4	2.00	0	3	4421	0.17637	0.23496	43.97561	571.5027
5611	5613	45	0.09620	10	4	2.00	0	3	4057	0.13094	0.21559	44.07969	390.2834
5612	5561	45	0.13195	10	3	3.00	3	3	25885	0.22239	0.86317	35.59900	3415.526
5612	5563	45	0.10312	10	3	3.00	0	3	30355	0.21085	1.01223	29.34328	3130.208
5612	5619	45	0.09999	10	4	2.00	0	3	7428	0.13971	0.39478	42.94247	742.7257
5613	891	20	0.25134	3	10	3.00	0	3	594	0.75454	0.00337	19.98653	149.296
5613	892	20	0.08241	3	10	3.00	0	3	437	0.24735	0.00248	19.99010	36.01317
5613	3348	45	0.14192	10	4	2.00	0	3	4773	0.19409	0.25367	43.87135	677.3842
5613	5611	45	0.09620	10	4	2.00	0	3	3961	0.13086	0.21053	44.10627	381.0482
5614	270	25	0.10485	2	10	1.00	3	3	1558	0.25296	0.02650	24.86821	163.3563
5614	5557	45	0.18963	10	3	3.00	0	3	9298	0.26136	0.31007	43.53257	1763.18
5614	8906	45	0.21410	10	3	3.00	3	3	8614	0.29413	0.28725	43.67432	1844.257
5614	25041	35	0.13498	10	5	1.00	0	3	5406	0.25954	0.65667	31.20319	729.7019
5615	883	20	0.22655	3	10	3.00	0	3	1515	0.68081	0.00859	19.96571	343.2233
5615	3348	45	0.25857	10	4	2.00	0	3	5004	0.35420	0.26594	43.80088	1293.884
5615	3349	40	0.11030	10	5	1.00	0	3	474	0.16617	0.05759	39.82643	52.2822
5615	5621	45	0.08354	10	4	2.00	0	3	6529	0.11580	0.34697	43.28867	545.4327
5616	253	25	0.07651	2	10	1.00	3	3	1622	0.18465	0.02759	24.86283	124.0992
5616	5618	40	0.18035	10	3	3.00	3	3	27130	0.35597	0.90470	30.39767	4892.896
5616	8906	40	0.15428	10	3	4.00	3	3	36772	0.30962	0.91966	29.89726	5673.184
5616	13976	35	0.11304	10	5	1.00	0	3	4709	0.21137	0.57198	32.08735	532.3054
5618	5616	40	0.18035	10	3	3.00	3	3	31324	0.44262	1.04456	24.44691	5649.283
5618	5622	40	0.18271	10	3	3.00	3	3	17684	0.30052	0.58971	36.47958	3231.044
5618	5634	35	0.13129	10	4	2.00	3	3	10911	0.24606	0.57987	32.01374	1432.505
5618	15250	35	0.10915	10	4	2.00	3	3	1695	0.18849	0.09009	34.74446	185.0093
5619	880	20	0.07415	3	10	3.00	0	3	562	0.22260	0.00318	19.98727	41.6723
5619	885	20	0.16635	3	10	3.00	0	3	193	0.49915	0.00110	19.99562	32.10555
5619	5612	45	0.09999	10	4	2.00	0	3	7601	0.13994	0.40397	42.87161	760.024
5619	5621	45	0.47275	10	4	2.00	0	3	7367	0.66016	0.39153	42.96721	3482.749
5620	15250	35	0.12124	10	4	2.00	3	3	1021	0.20868	0.05424	34.85851	123.786
5620	25043	35	0.11286	10	5	1.00	0	3	2133	0.19860	0.25911	34.09803	240.7304
5620	25044	35	0.11611	10	4	2.00	3	3	1841	0.20066	0.09786	34.71884	213.7585
5621	881	20	0.23051	3	10	3.00	0	3	1678	0.69285	0.00951	19.96202	386.7958
5621	5615	45	0.08354	10	4	2.00	0	3	6345	0.11562	0.33723	43.35494	530.0613
5621	5619	45	0.47275	10	4	2.00	0	3	7550	0.66131	0.40128	42.89256	3569.263
5622	257	25	0.11802	2	10	1.00	3	3	29	0.28329	0.00050	24.99752	3.42258
5622	259	25	0.05814	2	10	1.00	3	3	3690	0.14128	0.06275	24.69012	214.5366
5622	5618	40	0.18271	10	3	3.00	3	3	21176	0.31377	0.70615	34.93897	3869.067
5622	5624	40	0.13531	10	3	3.00	3	3	17605	0.22238	0.58707	36.50866	2382.133
5623	889	20	0.05952	3	10	3.00	0	3	417	0.17865	0.00236	19.99055	24.81984
5623	5605	35	0.18396	10	5	1.00	0	3	778	0.31780	0.09446	34.73011	143.1209
5623	5625	35	0.20702	10	5	1.00	0	3	912	0.35822	0.11073	34.67561	188.8022
5624	5622	40	0.13531	10	3	3.00	3	3	21097	0.23210	0.70353	34.98015	2854.635
5624	5626	40	0.18376	10	3	3.00	3	3	19040	0.30674	0.63493	35.94450	3498.79
5624	5628	40	0.18370	10	4	2.00	3	3	3826	0.28089	0.20334	39.23874	702.8362
5624	5640	40	0.15133	10	4	2.00	3	3	6059	0.23506	0.32201	38.62729	916.9085
5625	886	20	0.05279	3	10	3.00	0	3	1430	0.15864	0.00811	19.96762	75.4897
5625	5607	35	0.29920	10	5	1.00	0	3	1832	0.52406	0.22253	34.25555	548.1344
5625	5623	35	0.20702	10	5	1.00	0	3	903	0.35818	0.10965	34.67928	186.9391
5626	256	25	0.18182	2	10	1.00	3	3	201	0.43666	0.00342	24.98294	36.54582
5626	260	25	0.14006	2	10	1.00	3	3	3652	0.34032	0.06211	24.69327	511.4991
5626	5574	40	0.09972	10	3	3.00	3	3	21418	0.17188	0.71420	34.81028	2135.803
5626	5624	40	0.18376	10	3	3.00	3	3	21779	0.31856	0.72625	34.61130	4002.109
5628	263	25	0.15865	2	10	1.00	3	3	414	0.38130	0.00705	24.96480	65.6811
5628	5604	40	0.13374	10	4	2.00	3	3	3412	0.20399	0.18131	39.33764	456.3209
5628	5624	40	0.18370	10	4	2.00	3	3	4180	0.28153	0.22217	39.15092	767.866
5630	250	25	0.16269	2	10	1.00	3	3	2279	0.39348	0.03875	24.80772	370.7705

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5630	256	25	0.14477	2	10	1.00	3	3	6018	0.35455	0.10235	24.49853	871.2259
5630	5570	35	0.06885	10	4	3.00	3	3	16586	0.12935	0.58767	31.93936	1141.946
5630	5632	35	0.20317	10	4	3.00	3	3	11583	0.36601	0.41040	33.30535	2353.318
5632	5630	35	0.20317	10	4	3.00	3	3	11484	0.36578	0.40690	33.32677	2333.204
5632	5634	35	0.14195	10	4	2.00	3	3	10134	0.26302	0.53861	32.38176	1438.521
5632	5638	40	0.14149	10	4	2.00	3	3	11755	0.23535	0.62473	36.07143	1663.215
5632	5640	40	0.14545	10	4	2.00	3	3	12214	0.24404	0.64915	35.76105	1776.526
5634	257	25	0.11674	2	10	1.00	3	3	1570	0.28168	0.02670	24.86720	183.2818
5634	5618	35	0.13129	10	4	2.00	3	3	11550	0.24867	0.61384	31.67747	1516.4
5634	5632	35	0.14195	10	4	2.00	3	3	9363	0.26038	0.49759	32.70976	1329.078
5636	139	25	0.08716	2	10	1.00	1	3	1353	0.21014	0.02300	24.88551	117.9275
5636	5638	40	0.15272	10	4	2.00	3	3	12048	0.25541	0.64031	35.87607	1839.971
5636	8914	40	0.29518	10	4	2.00	1	3	11951	0.49276	0.63514	35.94192	3527.696
5638	251	25	0.08464	2	10	1.00	3	3	2501	0.20487	0.04254	24.78912	211.6846
5638	5632	40	0.14149	10	4	2.00	3	3	12221	0.23742	0.64951	35.75623	1729.149
5638	5636	40	0.15272	10	4	2.00	3	3	11582	0.25325	0.61552	36.18276	1768.803
5640	256	25	0.17233	2	10	1.00	3	3	7438	0.42404	0.12649	24.38316	1281.791
5640	257	25	0.08739	2	10	1.00	3	3	1574	0.21085	0.02677	24.86688	137.5519
5640	5624	40	0.15133	10	4	2.00	3	3	6458	0.23582	0.34324	38.50152	977.2891
5640	5632	40	0.14545	10	4	2.00	3	3	12421	0.24505	0.66013	35.61382	1806.634
5642	139	25	0.07317	2	10	1.00	1	3	717	0.17605	0.01219	24.93919	52.46289
5642	5564	25	0.17600	10	5	1.00	1	3	1196	0.42784	0.14523	24.68204	210.496
5642	5644	30	0.13375	10	5	1.00	1	3	1577	0.27232	0.19162	29.46889	210.9238
5644	1294	25	0.12133	2	10	1.00	1	3	198	0.29139	0.00337	24.98315	24.02334
5644	5642	30	0.13375	10	5	1.00	1	3	1764	0.27304	0.21434	29.39085	235.935
5644	5646	30	0.15378	10	5	1.00	1	3	1287	0.31188	0.15629	29.58393	197.9149
5644	8916	30	0.17770	10	5	1.00	1	3	1644	0.36215	0.19969	29.44155	292.1388
5646	135	25	0.09258	2	10	1.00	1	3	23	0.22221	0.00039	24.99806	2.12934
5646	136	25	0.08977	2	10	1.00	1	3	554	0.21586	0.00943	24.95296	49.73258
5646	5560	25	0.06705	10	5	1.00	1	3	761	0.16213	0.09239	24.81207	51.02505
5646	5644	30	0.15378	10	5	1.00	1	3	1414	0.31241	0.17181	29.53431	217.4449
5648	212	25	0.07625	2	10	1.00	4	3	164	0.18310	0.00279	24.98607	12.505
5648	221	25	0.07684	2	10	1.00	4	3	1760	0.18553	0.02993	24.85126	135.2384
5648	5650	45	0.27108	10	3	3.00	4	3	31264	0.58882	1.04254	27.62300	8475.045
5648	8748	45	0.07437	10	3	3.00	4	3	28993	0.14108	0.96683	31.62950	2156.209
5650	211	25	0.10824	2	10	1.00	4	3	7708	0.26659	0.13109	24.36132	834.3139
5650	1230	25	0.17834	2	10	1.00	4	3	4042	0.43390	0.06873	24.66099	720.8503
5650	5648	45	0.27108	10	3	3.00	4	3	29218	0.52003	0.97431	31.27720	7920.415
5650	5651	45	0.18906	10	3	3.00	4	3	31921	0.43138	1.06445	26.29560	6034.984
5651	5650	45	0.18906	10	3	3.00	4	3	29875	0.37573	0.99622	30.19007	5648.168
5651	5652	45	0.02496	10	3	3.00	4	3	31921	0.05694	1.06445	26.29560	796.7482
5652	5554	35	0.21258	10	6	2.00	4	3	8597	0.37997	0.36553	33.56780	1827.55
5652	5651	45	0.02496	10	3	3.00	4	3	29875	0.04960	0.99622	30.19007	745.68
5652	5653	45	0.03519	10	3	3.00	4	3	27493	0.06257	0.91680	33.74442	967.4787
5653	5652	45	0.03519	10	3	3.00	4	3	24105	0.05668	0.80383	37.25122	848.255
5653	5655	45	0.11154	10	3	3.00	4	3	27493	0.19832	0.91680	33.74442	3066.569
5653	5659	25	0.03000	10	6	1.00	4	0	12012	0.11234	1.02142	16.02075	360.36
5654	5655	35	0.04326	10	6	1.00	4	3	12759	0.13346	1.08492	19.44990	551.9543
5654	5657	35	0.07908	10	6	1.00	4	3	4031	0.14083	0.34280	33.69116	318.7715
5655	3459	45	0.14923	10	3	3.00	4	3	30512	0.30816	1.01748	29.05605	4553.306
5655	5653	45	0.11154	10	3	3.00	4	3	36117	0.38015	1.20439	17.60453	4028.49
5655	5654	35	0.04326	10	6	1.00	4	3	4031	0.07705	0.34280	33.69116	174.3811
5655	5656	35	0.13791	10	6	1.00	4	0	2467	0.24118	0.20977	34.30795	340.224
5656	25169	63	0.02821	10	1	3.00	4	0	59785	0.03372	0.84729	50.19609	1686.535
5657	5656	63	0.21178	10	1	3.00	4	0	57318	0.24669	0.81233	51.50831	12138.81
5658	5652	35	0.13228	10	6	1.00	4	3	9939	0.28235	0.84516	28.10894	1314.731
5658	5659	63	0.10065	10	1	3.00	4	0	48714	0.10968	0.69040	55.05728	4903.064
5659	5554	63	0.23154	10	1	3.00	4	0	60726	0.27980	0.86063	49.65169	14060.5
5660	328	25	0.22084	2	10	1.00	1	3	4123	0.53745	0.07012	24.65423	910.5233
5660	5663	40	0.17742	10	3	2.00	1	3	21013	0.44169	1.05105	24.10166	3728.126
5660	6003	40	0.06367	10	3	2.00	6	3	6264	0.09878	0.31333	38.67716	398.8289
5660	9079	45	0.24798	10	3	2.00	6	3	19203	0.46614	0.96051	31.91926	4761.96
5661	3470	45	0.10761	11	3	3.00	0	0	13778	0.15225	0.45945	42.41026	1482.651
5662	8752	45	0.12310	10	3	3.00	4	3	27371	0.21788	0.91273	33.89917	3369.37
5662	8754	45	0.19593	10	3	3.00	4	3	26596	0.33755	0.88689	34.82626	5210.954
5662	8884	30	0.05046	10	5	1.00	4	3	3270	0.10580	0.39728	28.61561	165.0042
5663	5660	40	0.17742	10	3	2.00	1	3	21073	0.44469	1.05408	23.93914	3738.772
5663	9089	40	0.08447	10	3	2.00	1	3	21013	0.21029	1.05105	24.10166	1774.968
5664	95	25	0.11480	2	10	1.00	1	3	2628	0.27799	0.04469	24.77851	301.6944
5664	96	25	0.03983	2	10	1.00	1	3	1917	0.09621	0.03261	24.83801	76.35411
5664	5666	40	0.13585	10	3	3.00	1	3	23970	0.24543	0.79933	33.21100	3256.325
5664	8934	40	0.22011	10	3	2.00	1	3	21858	0.60720	1.09333	21.74978	4811.164
5666	5664	40	0.13585	10	3	3.00	1	3	23669	0.24385	0.78928	33.42561	3215.434
5666	5668	40	0.11856	10	3	3.00	1	3	32246	0.31241	1.07531	22.77012	3823.086
5666	5764	40	0.07841	10	3	2.00	1	3	17272	0.14877	0.86394	31.62233	1354.298
5666	5864	40	0.14736	10	3	2.00	1	3	20539	0.34900	1.02739	25.33445	3026.627
5668	108	25	0.03900	2	10	1.00	1	3	1310	0.09402	0.02228	24.88908	51.09
5668	5666	40	0.11856	10	3	3.00	1	3	32304	0.31389	1.07723	22.66254	3829.962
5668	5670	40	0.07275	10	3	3.00	1	3	32239	0.19159	1.07508	22.78327	2345.387
5670	105	25	0.23242	2	10	1.00	1	3	422	0.55860	0.00717	24.96420	98.08124
5670	109	25	0.30678	2	10	1.00	1	3	239	0.73687	0.00406	24.97971	73.32042
5670	5668	40	0.07275	10	3	3.00	1	3	32226	0.19138	1.07463	22.80864	2344.442
5670	5672	40	0.29643	10	3	3.00	1	3	31997	0.76554	1.06700	23.23271	9484.871

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5671	110	25	0.10410	2	10	1.00	1	3	941	0.25064	0.01601	24.92023	97.9581
5671	5672	25	0.16083	10	5	1.00	1	3	1288	0.39142	0.15640	24.65298	207.149
5671	5673	25	0.08666	10	5	1.00	1	3	1297	0.21093	0.15754	24.64999	112.398
5672	5670	40	0.29643	10	3	3.00	1	3	31983	0.76465	1.06651	23.25985	9480.721
5672	5671	25	0.16083	10	5	1.00	1	3	1422	0.39211	0.17273	24.60942	228.7003
5672	5951	30	0.11606	10	5	1.00	1	3	3137	0.24266	0.38103	28.69721	364.0802
5672	10903	40	0.25324	10	3	3.00	1	0	34480	0.82021	1.14978	18.52527	8731.715
5673	5671	25	0.08666	10	5	1.00	1	3	1162	0.21057	0.14121	24.69237	100.6989
5673	5677	25	0.15881	10	5	1.00	1	3	670	0.38364	0.08133	24.83783	106.4027
5673	5839	25	0.24280	10	5	1.00	1	3	627	0.58625	0.07620	24.84961	152.2356
5674	5675	63	0.25736	10	1	3.00	1	0	87644	0.65984	1.24213	23.40216	22556.06
5674	5931	30	0.23199	10	6	2.00	1	3	16154	0.52672	0.68681	26.42598	3747.566
5674	7140	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
5675	5676	63	0.25991	10	1	3.00	1	0	90662	0.75128	1.28489	20.75708	23563.96
5676	13887	63	0.08812	23	1	4.00	901	0	104590	0.15757	1.11171	33.55524	9216.471
5677	111	25	0.07187	2	10	1.00	1	3	807	0.17297	0.01372	24.93159	57.99909
5677	5673	25	0.15881	10	5	1.00	1	3	627	0.38346	0.07612	24.84980	99.57387
5677	5678	25	0.15292	10	5	1.00	1	3	971	0.37070	0.11795	24.75067	148.4853
5678	5677	25	0.15292	10	5	1.00	1	3	928	0.37051	0.11274	24.76341	141.9098
5678	5679	25	0.11185	10	5	1.00	1	3	1371	0.27252	0.16657	24.62602	153.3464
5678	5681	25	0.13108	10	5	1.00	1	3	1131	0.31839	0.13735	24.70220	148.2515
5679	1298	25	0.07411	2	10	1.00	1	3	356	0.17807	0.00606	24.96972	26.38316
5679	5678	25	0.11185	10	5	1.00	1	3	1314	0.27232	0.15967	24.64438	146.9709
5679	5760	25	0.19845	10	5	1.00	1	3	1588	0.48494	0.19288	24.55389	315.1386
5680	5682	45	0.19018	10	3	3.00	2	0	19636	0.28422	0.65478	40.14692	3734.374
5680	6011	45	0.15407	10	3	3.00	2	3	15884	0.22153	0.52967	41.72938	2447.248
5680	9564	35	0.01705	10	5	1.00	3	3	3378	0.03071	0.41041	33.30529	57.5949
5680	9570	35	0.01155	10	5	1.00	3	0	1305	0.02009	0.15848	34.50652	15.07275
5681	5678	25	0.13108	10	5	1.00	1	3	1145	0.31845	0.13904	24.69791	150.0866
5681	5683	25	0.29881	10	5	1.00	1	3	1131	0.72579	0.13735	24.70220	337.9541
5682	5680	45	0.19018	10	3	3.00	2	0	18930	0.28181	0.63124	40.48978	3600.107
5682	5684	45	0.18731	10	3	3.00	2	0	19117	0.27818	0.63749	40.40106	3580.805
5682	5702	40	0.09186	10	3	2.00	2	0	10341	0.14812	0.51727	37.20768	949.9243
5682	5740	40	0.20772	10	3	2.00	2	0	11485	0.34011	0.57446	36.64494	2385.664
5683	113	25	0.17314	2	10	1.00	1	3	1388	0.41749	0.02361	24.88251	240.3183
5683	5681	25	0.29881	10	5	1.00	1	3	1145	0.72592	0.13904	24.69791	342.1375
5683	5685	25	0.13283	10	5	1.00	1	3	356	0.31977	0.04325	24.92296	47.28748
5684	305	25	0.06728	2	10	1.00	2	3	2506	0.16285	0.04262	24.78869	168.6037
5684	5682	45	0.18731	10	3	3.00	2	0	18879	0.27740	0.62954	40.51361	3536.225
5684	5686	45	0.13024	10	3	3.00	2	3	18955	0.19305	0.63209	40.47779	2468.699
5685	5683	25	0.13283	10	5	1.00	1	3	358	0.31977	0.04350	24.92242	47.55314
5685	5687	25	0.35117	10	5	1.00	1	3	356	0.84540	0.04325	24.92296	125.0165
5685	5759	25	0.17623	10	5	1.00	1	3	0	0.42272	0.00000	25.01345	0
5686	5684	45	0.13024	10	3	3.00	2	3	18709	0.19251	0.62389	40.59199	2436.66
5686	5688	45	0.07275	10	3	3.00	2	3	18955	0.10784	0.63209	40.47778	1378.976
5687	5685	25	0.35117	10	5	1.00	1	3	358	0.84542	0.04350	24.92241	125.7189
5687	5689	25	0.21646	10	5	1.00	1	3	644	0.52275	0.07821	24.84501	139.4002
5687	5823	25	0.17284	10	5	1.00	1	3	292	0.41582	0.03549	24.93966	50.46928
5688	5686	45	0.07275	10	3	3.00	2	3	18709	0.10754	0.62389	40.59200	1361.08
5688	5690	45	0.08033	10	3	3.00	2	3	27870	0.14494	0.92937	33.25083	2238.797
5688	5705	40	0.16832	10	4	1.00	2	3	7131	0.29661	0.75795	34.04742	1200.29
5688	5726	40	0.12822	10	3	2.00	2	3	16883	0.23935	0.84447	32.14227	2164.738
5689	115	25	0.11036	2	10	1.00	1	3	186	0.26504	0.00316	24.98421	20.52696
5689	5687	25	0.21646	10	5	1.00	1	3	615	0.52258	0.07470	24.85304	133.1229
5689	5824	20	0.13375	10	5	1.00	1	3	840	0.40465	0.10206	19.83134	112.35
5690	304	25	0.08788	2	10	1.00	2	3	422	0.21121	0.00718	24.96417	37.08536
5690	5688	45	0.08033	10	3	3.00	2	3	27486	0.14278	0.91655	33.75401	2207.95
5690	5692	45	0.22805	9	3	3.00	100	3	27915	0.41226	0.93088	33.18969	6366.016
5692	125	25	0.30468	1	10	1.00	100	0	325	0.73205	0.00554	24.97235	99.021
5692	5690	45	0.22805	9	3	3.00	100	3	27529	0.40605	0.91801	33.69796	6277.988
5692	5694	45	0.16080	9	3	3.00	100	3	27732	0.28855	0.92476	33.43478	4459.306
5694	309	25	0.06432	2	10	1.00	2	3	247	0.15450	0.00420	24.97901	15.88704
5694	5692	45	0.16080	9	3	3.00	100	3	27346	0.28433	0.91189	33.93090	4397.237
5694	5696	45	0.13543	9	3	3.00	100	3	27678	0.24253	0.92296	33.50565	3748.432
5696	5694	45	0.13543	9	3	3.00	100	3	27292	0.23901	0.91009	33.99830	3696.156
5696	5698	45	0.27524	9	3	3.00	100	0	26732	0.47631	0.89141	34.67094	7357.716
5696	5712	40	0.18445	10	5	1.00	2	0	3439	0.29116	0.41781	38.01073	634.3236
5696	5742	40	0.38152	9	4	1.00	100	0	6943	0.66525	0.73798	34.40968	2648.893
5698	5696	45	0.27524	9	3	3.00	100	0	26441	0.47182	0.88172	35.00098	7277.621
5701	306	25	0.14301	2	10	1.00	2	3	521	0.34384	0.00886	24.95576	74.50821
5701	5703	35	0.17604	10	5	1.00	2	3	368	0.30275	0.04468	34.88781	64.78272
5701	5704	35	0.16579	10	5	1.00	2	3	894	0.28681	0.10859	34.68285	148.2163
5702	305	25	0.16686	2	10	1.00	2	0	186	0.40072	0.00316	24.98420	31.03596
5702	5682	40	0.09186	10	3	2.00	2	0	10422	0.14827	0.52133	37.17049	957.3649
5702	5704	40	0.06310	10	3	2.00	2	0	10503	0.10195	0.52537	37.13306	662.7393
5703	306	25	0.08804	2	10	1.00	2	3	265	0.21149	0.00451	24.97747	23.3306
5703	307	25	0.12663	2	10	1.00	2	3	365	0.30429	0.00621	24.96899	46.21995
5703	5701	35	0.17604	10	5	1.00	2	3	371	0.30276	0.04511	34.88648	65.31084
5703	5705	35	0.09082	10	5	1.00	2	3	411	0.15627	0.04989	34.87189	37.32702
5704	616	20	0.03096	1	10	3.00	100	0	2121	0.09311	0.01202	19.95203	65.66616
5704	3364	40	0.38466	10	4	2.00	2	0	8185	0.60921	0.43503	37.88515	3148.442
5704	5701	35	0.16579	10	5	1.00	2	3	889	0.28679	0.10799	34.68489	147.3873
5704	5702	40	0.06310	10	3	2.00	2	0	10592	0.10207	0.52981	37.09154	668.3552

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5705	308	25	0.30354	2	10	1.00	2	3	575	0.72992	0.00978	24.95119	174.5355
5705	5688	40	0.16832	10	4	1.00	2	3	7142	0.29682	0.75918	34.02433	1202.141
5705	5703	35	0.09082	10	5	1.00	2	3	414	0.15627	0.05033	34.87056	37.59948
5705	5706	40	0.13715	10	4	1.00	2	3	6498	0.23392	0.69066	35.17730	891.2007
5706	307	25	0.09852	2	10	1.00	2	3	146	0.23655	0.00248	24.98760	14.38392
5706	5705	40	0.13715	10	4	1.00	2	3	6513	0.23408	0.69226	35.15311	893.258
5706	5708	40	0.07990	10	4	1.00	2	3	6630	0.13711	0.70469	34.96197	529.737
5708	5706	40	0.07990	10	4	1.00	2	3	6646	0.13722	0.70644	34.93435	531.0154
5708	5710	40	0.33606	10	5	1.00	2	3	2772	0.52318	0.33668	38.54103	931.5583
5708	9560	40	0.13206	10	4	1.00	2	3	8631	0.26435	0.91741	29.97414	1139.81
5710	310	25	0.14042	2	10	1.00	2	3	413	0.33748	0.00703	24.96490	57.99346
5710	5708	40	0.33606	10	5	1.00	2	3	2671	0.52220	0.32451	38.61279	897.6163
5710	5712	40	0.25884	10	5	1.00	2	0	2668	0.40218	0.32414	38.61496	690.5851
5712	311	25	0.07167	2	10	1.00	2	0	132	0.17209	0.00225	24.98875	9.46044
5712	312	25	0.33594	2	10	1.00	2	0	908	0.80874	0.01545	24.92300	305.0335
5712	5696	40	0.18445	10	5	1.00	2	0	3540	0.29183	0.42998	37.92251	652.953
5712	5710	40	0.25884	10	5	1.00	2	0	2568	0.40146	0.31197	38.68485	664.7011
5714	5580	40	0.21421	10	3	3.00	2	3	13309	0.33985	0.44381	37.81910	2850.921
5714	5716	40	0.20176	10	3	2.00	2	3	10294	0.32517	0.51490	37.22920	2076.917
5714	9562	35	0.02292	10	5	1.00	3	3	1508	0.03996	0.18316	34.41331	34.56336
5714	9563	35	0.02111	10	5	1.00	3	3	2987	0.03771	0.36286	33.58261	63.05557
5716	290	25	0.09375	2	10	1.00	2	3	127	0.22510	0.00216	24.98919	11.90625
5716	298	25	0.22804	2	10	1.00	2	3	645	0.54849	0.01097	24.94525	147.0858
5716	5714	40	0.20176	10	3	2.00	2	3	10926	0.32780	0.54650	36.93083	2204.43
5716	5718	40	0.09191	10	3	2.00	2	3	9985	0.14758	0.49947	37.36631	917.7214
5718	5716	40	0.09191	10	3	2.00	2	3	10600	0.14869	0.53024	37.08750	974.246
5718	5720	40	0.13413	10	3	2.00	2	3	18608	0.27275	0.93079	29.50540	2495.891
5718	5736	40	0.13367	10	3	2.00	2	3	17003	0.25075	0.85050	31.98539	2272.791
5718	5738	40	0.12259	10	3	2.00	2	3	10276	0.19752	0.51400	37.23736	1259.735
5720	5718	40	0.13413	10	3	2.00	2	3	19188	0.28334	0.95977	28.40253	2573.686
5720	5722	40	0.17726	10	3	2.00	2	3	16330	0.32408	0.81681	32.81823	2894.656
5720	5816	30	0.14740	10	5	1.00	2	3	3220	0.30872	0.39118	28.64657	474.628
5722	299	25	0.32974	2	10	1.00	2	3	248	0.79203	0.00421	24.97896	81.77552
5722	300	25	0.05279	2	10	1.00	2	3	514	0.12693	0.00875	24.95633	27.13406
5722	301	25	0.13224	2	10	1.00	2	3	237	0.31762	0.00403	24.97985	31.34088
5722	5720	40	0.17726	10	3	2.00	2	3	16348	0.32429	0.81774	32.79675	2897.846
5722	5724	40	0.14076	10	3	2.00	2	3	15887	0.25353	0.79467	33.31153	2236.254
5724	5722	40	0.14076	10	3	2.00	2	3	15981	0.25431	0.79939	33.20965	2249.486
5724	5726	40	0.17282	10	3	2.00	2	3	17315	0.32853	0.86609	31.56243	2992.378
5724	5812	25	0.16652	10	5	1.00	2	3	2188	0.41057	0.26574	24.33446	364.3458
5726	302	25	0.15229	2	10	1.00	2	3	234	0.36579	0.00398	24.98012	35.63586
5726	303	25	0.08860	2	10	1.00	2	3	82	0.21269	0.00140	24.99302	7.2652
5726	304	25	0.09073	2	10	1.00	2	3	304	0.21798	0.00517	24.97418	27.58192
5726	5688	40	0.12822	10	3	2.00	2	3	17010	0.24058	0.85082	31.97709	2181.022
5726	5724	40	0.17282	10	3	2.00	2	3	17189	0.32674	0.85982	31.73564	2970.603
5728	287	25	0.20307	2	10	1.00	2	3	30	0.48742	0.00052	24.99741	6.0921
5728	5574	40	0.10341	10	3	3.00	2	3	20625	0.17616	0.68779	35.22010	2132.831
5728	5730	40	0.14635	10	3	2.00	2	3	17994	0.28745	0.90006	30.54709	2633.422
5728	5780	30	0.09678	10	5	1.00	2	3	1605	0.19713	0.19494	29.45770	155.3319
5730	283	25	0.08384	2	10	1.00	2	3	980	0.20187	0.01667	24.91694	82.1632
5730	5728	40	0.14635	10	3	2.00	2	3	18573	0.29696	0.92901	29.56924	2718.159
5730	5732	40	0.15968	10	3	2.00	2	3	17277	0.30304	0.86419	31.61527	2758.791
5732	288	25	0.09670	2	10	1.00	2	3	876	0.23277	0.01489	24.92575	84.7092
5732	5730	40	0.15968	10	3	2.00	2	3	17856	0.31142	0.89314	30.76513	2851.246
5732	5734	40	0.19760	10	3	2.00	2	3	16794	0.36757	0.84005	32.25526	3318.494
5734	291	25	0.13343	2	10	1.00	2	3	355	0.32061	0.00604	24.96985	47.36765
5734	5732	40	0.19760	10	3	2.00	2	3	17373	0.37661	0.86899	31.48077	3432.905
5734	5736	40	0.12719	10	3	2.00	2	3	16619	0.23501	0.83129	32.47321	2113.771
5736	290	25	0.07633	2	10	1.00	2	3	100	0.18324	0.00169	24.99153	7.633
5736	292	25	0.12502	2	10	1.00	2	3	280	0.30034	0.00476	24.97625	35.0056
5736	5718	40	0.13367	10	3	2.00	2	3	16418	0.24516	0.82124	32.71463	2194.594
5736	5734	40	0.12719	10	3	2.00	2	3	17195	0.24053	0.86012	31.72746	2187.032
5738	300	25	0.24729	2	10	1.00	2	3	112	0.59372	0.00191	24.99047	27.69648
5738	5718	40	0.12259	10	3	2.00	2	3	10897	0.19908	0.54504	36.94513	1335.863
5738	5740	40	0.18839	10	3	2.00	2	3	10380	0.30394	0.51921	37.18999	1955.488
5740	298	25	0.12022	2	10	1.00	2	3	564	0.28909	0.00959	24.95213	67.80408
5740	299	25	0.15714	2	10	1.00	2	3	948	0.37836	0.01613	24.91962	148.9687
5740	5682	40	0.20772	10	3	2.00	2	0	10936	0.33753	0.54702	36.92572	2271.626
5740	5738	40	0.18839	10	3	2.00	2	3	11002	0.30639	0.55034	36.89286	2072.667
5742	5696	40	0.38152	9	4	1.00	100	0	6748	0.65852	0.71721	34.76133	2574.497
5742	5744	40	0.40841	10	4	1.00	2	0	6907	0.71078	0.73416	34.47627	2820.888
5744	120	25	0.15757	1	10	1.00	100	3	599	0.37895	0.01019	24.94913	94.38443
5744	121	25	0.13327	2	10	1.00	1	3	0	0.31985	0.00000	25.00000	0
5744	5742	40	0.40841	10	4	1.00	2	0	6714	0.70377	0.71365	34.81919	2742.065
5744	5746	40	0.25253	10	4	1.00	1	3	7617	0.45939	0.80966	32.98193	1923.521
5744	6009	40	0.19118	10	4	1.00	2	3	551	0.28805	0.05857	39.82296	105.3402
5746	5744	40	0.25253	10	4	1.00	1	3	7404	0.45264	0.78696	33.47403	1869.732
5746	5748	40	0.12412	10	3	1.00	1	3	10392	0.30141	1.03958	24.70868	1289.855
5746	5824	35	0.12777	10	3	1.00	1	3	13475	0.85012	1.34807	9.01752	1721.701
5748	117	25	0.04633	2	10	1.00	1	3	403	0.11133	0.00685	24.96580	18.67099
5748	5746	40	0.12412	10	3	1.00	1	3	10449	0.30513	1.04531	24.40768	1296.93
5748	5750	40	0.25258	10	3	1.00	1	3	10519	0.63057	1.05232	24.03363	2656.889
5750	5748	40	0.25258	10	3	1.00	1	3	10576	0.63881	1.05805	23.72378	2671.286

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5750	5752	40	0.26736	10	3	2.00	1	3	12247	0.44292	0.61259	36.21762	3274.358
5750	5820	30	0.03946	10	5	1.00	1	3	3602	0.08336	0.43755	28.39975	142.1349
5750	5822	25	0.14621	10	5	1.00	1	3	796	0.35371	0.09675	24.80180	116.3832
5752	114	25	0.22128	2	10	1.00	1	3	1408	0.53362	0.02394	24.88086	311.5622
5752	5750	40	0.26736	10	3	2.00	1	3	12521	0.44496	0.62633	36.05185	3347.615
5752	5754	40	0.15461	10	3	2.00	1	3	13655	0.26287	0.68301	35.29053	2111.2
5754	5752	40	0.15461	10	3	2.00	1	3	13929	0.26441	0.69674	35.08506	2153.563
5754	5756	40	0.11484	10	3	2.00	1	3	14876	0.20088	0.74411	34.30109	1708.36
5754	5766	35	0.26980	10	4	2.00	1	3	18199	0.65839	0.96721	24.58686	4910.09
5756	5754	40	0.11484	10	3	2.00	1	3	15749	0.20595	0.78779	33.45681	1808.615
5756	5757	25	0.11877	10	5	1.00	1	3	1237	0.28888	0.15030	24.66892	146.9185
5756	22227	40	0.09733	10	3	2.00	1	3	13779	0.16591	0.68924	35.19855	1341.11
5757	5756	25	0.11877	10	5	1.00	1	3	1225	0.28883	0.14887	24.67265	145.4933
5757	5759	25	0.41705	10	5	1.00	1	3	1237	1.01434	0.15030	24.66892	515.8909
5758	5760	40	0.17785	10	3	2.00	1	3	13843	0.30358	0.69242	35.15072	2461.978
5758	22227	40	0.09403	10	3	2.00	1	3	14103	0.16142	0.70543	34.95037	1326.105
5758	22228	25	0.01526	10	5	1.00	1	3	1019	0.03702	0.12378	24.73628	15.54994
5759	113	25	0.13622	2	10	1.00	1	3	1237	0.32829	0.02104	24.89523	168.5041
5759	5685	25	0.17623	10	5	1.00	1	3	0	0.42272	0.00000	25.01345	0
5759	5757	25	0.41705	10	5	1.00	1	3	1225	1.01419	0.14887	24.67266	510.8863
5760	5679	25	0.19845	10	5	1.00	1	3	1531	0.48456	0.18597	24.57315	303.827
5760	5758	40	0.17785	10	3	2.00	1	3	14723	0.30987	0.73643	34.43678	2618.486
5760	5762	40	0.15895	10	3	2.00	1	3	14917	0.27833	0.74612	34.26493	2371.057
5762	5760	40	0.15895	10	3	2.00	1	3	15740	0.28497	0.78729	33.46717	2501.873
5762	5764	40	0.17415	10	3	2.00	1	3	16348	0.31860	0.81774	32.79671	2847.004
5762	5834	30	0.13791	10	5	1.00	1	3	4744	0.30123	0.57633	27.46884	654.245
5762	5836	30	0.04413	10	5	1.00	1	3	978	0.08915	0.11884	29.69819	43.15914
5764	97	25	0.10917	2	10	1.00	1	3	713	0.26264	0.01212	24.93954	77.83821
5764	108	25	0.11802	2	10	1.00	1	3	346	0.28359	0.00589	24.97059	40.83492
5764	5666	40	0.07841	10	3	2.00	1	3	16246	0.14293	0.81264	32.91427	1273.849
5764	5762	40	0.17415	10	3	2.00	1	3	17303	0.33088	0.86548	31.57942	3013.317
5766	5754	35	0.26980	10	4	2.00	1	3	17600	0.63059	0.93539	25.67100	4748.48
5766	5768	35	0.08409	10	4	2.00	1	3	16794	0.18731	0.89253	26.93601	1412.207
5766	5798	34	0.22955	10	5	1.00	1	3	3057	0.42279	0.37133	32.57720	701.7344
5768	90	25	0.12064	2	10	1.00	1	3	289	0.28983	0.00491	24.97545	34.86496
5768	131	25	0.15494	2	10	1.00	1	3	127	0.37201	0.00216	24.98920	19.67738
5768	5766	35	0.08409	10	4	2.00	1	3	16865	0.18804	0.89633	26.83219	1418.178
5768	5770	35	0.16652	10	4	2.00	1	3	16793	0.37091	0.89250	26.93685	2796.37
5770	5768	35	0.16652	10	4	2.00	1	3	16842	0.37188	0.89507	26.86668	2804.53
5770	5772	35	0.06521	10	4	2.00	1	3	16989	0.14682	0.90290	26.64906	1107.853
5770	5782	30	0.17788	10	5	1.00	1	3	627	0.35791	0.07618	29.81960	111.5308
5772	5770	35	0.06521	10	4	2.00	1	3	17002	0.14693	0.90360	26.62925	1108.7
5772	5800	35	0.05186	10	4	2.00	1	3	16814	0.11564	0.89358	26.90734	871.974
5772	5854	23	0.17425	10	5	1.00	1	3	633	0.45736	0.07693	22.86011	110.3003
5774	5570	35	0.15259	10	4	3.00	2	3	18247	0.29231	0.64652	31.32116	2784.31
5774	5776	30	0.07754	10	5	1.00	1	3	739	0.15622	0.08973	29.78199	57.30206
5774	5778	30	0.11029	10	5	1.00	2	3	2684	0.22856	0.32603	28.95294	296.0184
5774	5802	35	0.12070	10	4	2.00	1	3	16456	0.26426	0.87457	27.40610	1986.239
5776	85	25	0.21194	2	10	1.00	1	3	739	0.50993	0.01257	24.93731	156.6237
5776	5568	25	0.11147	10	5	1.00	1	3	583	0.26902	0.07088	24.86173	64.98701
5776	5774	30	0.07754	10	5	1.00	1	3	1451	0.15760	0.17622	29.51996	112.5105
5778	281	25	0.03272	2	10	1.00	2	3	3010	0.07933	0.05119	24.74666	98.4872
5778	5774	30	0.11029	10	5	1.00	2	3	2402	0.22742	0.29179	29.09774	264.9166
5778	5780	30	0.15710	10	5	1.00	2	3	1024	0.31758	0.12445	29.68154	160.8704
5780	282	25	0.04021	2	10	1.00	2	3	1151	0.09687	0.01958	24.90249	46.28171
5780	5728	30	0.09678	10	5	1.00	2	3	1029	0.19566	0.12496	29.68002	99.58662
5780	5778	30	0.15710	10	5	1.00	2	3	743	0.31652	0.09021	29.78063	116.7253
5782	132	25	0.08811	2	10	1.00	1	3	139	0.21156	0.00236	24.98822	12.24729
5782	5770	30	0.17788	10	5	1.00	1	3	662	0.35806	0.08047	29.80779	117.7566
5782	5784	30	0.11645	10	5	1.00	2	3	568	0.23414	0.06896	29.83930	66.1436
5784	284	25	0.16193	2	10	1.00	2	3	156	0.38884	0.00266	24.98673	25.26108
5784	5782	30	0.11645	10	5	1.00	2	3	603	0.23424	0.07326	29.82760	70.21935
5784	5786	30	0.23615	10	5	1.00	2	3	467	0.47432	0.05672	29.87214	110.2821
5786	285	25	0.15307	2	10	1.00	2	3	496	0.36799	0.00844	24.95789	75.92272
5786	5784	30	0.23615	10	5	1.00	2	3	502	0.47450	0.06102	29.86068	118.5473
5786	5788	34	0.39286	10	5	1.00	2	3	337	0.69529	0.04096	33.90197	132.3938
5788	5786	34	0.39286	10	5	1.00	2	3	373	0.69555	0.04526	33.88930	146.5368
5788	5790	34	0.13769	10	5	1.00	2	3	2803	0.25233	0.34055	32.74014	385.9451
5788	5814	30	0.06186	10	5	1.00	2	3	3594	0.13067	0.43657	28.40524	222.3248
5790	130	25	0.22222	2	10	1.00	1	3	263	0.53380	0.00448	24.97764	58.44386
5790	286	25	0.12132	2	10	1.00	2	3	7	0.29117	0.00012	24.99939	0.84924
5790	5788	34	0.13769	10	5	1.00	2	3	3403	0.25548	0.41335	32.33607	468.5591
5790	5792	34	0.07462	10	5	1.00	2	3	2700	0.13649	0.32802	32.80346	201.474
5792	5790	34	0.07462	10	5	1.00	2	3	3295	0.13813	0.40029	32.41346	245.8729
5792	5794	34	0.14924	10	5	1.00	2	3	2700	0.27298	0.32802	32.80346	402.948
5794	129	25	0.04806	2	10	1.00	1	3	328	0.11548	0.00557	24.97218	15.76368
5794	5792	34	0.14924	10	5	1.00	2	3	3295	0.27626	0.40029	32.41346	491.7458
5794	5796	34	0.13627	10	5	1.00	1	3	2795	0.24969	0.33953	32.74532	380.8747
5796	5794	34	0.13627	10	5	1.00	1	3	3389	0.25277	0.41165	32.34632	461.819
5796	5798	34	0.22459	10	5	1.00	1	3	2175	0.40710	0.26426	33.10136	488.4833
5796	5804	30	0.08998	10	5	1.00	1	3	1510	0.18304	0.18347	29.49609	135.8698
5798	128	25	0.22538	2	10	1.00	1	3	389	0.54163	0.00661	24.96698	87.67282
5798	5766	34	0.22955	10	5	1.00	1	3	2387	0.41754	0.28991	32.98614	547.9359

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5798	5796	34	0.22459	10	5	1.00	1	3	2846	0.41192	0.34568	32.71372	639.1831
5800	132	25	0.13613	2	10	1.00	1	3	305	0.32706	0.00518	24.97412	41.51965
5800	5772	35	0.05186	10	4	2.00	1	3	16024	0.11128	0.85161	27.96165	831.0046
5800	5802	35	0.12374	10	4	2.00	1	3	17091	0.28023	0.90831	26.49459	2114.84
5802	133	25	0.10428	2	10	1.00	1	3	267	0.25050	0.00455	24.97728	27.84276
5802	5774	35	0.12070	10	4	2.00	1	3	17246	0.27586	0.91655	26.25307	2081.592
5802	5800	35	0.12374	10	4	2.00	1	3	16301	0.26890	0.86633	27.61116	2017.086
5804	5796	30	0.08998	10	5	1.00	1	3	1434	0.18285	0.17416	29.52666	129.0313
5804	5806	25	0.14337	10	5	1.00	1	3	2185	0.35349	0.26544	24.33542	313.2635
5804	5818	33	0.09594	10	5	1.00	1	3	2813	0.18119	0.34175	31.77122	269.8792
5806	129	25	0.05373	2	10	1.00	1	3	206	0.12905	0.00351	24.98248	11.06838
5806	5804	25	0.14337	10	5	1.00	1	3	1933	0.35210	0.23478	24.43145	277.1342
5806	5808	25	0.19601	10	5	1.00	2	3	2072	0.48241	0.25176	24.37898	406.1327
5808	119	25	0.17042	1	10	1.00	100	3	814	0.41015	0.01384	24.93099	138.7219
5808	5806	25	0.19601	10	5	1.00	2	3	1821	0.48058	0.22126	24.47202	356.9342
5808	6006	25	0.13690	10	5	1.00	2	3	1869	0.33589	0.22701	24.45491	255.8661
5810	130	25	0.13755	2	10	1.00	1	3	159	0.33029	0.00271	24.98647	21.87045
5810	301	25	0.13141	2	10	1.00	2	3	60	0.31546	0.00103	24.99487	7.8846
5810	5812	25	0.09982	10	5	1.00	2	3	2464	0.24726	0.29936	24.22216	245.9565
5810	6006	25	0.10350	10	5	1.00	2	3	2207	0.25527	0.26813	24.32673	228.4245
5812	302	25	0.15566	2	10	1.00	2	3	57	0.37366	0.00097	24.99515	8.87262
5812	5724	25	0.16652	10	5	1.00	2	3	2407	0.41207	0.29244	24.24591	400.8136
5812	5810	25	0.09982	10	5	1.00	2	3	2242	0.24633	0.27229	24.31317	223.7964
5814	291	25	0.11976	2	10	1.00	2	3	131	0.28755	0.00223	24.98886	15.68856
5814	5788	30	0.06186	10	5	1.00	2	3	3030	0.12906	0.36806	28.76029	187.4358
5814	5816	34	0.09959	10	5	1.00	2	3	3542	0.18539	0.43031	32.23201	352.7478
5816	292	25	0.03339	2	10	1.00	2	3	112	0.08017	0.00191	24.99047	3.73968
5816	293	25	0.10616	2	10	1.00	2	3	452	0.25517	0.00769	24.96163	47.98432
5816	5720	30	0.14740	10	5	1.00	2	3	3781	0.31279	0.45932	28.27425	557.3194
5816	5814	34	0.09959	10	5	1.00	2	3	2981	0.18315	0.36210	32.62718	296.8778
5818	118	25	0.03845	2	10	1.00	1	3	235	0.09236	0.00399	24.98005	9.03575
5818	5804	33	0.09594	10	5	1.00	1	3	2989	0.18181	0.36310	31.66234	286.7647
5818	5820	33	0.18827	10	5	1.00	1	3	2777	0.35531	0.33738	31.79289	522.8258
5820	116	25	0.07337	2	10	1.00	1	3	919	0.17664	0.01562	24.92213	67.42703
5820	5750	30	0.03946	10	5	1.00	1	3	3426	0.08302	0.41619	28.51672	135.19
5820	5818	33	0.18827	10	5	1.00	1	3	2953	0.35652	0.35873	31.68503	555.9613
5822	114	25	0.14642	2	10	1.00	1	3	459	0.35196	0.00780	24.96104	67.20678
5822	5750	25	0.14621	10	5	1.00	1	3	755	0.35354	0.09170	24.81369	110.3886
5822	5823	25	0.18732	10	5	1.00	1	3	766	0.45300	0.09307	24.81049	143.4871
5823	115	25	0.09224	2	10	1.00	1	3	475	0.22175	0.00808	24.95967	43.814
5823	5687	25	0.17284	10	5	1.00	1	3	323	0.41596	0.03925	24.93159	55.82732
5823	5822	25	0.18732	10	5	1.00	1	3	725	0.45279	0.08804	24.82227	135.807
5824	5689	20	0.13375	10	5	1.00	1	3	801	0.40447	0.09728	19.84043	107.1338
5824	5746	35	0.12777	10	3	1.00	1	3	13204	0.79086	1.32097	9.69314	1687.075
5824	11066	30	0.22880	23	3	1.00	901	0	14197	2.11811	1.42027	6.48137	3248.274
5826	80	25	0.07332	2	10	1.00	1	3	1105	0.17662	0.01880	24.90636	81.0186
5826	5828	30	0.10553	10	5	1.00	1	3	2699	0.21875	0.32787	28.94488	284.8255
5826	8926	25	0.06262	10	5	1.00	1	3	3726	0.15925	0.45259	23.59479	233.3221
5828	86	25	0.17035	2	10	1.00	1	3	265	0.40921	0.00450	24.97751	45.14275
5828	5826	30	0.10553	10	5	1.00	1	3	3338	0.22160	0.40553	28.57298	352.2591
5828	5830	30	0.28296	10	5	1.00	1	3	4315	0.60942	0.52417	27.85817	1220.972
5828	5840	23	0.11499	10	5	1.00	1	3	1885	0.30674	0.22904	22.49290	216.7562
5830	5828	30	0.28296	10	5	1.00	1	3	4560	0.61418	0.55397	27.64241	1290.298
5830	5832	30	0.18569	10	5	1.00	1	3	4514	0.40245	0.54837	27.68430	838.2047
5830	5838	30	0.18798	10	5	1.00	1	3	333	0.37703	0.04041	29.91493	62.59734
5832	91	25	0.09067	2	10	1.00	1	3	1124	0.21845	0.01912	24.90477	101.9131
5832	5830	30	0.18569	10	5	1.00	1	3	4732	0.40543	0.57482	27.48087	878.6851
5832	5834	30	0.18550	10	5	1.00	1	3	4502	0.40187	0.54691	27.69511	835.121
5834	98	25	0.20522	2	10	1.00	1	3	479	0.49334	0.00815	24.95933	98.30038
5834	5762	30	0.13791	10	5	1.00	1	3	4521	0.29895	0.54924	27.67783	623.4911
5834	5832	30	0.18550	10	5	1.00	1	3	4720	0.40483	0.57336	27.49249	875.56
5836	5762	30	0.04413	10	5	1.00	1	3	1070	0.08925	0.12996	29.66503	47.2191
5836	5837	25	0.06777	10	5	1.00	1	3	978	0.16431	0.11884	24.74849	66.27906
5837	109	25	0.18827	2	10	1.00	1	3	443	0.45253	0.00753	24.96239	83.40361
5837	5836	25	0.06777	10	5	1.00	1	3	1070	0.16449	0.12996	24.72085	72.5139
5837	5839	25	0.13475	10	5	1.00	1	3	536	0.32502	0.06509	24.87480	72.226
5838	5830	30	0.18798	10	5	1.00	1	3	360	0.37714	0.04376	29.90623	67.6728
5838	8932	30	0.05739	10	5	1.00	1	3	333	0.11510	0.04041	29.91493	19.11087
5839	5673	25	0.24280	10	5	1.00	1	3	536	0.58566	0.06509	24.87481	130.1408
5839	5837	25	0.13475	10	5	1.00	1	3	627	0.32535	0.07620	24.84961	84.48825
5840	87	25	0.02323	2	10	1.00	1	3	1000	0.05594	0.01701	24.91523	23.23
5840	5828	23	0.11499	10	5	1.00	1	3	2211	0.30830	0.26861	22.37915	254.2429
5840	5842	23	0.10943	10	5	1.00	1	3	2111	0.29293	0.25647	22.41499	231.0067
5842	5840	23	0.10943	10	5	1.00	1	3	2437	0.29451	0.29604	22.29491	266.6809
5842	5844	23	0.13402	10	5	1.00	1	3	262	0.35036	0.03189	22.95156	35.11324
5842	5848	25	0.13339	10	5	1.00	1	3	1706	0.32649	0.20723	24.51302	227.5633
5842	5850	23	0.35180	10	5	1.00	1	3	1583	0.93436	0.19228	22.59112	556.8994
5844	83	25	0.03178	2	10	1.00	1	3	1122	0.07657	0.01908	24.90496	35.65716
5844	5560	25	0.14348	10	5	1.00	1	3	981	0.34787	0.11920	24.74760	140.7539
5844	5842	23	0.13402	10	5	1.00	1	3	1706	0.35657	0.20720	22.55206	228.6381
5848	5558	35	0.05552	10	3	3.00	1	3	26040	0.12087	0.86834	27.56186	1445.741
5848	5842	25	0.13339	10	5	1.00	1	3	1976	0.32779	0.24009	24.41522	263.5786
5848	8922	35	0.06515	10	3	3.00	1	3	25837	0.14099	0.86159	27.72629	1683.281

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5850	88	25	0.08666	2	10	1.00	1	3	930	0.20864	0.01581	24.92118	80.5938
5850	5842	23	0.35180	10	5	1.00	1	3	195	0.91905	0.02368	22.96752	68.601
5850	5852	30	0.20186	10	5	1.00	1	3	1205	0.40896	0.14639	29.61487	243.2413
5850	5854	23	0.16588	10	5	1.00	1	3	1455	0.43979	0.17677	22.63058	241.3554
5852	85	25	0.06247	2	10	1.00	1	3	1173	0.15053	0.01994	24.90068	73.27731
5852	5564	25	0.17850	10	5	1.00	1	3	2197	0.44019	0.26689	24.33073	392.1645
5852	5850	30	0.20186	10	5	1.00	1	3	643	0.40623	0.07813	29.81424	129.796
5854	89	25	0.06897	2	10	1.00	1	3	776	0.16595	0.01320	24.93415	53.52072
5854	90	25	0.29282	2	10	1.00	1	3	78	0.70295	0.00132	24.99341	22.83996
5854	5772	23	0.17425	10	5	1.00	1	3	1436	0.46188	0.17447	22.63634	250.223
5854	5850	23	0.16588	10	5	1.00	1	3	629	0.43535	0.07643	22.86117	104.3385
5856	5858	63	0.35683	10	1	3.00	1	0	85691	0.84515	1.21444	25.33250	30577.12
5856	5860	30	0.09988	10	6	2.00	1	3	8727	0.20848	0.37105	28.74591	871.6528
5856	5862	30	0.12045	10	6	1.00	1	3	12955	0.45290	1.10160	15.95696	1560.43
5858	7141	65	0.02705	2	9	1.00	0	0	3191	0.02539	0.18089	63.92669	86.31655
5858	8944	63	1.42343	10	1	4.00	1	0	98656	2.21016	1.04863	38.64226	140429.9
5860	5861	35	0.03468	10	3	2.00	1	3	28097	0.26586	1.40540	7.82614	974.404
5860	5934	30	0.09813	10	5	1.00	1	3	9116	0.37478	1.10734	15.70955	894.5531
5860	5948	35	0.03013	10	3	2.00	1	3	26568	0.19054	1.32893	9.48622	800.4938
5861	5858	30	0.26508	10	6	2.00	1	3	16156	0.60188	0.68689	26.42504	4282.632
5861	5860	35	0.03468	10	3	2.00	1	3	24164	0.15401	1.20869	13.51009	838.0075
5861	5862	35	0.03683	10	3	2.00	1	3	11941	0.06940	0.59729	31.84534	439.787
5862	5861	35	0.03683	10	3	2.00	1	3	24164	0.16359	1.20869	13.51009	889.9601
5862	5863	35	0.10530	10	3	2.00	1	3	24896	0.52356	1.24529	12.06781	2621.549
5863	5675	30	0.06675	10	6	1.00	1	3	3017	0.13698	0.25655	29.23662	201.3848
5863	5862	35	0.10530	10	3	2.00	1	3	24164	0.46766	1.20869	13.51009	2544.469
5863	5932	35	0.07462	10	3	2.00	1	3	21879	0.23591	1.09437	18.97873	1632.611
5864	104	25	0.09175	2	10	1.00	1	3	965	0.22093	0.01641	24.91821	88.53875
5864	5666	40	0.14736	10	3	2.00	1	3	21206	0.37500	1.06073	23.57763	3124.916
5864	6002	40	0.14817	10	3	2.00	1	3	20481	0.34888	1.02446	25.48163	3034.67
5866	5953	25	0.32462	10	5	1.00	1	3	5654	0.88444	0.68678	22.02196	1835.401
5866	6001	40	0.09043	10	3	2.00	1	3	21957	0.25275	1.09829	21.46593	1985.572
5866	6002	40	0.08536	10	3	2.00	1	3	20382	0.19906	1.01949	25.72836	1739.808
5868	94	25	0.27293	2	10	1.00	1	3	733	0.65666	0.01247	24.93780	200.0577
5868	5870	40	0.30883	10	3	2.00	1	3	20930	0.76187	1.04693	24.32173	6463.812
5868	5936	30	0.23141	10	5	1.00	1	3	4881	0.50799	0.59292	27.33286	1129.512
5868	6001	40	0.09120	10	3	2.00	1	3	23020	0.29692	1.15148	18.43017	2099.424
5870	66	25	0.09433	2	10	1.00	1	3	1673	0.22767	0.02844	24.85858	157.8141
5870	68	25	0.11633	2	10	1.00	1	3	2945	0.28199	0.05008	24.75210	342.5919
5870	5868	40	0.30883	10	3	2.00	1	3	19144	0.65039	0.95757	28.49042	5912.242
5870	5872	40	0.12747	10	3	2.00	1	3	21973	0.35706	1.09908	21.42064	2800.898
5871	5676	30	0.36613	10	6	1.00	1	3	13928	1.75845	1.18436	12.49271	5099.459
5871	5931	35	0.05170	10	3	2.00	1	3	11468	0.09673	0.57362	32.07215	592.8956
5871	30004	35	0.02538	10	3	2.00	1	3	25336	0.13480	1.26732	11.29511	643.0277
5872	5870	40	0.12747	10	3	2.00	1	3	19034	0.26643	0.95208	28.70710	2426.264
5872	5876	40	0.08620	10	3	2.00	1	3	27578	0.54329	1.37944	9.51927	2377.224
5872	5918	35	0.21440	10	3	2.00	1	3	15516	0.43631	0.77610	29.48364	3326.63
5872	30004	35	0.10461	10	3	3.00	1	3	25396	0.22359	0.84687	28.07031	2656.676
5874	69	25	0.06897	2	10	1.00	1	3	1271	0.16623	0.02162	24.89235	87.66087
5874	71	25	0.14941	2	10	1.00	1	3	641	0.35936	0.01089	24.94564	95.77181
5874	5876	40	0.16062	10	3	2.00	1	3	21749	0.43686	1.08789	22.05968	3493.324
5874	5878	40	0.11856	10	3	2.00	1	3	22018	0.33411	1.10133	21.29148	2610.454
5876	5872	40	0.08620	10	3	2.00	1	3	26327	0.46164	1.31687	11.20299	2269.387
5876	5874	40	0.16062	10	3	2.00	1	3	22377	0.47569	1.11928	20.25899	3594.194
5876	5930	25	0.19995	10	5	1.00	1	3	5455	0.53949	0.66263	22.23732	1090.727
5878	74	25	0.15241	2	10	1.00	1	3	215	0.36605	0.00365	24.98174	32.76815
5878	5874	40	0.11856	10	3	2.00	1	3	21385	0.30814	1.06966	23.08547	2535.406
5878	5880	40	0.13960	10	3	2.00	1	3	21809	0.38265	1.09089	21.88906	3044.536
5880	5878	40	0.13960	10	3	2.00	1	3	21190	0.35458	1.05992	23.62181	2958.124
5880	5882	40	0.21650	10	3	2.00	1	3	26276	1.15150	1.31435	11.28110	5688.754
5880	5908	30	0.17800	10	5	1.00	1	3	4062	0.38056	0.49342	28.06393	723.036
5880	5910	40	0.13207	10	4	2.00	1	3	9977	0.21366	0.53025	37.08735	1317.662
5882	2502	45	0.19759	10	2	3.00	1	3	31555	0.34298	0.89441	34.56594	6234.952
5882	5880	40	0.21650	10	3	2.00	1	3	25980	1.10479	1.29953	11.75805	5624.67
5882	5884	40	0.32255	10	3	2.00	1	3	13966	0.55205	0.69857	35.05699	4504.733
5884	76	25	0.07889	2	10	1.00	1	3	2723	0.19109	0.04631	24.77057	214.8175
5884	5325	40	0.29909	10	3	2.00	1	0	13015	0.50215	0.65100	35.73657	3892.656
5884	5882	40	0.32255	10	3	2.00	1	3	14243	0.55550	0.71242	34.83911	4594.08
5885	2500	45	0.23765	10	2	3.00	1	3	30982	0.40602	0.87817	35.11855	7362.872
5885	5888	45	0.19339	10	3	3.00	1	3	27638	0.34577	0.92163	33.55759	5344.913
5885	5899	20	0.12668	10	6	1.00	1	3	3373	0.39155	0.28685	19.41188	427.2916
5885	25088	20	0.06557	10	6	1.00	1	3	7934	0.22219	0.67468	17.70550	520.2324
5888	5885	45	0.19339	10	3	3.00	1	3	28142	0.35291	0.93844	32.87923	5442.381
5888	9010	45	0.23781	10	3	3.00	1	3	27638	0.42519	0.92163	33.55759	6572.593
5892	49	25	0.10350	2	10	1.00	1	3	5574	0.25310	0.09480	24.53484	576.909
5892	3678	45	0.10873	10	4	1.00	1	3	10825	0.31378	1.15057	20.79111	1177.002
5892	5894	45	0.29662	10	4	1.00	1	3	10527	0.78004	1.11891	22.81577	3122.519
5894	5892	45	0.29662	10	4	1.00	1	3	10516	0.77745	1.11773	22.89165	3119.256
5894	5896	45	0.13818	10	4	1.00	1	3	10527	0.36339	1.11891	22.81577	1454.621
5896	5894	45	0.13818	10	4	1.00	1	3	10516	0.36218	1.11773	22.89165	1453.101
5896	5898	45	0.44145	10	4	1.00	1	3	10824	1.27390	1.15056	20.79199	4778.255
5897	5898	40	0.04892	10	4	1.00	1	3	11485	0.19737	1.22074	14.87229	561.8462
5897	5899	40	0.15698	10	4	1.00	1	3	4506	0.25090	0.47898	37.54020	707.3519

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5897	25088	20	0.06182	10	6	1.00	1	3	7021	0.20383	0.59699	18.19906	434.0382
5898	48	25	0.11382	2	10	1.00	1	3	630	0.27375	0.01072	24.94653	71.7066
5898	50	25	0.70760	2	10	1.00	1	3	391	1.70050	0.00665	24.96677	276.6716
5898	5896	45	0.44145	10	4	1.00	1	3	10813	1.26940	1.14938	20.86571	4773.399
5898	5897	40	0.04892	10	4	1.00	1	3	11496	0.19809	1.22192	14.81832	562.3843
5899	5885	20	0.12668	10	6	1.00	1	3	3174	0.39065	0.26992	19.45673	402.0823
5899	5897	40	0.15698	10	4	1.00	1	3	3617	0.24631	0.38449	38.24014	567.7967
5899	5900	35	0.07852	10	5	1.00	1	3	7880	0.18889	0.95719	24.94247	618.7376
5900	43	25	0.17402	2	10	1.00	1	3	2756	0.42156	0.04687	24.76784	479.5991
5900	5899	35	0.07852	10	5	1.00	1	3	6792	0.16504	0.82501	28.54697	533.3078
5900	5902	35	0.22715	10	5	1.00	1	3	5124	0.43147	0.62242	31.58720	1163.917
5902	5900	35	0.22715	10	5	1.00	1	3	4093	0.41663	0.49726	32.71226	929.725
5902	9014	33	0.17604	10	5	1.00	1	3	5124	0.35466	0.62242	29.78222	902.029
5905	73	25	0.20040	2	10	1.00	1	0	309	0.48146	0.00526	24.97374	61.9236
5906	75	25	0.30788	2	10	1.00	1	3	2134	0.74428	0.03630	24.81981	657.0159
5906	5908	25	0.31764	10	5	1.00	1	3	4543	0.82688	0.55191	23.04824	1443.039
5906	5924	30	0.16648	10	5	1.00	1	3	3378	0.34990	0.41039	28.54750	562.3694
5908	74	25	0.08815	2	10	1.00	1	3	239	0.21174	0.00406	24.97969	21.06785
5908	5880	30	0.17800	10	5	1.00	1	3	4675	0.38787	0.56792	27.53535	832.15
5908	5906	25	0.31764	10	5	1.00	1	3	3944	0.81230	0.47912	23.46193	1252.772
5910	77	25	0.05294	2	10	1.00	1	3	1113	0.12753	0.01892	24.90574	58.92222
5910	5880	40	0.13207	10	4	2.00	1	3	9041	0.21115	0.48050	37.52761	1194.045
5910	5912	40	0.09943	10	4	2.00	1	3	9666	0.16020	0.51369	37.24019	961.0904
5912	35	25	0.08977	2	10	1.00	1	3	1562	0.21660	0.02656	24.86791	140.2207
5912	5910	40	0.09943	10	4	2.00	1	3	8729	0.15840	0.46394	37.66242	867.9245
5912	5914	40	0.28338	10	4	1.00	1	3	8948	0.59148	0.95108	28.74620	2535.684
5914	5912	40	0.28338	10	4	1.00	1	3	8012	0.53205	0.85157	31.95708	2270.441
5914	5916	35	0.37204	10	4	1.00	1	3	8176	0.81041	0.86904	27.54443	3041.799
5914	5920	23	0.23223	10	5	1.00	1	3	1604	0.61696	0.19486	22.58444	372.4969
5916	33	25	0.11588	2	10	1.00	1	3	941	0.27900	0.01600	24.92025	109.0431
5916	5914	35	0.37204	10	4	1.00	1	3	7538	0.76913	0.80126	29.02277	2804.438
5916	8804	35	0.32195	10	4	1.00	1	3	8704	0.74314	0.92513	25.99346	2802.253
5918	67	25	0.18380	2	10	1.00	1	3	3966	0.44707	0.06745	24.66722	728.9508
5918	5872	35	0.21440	10	3	2.00	1	3	15040	0.43048	0.75230	29.88336	3224.576
5918	8808	35	0.25626	10	3	2.00	1	3	13358	0.49494	0.66815	31.06531	3423.121
5920	34	25	0.05170	2	10	1.00	1	3	1675	0.12480	0.02848	24.85841	86.5975
5920	5914	23	0.23223	10	5	1.00	1	3	1306	0.61449	0.15861	22.67539	303.2924
5920	5922	23	0.03068	10	5	1.00	1	3	1661	0.08158	0.20179	22.56634	50.95948
5922	33	25	0.20392	2	10	1.00	1	3	445	0.49014	0.00757	24.96219	90.7444
5922	5920	23	0.03068	10	5	1.00	1	3	1363	0.08125	0.16554	22.65846	41.81684
5922	8808	23	0.23257	10	5	1.00	1	3	2089	0.62232	0.25372	22.42299	485.8387
5924	71	25	0.37453	2	10	1.00	1	3	83	0.89912	0.00142	24.99291	31.08599
5924	73	25	0.14287	2	10	1.00	1	3	325	0.34326	0.00553	24.97238	46.43275
5924	5906	30	0.16648	10	5	1.00	1	3	3966	0.35499	0.48175	28.13792	660.2597
5924	5926	30	0.20155	10	5	1.00	1	3	3588	0.42568	0.43589	28.40905	723.1614
5926	72	25	0.06375	2	10	1.00	1	3	1505	0.15378	0.02559	24.87269	95.94375
5926	5924	30	0.20155	10	5	1.00	1	3	4212	0.43276	0.51161	27.94420	848.9286
5926	5928	30	0.12434	10	5	1.00	1	3	4109	0.26619	0.49917	28.02667	510.9131
5928	5926	30	0.12434	10	5	1.00	1	3	4732	0.27148	0.57489	27.48033	588.3769
5928	5930	30	0.13316	10	5	1.00	1	3	4109	0.28507	0.49917	28.02667	547.1544
5930	70	25	0.04643	2	10	1.00	1	3	1412	0.11197	0.02401	24.88050	65.55916
5930	5876	25	0.19995	10	5	1.00	1	3	4831	0.52573	0.58691	22.81907	965.9585
5930	5928	30	0.13316	10	5	1.00	1	3	4732	0.29073	0.57489	27.48033	630.1131
5931	5871	35	0.05170	10	3	2.00	1	3	25336	0.27466	1.26732	11.29511	1309.871
5931	5932	35	0.04720	10	3	2.00	1	3	24164	0.20962	1.20869	13.51009	1140.541
5932	5863	35	0.07462	10	3	2.00	1	3	24164	0.33140	1.20869	13.51009	1803.118
5932	5931	35	0.04720	10	3	2.00	1	3	21879	0.14922	1.09437	18.97873	1032.689
5934	101	25	0.03441	2	10	1.00	1	3	793	0.08280	0.01348	24.93277	27.28713
5934	107	25	0.21166	1	10	1.00	100	0	792	0.50935	0.01346	24.93287	167.6347
5934	5860	30	0.09813	10	5	1.00	1	3	6259	0.23087	0.76029	25.50246	614.1957
5934	5936	35	0.35422	10	5	1.00	1	3	7820	0.84369	0.94996	25.19069	2770
5936	102	25	0.08732	2	10	1.00	1	3	3181	0.21184	0.05411	24.73236	277.7649
5936	5868	30	0.23141	10	5	1.00	1	3	7797	0.64064	0.94714	21.67349	1804.304
5936	5934	35	0.35422	10	5	1.00	1	3	4904	0.66706	0.59574	31.86063	1737.095
5938	31	25	0.36472	2	10	1.00	1	3	959	0.87819	0.01631	24.91873	349.7665
5938	5940	25	0.24292	10	5	1.00	1	3	2290	0.59996	0.27824	24.29359	556.2868
5938	8808	25	0.03452	10	5	1.00	1	3	2575	0.08568	0.31276	24.17524	88.889
5940	65	25	0.07850	2	10	1.00	1	3	1592	0.18942	0.02707	24.86539	124.972
5940	5938	25	0.24292	10	5	1.00	1	3	1697	0.59451	0.20610	24.51629	412.2352
5940	5942	25	0.34145	10	5	1.00	1	3	2188	0.84189	0.26576	24.33440	747.0926
5942	64	25	0.14427	2	10	1.00	1	3	1410	0.34790	0.02398	24.88066	203.4207
5942	5940	25	0.34145	10	5	1.00	1	3	1594	0.83443	0.19361	24.55181	544.2713
5942	5944	28	0.32898	10	5	1.00	1	3	2624	0.72964	0.31870	27.05248	863.2435
5944	62	25	0.18024	2	10	1.00	1	3	74	0.43268	0.00126	24.99372	13.33776
5944	63	25	0.15474	2	10	1.00	1	3	36	0.37141	0.00062	24.99691	5.57064
5944	5942	28	0.32898	10	5	1.00	1	3	2030	0.72243	0.24656	27.32266	667.8294
5944	5946	28	0.17405	10	5	1.00	1	3	2572	0.38567	0.31238	27.07778	447.6566
5946	5944	28	0.17405	10	5	1.00	1	3	2006	0.38208	0.24371	27.33257	349.1443
5946	8794	35	0.05655	10	3	2.00	1	3	13927	0.11051	0.69663	30.70102	787.5719
5946	8796	35	0.05170	10	3	2.00	1	3	8764	0.09365	0.43836	33.12773	453.0988
5948	100	25	0.06040	2	10	1.00	1	3	79	0.14499	0.00134	24.99331	4.7716
5948	5860	35	0.03013	10	3	2.00	1	3	24630	0.14382	1.23201	12.56823	742.1019
5948	5955	30	0.26594	9	5	1.00	100	0	4568	0.57739	0.55494	27.63509	1214.814

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
5948	11328	35	0.25740	23	3	2.00	901	0	22530	0.89053	1.12693	17.34248	5799.222
5949	5951	30	0.32150	10	5	1.00	1	3	4077	0.68765	0.49531	28.05172	1310.756
5949	5953	25	0.15118	10	5	1.00	1	3	4860	0.39793	0.59033	22.79543	734.7348
5949	5957	25	0.06889	10	5	1.00	1	0	4450	0.17878	0.54053	23.11820	306.5605
5950	262	25	0.12601	2	10	1.00	3	3	1595	0.30406	0.02712	24.86514	200.986
5950	5580	40	0.03830	10	3	3.00	3	3	23812	0.06897	0.79406	33.32442	911.9996
5950	5598	40	0.11518	10	3	3.00	3	3	21992	0.20037	0.73336	34.48997	2533.039
5951	103	25	0.33413	2	10	1.00	1	3	151	0.80233	0.00257	24.98717	50.45363
5951	105	25	0.09036	2	10	1.00	1	3	380	0.21714	0.00646	24.96774	34.3368
5951	5672	30	0.11606	10	5	1.00	1	3	4245	0.24944	0.51569	27.91652	492.6747
5951	5949	30	0.32150	10	5	1.00	1	3	2980	0.67004	0.36203	28.78903	958.07
5952	138	25	0.06293	2	10	1.00	1	3	900	0.15150	0.01530	24.92374	56.637
5952	1294	25	0.07945	2	10	1.00	1	3	928	0.19128	0.01578	24.92134	73.7296
5952	8914	45	0.10096	10	3	2.00	1	3	14187	0.15436	0.70964	39.24413	1432.32
5952	8916	45	0.09834	10	3	2.00	1	3	12934	0.14655	0.64697	40.26340	1271.93
5953	103	25	0.11922	2	10	1.00	1	3	788	0.28690	0.01340	24.93320	93.94536
5953	105	25	0.30919	2	10	1.00	1	3	140	0.74240	0.00238	24.98812	43.2866
5953	5866	25	0.32462	10	5	1.00	1	3	5191	0.86566	0.63055	22.49971	1685.102
5953	5949	25	0.15118	10	5	1.00	1	3	5310	0.40524	0.64503	22.38436	802.7658
5954	228	25	0.09156	2	10	1.00	4	3	2146	0.22135	0.03649	24.81885	196.4878
5954	229	25	0.18856	2	10	1.00	4	3	557	0.45340	0.00947	24.95272	105.0279
5954	8760	30	0.14085	10	5	1.00	4	3	6925	0.34967	0.84126	24.16839	975.3863
5954	8870	30	0.10813	10	5	1.00	4	3	4907	0.23759	0.59607	27.30638	530.5939
5955	5948	30	0.26594	9	5	1.00	100	0	3292	0.55786	0.39987	28.60231	875.4745
5957	5949	25	0.06889	10	5	1.00	1	0	5097	0.18299	0.61911	22.58735	351.1323
5958	221	25	0.07898	2	10	1.00	4	3	874	0.19011	0.01486	24.92591	69.02852
5958	8748	45	0.06795	10	3	3.00	4	3	35004	0.20634	1.16726	19.75849	2378.522
5958	8750	45	0.11561	10	3	3.00	4	3	35020	0.35168	1.16782	19.72489	4048.662
5960	151	25	0.22588	2	10	1.00	5	3	317	0.54271	0.00540	24.97305	71.60396
5960	175	25	0.17793	2	10	1.00	5	3	307	0.42748	0.00523	24.97389	54.62451
5960	8676	45	0.13017	10	3	2.00	5	3	13651	0.19670	0.68280	39.70541	1776.951
5960	9070	45	0.08050	10	3	2.00	5	3	13016	0.12015	0.65107	40.20255	1047.788
5961	5966	63	0.25844	10	1	2.00	4	0	40636	0.31315	0.86385	49.51646	10501.97
5962	175	25	0.09046	2	10	1.00	5	3	1525	0.21823	0.02593	24.87099	137.9515
5962	179	25	0.09383	2	10	1.00	5	3	1287	0.22617	0.02188	24.89108	120.7592
5962	9070	45	0.16341	10	3	3.00	5	3	25956	0.27599	0.86554	35.52506	4241.47
5962	9072	45	0.14740	10	3	3.00	5	3	24078	0.23726	0.80291	37.27406	3549.097
5963	5970	63	0.08369	10	1	2.00	4	0	41341	0.10276	0.87885	48.86582	3459.828
5963	5971	50	0.07375	10	6	1.00	4	3	18444	0.55135	1.56833	8.02616	1360.245
5966	25172	63	0.02274	10	1	2.75	4	0	58653	0.05909	1.24688	23.08744	1333.769
5967	9571	45	0.19501	10	3	2.00	1	0	23632	0.62000	1.18209	18.87189	4608.476
5968	5970	50	0.06717	10	6	1.00	4	3	8137	0.09170	0.69195	43.94726	546.5623
5970	25173	63	0.10016	10	1	2.00	4	0	49478	0.15652	1.05184	38.39602	4955.716
5971	9556	40	0.04374	10	6	1.00	4	0	5899	0.07028	0.50163	37.34744	258.0223
5971	9572	50	0.15281	10	6	1.00	4	0	12544	0.31549	1.06671	29.06148	1916.849
6001	5866	40	0.09043	10	3	2.00	1	3	23020	0.29439	1.15148	18.43017	2081.699
6001	5868	40	0.09120	10	3	2.00	1	3	21957	0.25493	1.09829	21.46593	2002.478
6002	94	25	0.17455	2	10	1.00	1	3	762	0.42002	0.01296	24.93539	133.0071
6002	5864	40	0.14817	10	3	2.00	1	3	21148	0.37452	1.05780	23.73725	3133.499
6002	5866	40	0.08536	10	3	2.00	1	3	19781	0.18869	0.98945	27.14226	1688.506
6003	204	25	0.22121	2	10	1.00	6	3	0	0.53089	0.00000	25.00000	0
6003	206	25	0.34060	2	10	1.00	6	3	4673	0.83042	0.07947	24.60888	1591.624
6003	329	25	0.14239	2	10	1.00	6	3	1688	0.34370	0.02870	24.85731	240.3543
6003	5660	40	0.06367	10	3	2.00	6	3	6239	0.09876	0.31206	38.68435	397.2371
6004	321	25	0.15538	2	10	1.00	1	3	638	0.37372	0.01086	24.94584	99.13244
6004	5510	40	0.32318	10	3	1.00	1	3	4175	0.51014	0.41768	38.01163	1349.277
6004	9048	40	0.12875	10	3	1.00	1	3	3614	0.20123	0.36156	38.38831	465.3025
6005	197	25	0.05168	2	10	1.00	5	3	202	0.12411	0.00343	24.98287	10.43936
6005	198	25	0.27027	2	10	1.00	5	3	175	0.64903	0.00297	24.98515	47.29725
6005	8642	30	0.03042	10	5	1.00	5	3	376	0.06105	0.04568	29.90123	11.43792
6006	5808	25	0.13690	10	5	1.00	2	3	1624	0.33471	0.19733	24.54133	222.3256
6006	5810	25	0.10350	10	5	1.00	2	3	2438	0.25625	0.29613	24.23328	252.333
6006	6007	25	0.19501	10	5	1.00	2	3	731	0.47140	0.08883	24.82043	142.5523
6007	119	25	0.11651	1	10	1.00	100	3	239	0.27986	0.00407	24.97967	27.84589
6007	125	25	0.32064	1	10	1.00	100	0	117	0.76984	0.00199	24.99006	37.51488
6007	6006	25	0.19501	10	5	1.00	2	3	717	0.47133	0.08716	24.82433	139.8222
6007	6008	25	0.18627	10	5	1.00	2	3	954	0.45146	0.11593	24.75563	177.7016
6008	120	25	0.11952	1	10	1.00	100	3	396	0.28723	0.00673	24.96638	47.32992
6008	6007	25	0.18627	10	5	1.00	2	3	934	0.45135	0.11342	24.76176	173.9762
6008	6009	25	0.12281	10	5	1.00	2	3	558	0.29629	0.06784	24.86861	68.52798
6009	5744	40	0.19118	10	4	1.00	2	3	558	0.28807	0.05936	39.82016	106.6784
6009	6008	25	0.12281	10	5	1.00	2	3	551	0.29627	0.06694	24.87064	67.66831
6010	254	25	0.09637	2	10	1.00	3	3	529	0.23171	0.00900	24.95506	50.97973
6010	255	25	0.13359	2	10	1.00	3	3	2099	0.32291	0.03570	24.82276	280.4054
6010	8910	30	0.01474	10	5	1.00	1	3	3685	0.03119	0.44763	28.34243	54.3169
6011	296	25	0.10931	2	10	1.00	2	3	480	0.26277	0.00817	24.95922	52.4688
6011	5586	45	0.15398	10	3	3.00	2	3	15872	0.22137	0.52928	41.73359	2443.971
6011	5680	45	0.15407	10	3	3.00	2	3	16635	0.22300	0.55473	41.45509	2562.954
6983	5049	25	1.02360	9	5	1.00	100	0	0	2.45532	0.00000	25.01345	0
6983	5050	25	0.40174	9	5	1.00	100	0	0	0.96367	0.00000	25.01345	0
7140	5674	65	0.02705	2	9	1.00	0	0	3173	0.02539	0.17990	63.93375	85.82965
7140	17110	65	0.61936	2	8	1.00	0	0	15730	0.64830	0.66878	57.32085	9742.533
7141	5858	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
7141	18205	65	1.42394	2	8	1.00	0	0	18528	1.58207	0.78775	54.00275	26382.76
7142	7140	65	1.23639	2	8	1.00	0	0	18903	1.38782	0.80370	53.45319	23371.48
7142	8962	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
7144	7142	65	0.35795	2	8	1.00	0	0	13931	0.36458	0.59232	58.90827	4986.601
7144	8960	65	0.02705	2	9	1.00	0	0	2410	0.02527	0.13664	64.23045	65.1905
7145	7147	65	0.62818	2	8	1.00	0	0	16702	0.66942	0.71013	56.30405	10491.86
7145	8946	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
7146	7144	65	0.62718	2	8	1.00	0	0	16342	0.66373	0.69479	56.69608	10249.38
7146	8958	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
7147	7149	65	0.44751	2	8	1.00	0	0	13618	0.45392	0.57900	59.15218	6094.191
7147	8948	65	0.02526	2	9	1.00	0	0	3084	0.02369	0.17485	63.96956	77.90184
7148	7146	65	0.37920	2	8	1.00	0	0	14397	0.38873	0.61212	58.52894	5459.342
7148	8956	65	0.02705	2	9	1.00	0	0	3064	0.02537	0.17371	63.97765	82.8812
7149	8950	65	0.02705	2	9	1.00	0	0	7	0.02496	0.00042	65.03276	0.18935
7149	13540	65	0.23849	2	8	1.00	0	0	18372	0.26390	0.78113	54.22245	4381.538
7150	7151	45	0.14541	10	2	3.00	4	3	37754	0.33632	1.07014	25.94132	5489.809
7150	8765	45	0.29414	10	3	3.00	4	3	35802	0.97016	1.19388	18.19152	10530.8
7151	7150	45	0.14541	10	2	3.00	4	3	35802	0.29876	1.01479	29.20337	5205.969
7151	8768	45	0.06371	10	3	4.00	4	3	37754	0.11713	0.94424	32.63475	2405.307
7153	5536	65	0.02973	2	9	1.00	0	0	8755	0.02936	0.49630	60.76492	260.2862
7153	25200	65	1.21417	2	8	1.00	0	0	8551	1.17196	0.36358	62.16094	10382.37
7359	927	25	0.04222	2	10	1.00	0	3	405	0.10146	0.00688	24.96563	17.0991
7359	8623	30	0.18179	10	5	1.00	0	3	5803	0.41600	0.70489	26.21909	1054.927
7359	8656	30	0.09945	10	5	1.00	0	3	5256	0.22162	0.63852	26.92422	522.7092
8600	200	25	0.10159	2	10	1.00	5	3	76	0.24388	0.00130	24.99350	7.72084
8600	201	25	0.22994	2	10	1.00	5	3	2864	0.55724	0.04870	24.75885	658.5482
8600	8601	45	0.28104	10	3	2.00	5	3	19487	0.53949	0.97476	31.25574	5476.626
8600	9098	45	0.35794	10	3	2.00	5	3	19979	0.71520	0.99934	30.02874	7151.283
8601	8600	45	0.28104	10	3	2.00	5	3	19611	0.54470	0.98095	30.95657	5511.475
8601	8631	25	0.33343	10	5	1.00	7	3	929	0.80788	0.11280	24.76327	309.7565
8601	8641	45	0.25195	10	3	2.00	7	3	19065	0.46908	0.95364	32.22689	4803.427
8602	201	25	0.34444	2	10	1.00	5	3	699	0.82862	0.01188	24.94072	240.7636
8602	8604	40	0.26936	10	3	2.00	5	3	7494	0.42194	0.37487	38.30318	2018.584
8602	9098	40	0.32528	10	3	2.00	5	3	6517	0.50556	0.32596	38.60432	2119.85
8603	208	25	0.16392	2	10	1.00	6	3	869	0.39457	0.01478	24.92633	142.4465
8603	3749	40	0.08018	10	3	2.00	0	3	7534	0.12564	0.37687	38.29020	604.0761
8603	3753	35	0.08130	10	5	1.00	0	3	1940	0.14263	0.23563	34.20041	157.722
8603	8607	40	0.20545	10	3	2.00	0	3	7141	0.32088	0.35720	38.41568	1467.118
8604	190	25	0.25043	2	10	1.00	5	3	1796	0.60471	0.03055	24.84818	449.7723
8604	8602	40	0.26936	10	3	2.00	5	3	7092	0.42053	0.35476	38.43089	1910.301
8604	8606	40	0.18263	10	3	2.00	5	3	7011	0.28494	0.35067	38.45614	1280.419
8605	3759	40	0.29380	10	3	2.00	0	3	7043	0.45851	0.35231	38.44603	2069.233
8605	3761	35	0.15998	10	5	1.00	0	3	1534	0.27902	0.18635	34.40094	245.4093
8605	3763	35	0.09148	10	5	1.00	0	3	341	0.15728	0.04144	34.89762	31.19468
8605	8608	40	0.13723	10	3	2.00	0	3	6133	0.21268	0.30678	38.71413	841.6316
8606	202	25	0.22921	2	10	1.00	5	3	2229	0.55428	0.03791	24.81187	510.9091
8606	8604	40	0.18263	10	3	2.00	5	3	6609	0.28404	0.33056	38.57735	1207.002
8606	8608	40	0.23336	10	3	2.00	5	3	6787	0.36346	0.33950	38.52409	1583.814
8607	918	25	0.12876	2	10	1.00	0	3	751	0.30981	0.01278	24.93629	96.69876
8607	3759	40	0.10810	10	3	2.00	0	3	6856	0.16845	0.34295	38.50331	741.1336
8607	8603	40	0.20545	10	3	2.00	0	3	7408	0.32159	0.37057	38.33098	1521.974
8607	9071	45	0.12742	10	3	1.00	6	3	3294	0.17613	0.32948	43.40665	419.7215
8608	921	25	0.23597	2	10	1.00	0	3	283	0.56688	0.00481	24.97597	66.77951
8608	922	25	0.13554	2	10	1.00	0	3	641	0.32601	0.01090	24.94560	86.88114
8608	8605	40	0.13723	10	3	2.00	0	3	6527	0.21330	0.32647	38.60138	895.7002
8608	8606	40	0.23336	10	3	2.00	5	3	6385	0.36234	0.31939	38.64246	1490.004
8609	3751	45	0.09186	10	3	3.00	0	3	30230	0.18640	1.00807	29.56771	2776.928
8609	8611	40	0.08985	10	3	2.00	6	3	8150	0.14157	0.40767	38.08240	732.2775
8609	9085	45	0.08414	10	3	4.00	6	3	37348	0.15270	0.93408	33.05935	3142.461
8609	9619	40	0.08205	10	3	2.00	0	3	4597	0.12587	0.22996	39.11366	377.1839
8610	194	25	0.14212	2	10	1.00	5	3	269	0.34140	0.00457	24.97719	38.23028
8610	200	25	0.29169	2	10	1.00	5	3	28	0.70011	0.00047	24.99765	8.16732
8610	8612	40	0.14620	10	3	2.00	5	3	12287	0.24236	0.61461	36.19368	1796.359
8610	9098	40	0.17993	10	3	2.00	5	3	12788	0.30085	0.63964	35.88459	2300.945
8611	203	25	0.08638	2	10	1.00	6	3	0	0.20732	0.00000	25.00000	0
8611	915	25	0.09425	2	10	1.00	0	3	1262	0.22716	0.02146	24.89318	118.9435
8611	3749	40	0.05377	10	3	2.00	0	3	7472	0.08422	0.37374	38.31055	401.7694
8611	8609	40	0.08985	10	3	2.00	6	3	8219	0.14165	0.41110	38.05836	738.4772
8612	8610	40	0.14620	10	3	2.00	5	3	12652	0.24386	0.63287	35.97049	1849.722
8612	8614	30	0.15099	10	5	1.00	5	3	1290	0.30624	0.15665	29.58278	194.7771
8612	8640	40	0.05850	10	3	2.00	5	3	11151	0.09534	0.55779	36.81804	652.3335
8613	916	25	0.12405	2	10	1.00	0	3	111	0.29784	0.00189	24.99056	13.76955
8613	917	25	0.08565	2	10	1.00	0	3	782	0.20610	0.01329	24.93371	66.9783
8613	3757	35	0.10872	10	5	1.00	0	3	1526	0.18961	0.18532	34.40493	165.9067
8613	8660	35	0.20667	10	5	1.00	0	3	1702	0.36132	0.20678	34.32006	351.7523
8614	194	25	0.15634	2	10	1.00	5	3	101	0.37535	0.00172	24.99142	15.79034
8614	198	25	0.09756	2	10	1.00	5	3	979	0.23491	0.01665	24.91705	95.51124
8614	8612	30	0.15099	10	5	1.00	5	3	1097	0.30550	0.13329	29.65498	165.636
8614	8616	30	0.18211	10	5	1.00	5	3	2009	0.37313	0.24400	29.28381	365.859
8616	193	25	0.15870	2	10	1.00	5	3	0	0.38088	0.00000	25.00000	0
8616	8614	30	0.18211	10	5	1.00	5	3	1815	0.37205	0.22051	29.36909	330.5297
8616	8618	30	0.09754	10	5	1.00	5	3	2009	0.19985	0.24400	29.28381	195.9579
8618	8616	30	0.09754	10	5	1.00	5	3	1815	0.19927	0.22051	29.36909	177.0351

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8618	8620	30	0.06715	10	5	1.00	5	3	3624	0.14195	0.44027	28.38442	243.3516
8618	8628	30	0.15686	10	5	1.00	5	3	3506	0.33065	0.42585	28.46455	549.9512
8618	8988	30	0.12711	10	5	1.00	5	3	736	0.25608	0.08940	29.78290	93.55296
8620	182	25	0.18270	2	10	1.00	5	3	134	0.43869	0.00227	24.98865	24.4818
8620	8618	30	0.06715	10	5	1.00	5	3	3778	0.14249	0.45892	28.27661	253.6927
8620	8622	30	0.13132	10	5	1.00	5	3	3494	0.27674	0.42442	28.47231	458.8321
8621	936	20	0.11419	2	10	1.00	0	0	747	0.34343	0.01270	19.94931	85.29993
8621	8655	45	0.16929	10	3	3.00	8	0	18560	0.24981	0.61893	40.65966	3142.022
8621	8985	45	0.22955	10	3	3.00	8	0	18552	0.33871	0.61866	40.66331	4258.612
8621	23288	25	0.09748	10	5	1.00	0	0	1834	0.23905	0.22282	24.46739	178.7783
8622	183	25	0.15449	2	10	1.00	5	3	268	0.37112	0.00456	24.97724	41.40332
8622	8620	30	0.13132	10	5	1.00	5	3	3641	0.27771	0.44225	28.37321	478.1361
8622	8624	30	0.07987	10	5	1.00	5	3	3765	0.16943	0.45742	28.28548	300.7106
8623	3767	30	0.08380	10	5	1.00	0	3	5803	0.19177	0.70489	26.21909	486.2914
8623	7359	30	0.18179	10	5	1.00	0	3	5256	0.40511	0.63852	26.92422	955.4882
8624	8622	30	0.07987	10	5	1.00	5	3	3904	0.17004	0.47429	28.18412	311.8125
8624	8626	30	0.25466	10	5	1.00	5	3	4288	0.54802	0.52084	27.88128	1091.982
8624	8630	30	0.11858	10	5	1.00	5	3	745	0.23891	0.09055	29.77968	88.3421
8625	929	25	0.08951	2	10	1.00	0	3	615	0.21528	0.01046	24.94781	55.04865
8625	3767	30	0.25172	10	5	1.00	0	3	6101	0.58618	0.74117	25.76505	1535.744
8625	3769	40	0.18483	10	3	2.00	0	3	6977	0.28830	0.34901	38.46637	1289.559
8625	8627	40	0.19790	10	3	2.00	0	3	12549	0.32952	0.62768	36.03516	2483.447
8626	179	25	0.09488	2	10	1.00	5	3	1422	0.22881	0.02419	24.87964	134.9194
8626	184	25	0.16543	2	10	1.00	5	3	26	0.39707	0.00044	24.99778	4.30118
8626	8624	30	0.25466	10	5	1.00	5	3	4384	0.54963	0.53251	27.79952	1116.429
8626	9072	30	0.05691	10	5	1.00	5	3	4786	0.12449	0.58140	27.42795	272.3713
8627	8625	40	0.19790	10	3	2.00	0	3	11969	0.32641	0.59871	36.37852	2368.665
8627	8647	40	0.13511	10	3	2.00	0	3	12632	0.22529	0.63186	35.98310	1706.71
8627	8661	30	0.18361	10	5	1.00	0	3	60	0.36724	0.00728	29.99839	11.0166
8627	8679	30	0.12339	10	5	1.00	0	3	1214	0.25002	0.14744	29.61161	149.7955
8628	183	25	0.18514	2	10	1.00	5	3	486	0.44506	0.00826	24.95875	89.97804
8628	193	25	0.09012	2	10	1.00	5	3	0	0.21629	0.00000	25.00000	0
8628	8618	30	0.15686	10	5	1.00	5	3	3325	0.32930	0.40391	28.58139	521.5595
8628	9094	30	0.15855	10	5	1.00	5	3	3828	0.33686	0.46496	28.24067	606.9294
8629	207	25	0.15246	2	10	1.00	7	3	498	0.36653	0.00846	24.95776	75.92508
8629	8643	35	0.25936	10	4	1.00	7	3	890	0.44808	0.09464	34.72950	230.8304
8629	8645	35	0.21740	10	4	1.00	7	3	569	0.37441	0.06049	34.83912	123.7006
8630	180	25	0.12309	2	10	1.00	5	3	312	0.29572	0.00531	24.97347	38.40408
8630	182	25	0.14384	2	10	1.00	5	3	775	0.34612	0.01318	24.93425	111.476
8630	8624	30	0.11858	10	5	1.00	5	3	788	0.23902	0.09574	29.76501	93.44104
8630	8632	30	0.20393	10	5	1.00	5	3	452	0.40953	0.05485	29.87711	92.17636
8631	318	25	0.21085	2	10	1.00	7	3	787	0.50738	0.01338	24.93328	165.939
8631	8601	25	0.33343	10	5	1.00	7	3	931	0.80790	0.11312	24.76249	310.4233
8631	8633	25	0.53944	10	5	1.00	7	3	334	1.29836	0.04057	24.92876	180.173
8632	5506	45	0.06694	10	3	2.00	5	3	13255	0.10036	0.66301	40.02118	887.2897
8632	8630	30	0.20393	10	5	1.00	5	3	476	0.40964	0.05782	29.86923	97.07068
8632	8634	45	0.11569	10	3	2.00	5	3	13587	0.17460	0.67963	39.75730	1571.88
8633	317	25	0.18745	2	10	1.00	7	3	596	0.45078	0.01013	24.94944	111.7202
8633	8631	25	0.53944	10	5	1.00	7	3	337	1.29839	0.04089	24.92807	181.7913
8633	8635	25	0.63835	10	5	1.00	7	3	363	1.53690	0.04415	24.92101	231.7211
8633	8645	30	0.35531	10	5	1.00	7	3	222	0.71183	0.02695	29.94936	78.87882
8634	180	25	0.18746	2	10	1.00	5	3	476	0.45064	0.00810	24.95956	89.23096
8634	8632	45	0.11569	10	3	2.00	5	3	13710	0.17504	0.68579	39.65587	1586.11
8634	8636	45	0.10140	10	3	2.00	5	3	13864	0.15392	0.69346	39.52692	1405.81
8635	314	25	0.14087	2	10	1.00	7	3	957	0.33919	0.01627	24.91892	134.8126
8635	8633	25	0.63835	10	5	1.00	7	3	362	1.53687	0.04396	24.92141	231.0827
8635	8649	25	0.20792	10	5	1.00	7	3	1162	0.50523	0.14118	24.69244	241.603
8636	8634	45	0.10140	10	3	2.00	5	3	14009	0.15441	0.70075	39.40139	1420.513
8636	8638	45	0.08996	10	3	2.00	5	3	14918	0.14003	0.74618	38.54698	1342.023
8636	8694	30	0.07283	10	5	1.00	5	3	1435	0.14799	0.17433	29.52612	104.5111
8637	319	25	0.07296	2	10	1.00	7	3	1252	0.17586	0.02129	24.89401	91.34592
8637	8639	35	0.21051	10	4	1.00	7	3	1768	0.36723	0.18797	34.39466	372.1817
8637	8643	35	0.28705	10	4	1.00	7	3	1969	0.50199	0.20931	34.30984	565.2015
8638	179	25	0.19395	2	10	1.00	5	3	642	0.46649	0.01093	24.94549	124.5159
8638	8636	45	0.08996	10	3	2.00	5	3	15078	0.14063	0.75422	38.38160	1356.417
8638	9070	45	0.09068	10	3	2.00	5	3	14275	0.13892	0.71404	39.16449	1294.457
8639	8637	35	0.21051	10	4	1.00	7	3	1715	0.36699	0.18227	34.41676	361.0247
8639	8641	35	0.44347	10	4	1.00	7	3	1768	0.77362	0.18797	34.39466	784.055
8640	8612	40	0.05850	10	3	2.00	5	3	11709	0.09610	0.58567	36.52409	684.9765
8640	8642	40	0.21376	10	3	2.00	5	3	11151	0.34836	0.55779	36.81804	2383.638
8641	8601	45	0.25195	10	3	2.00	7	3	19186	0.47306	0.95970	31.95612	4833.913
8641	8639	35	0.44347	10	4	1.00	7	3	1715	0.77312	0.18227	34.41676	760.5511
8641	8669	45	0.55896	10	3	2.00	7	3	17402	0.94822	0.87046	35.36910	9727.022
8642	195	25	0.12584	2	10	1.00	5	3	1058	0.30310	0.01800	24.91032	133.1387
8642	6005	30	0.03042	10	5	1.00	5	3	374	0.06104	0.04547	29.90177	11.37708
8642	8640	40	0.21376	10	3	2.00	5	3	11709	0.35116	0.58567	36.52409	2502.916
8642	8644	40	0.18334	10	3	2.00	5	3	11311	0.29944	0.56580	36.73587	2073.759
8643	8629	35	0.25936	10	4	1.00	7	3	891	0.44808	0.09467	34.72940	231.0898
8643	8637	35	0.28705	10	4	1.00	7	3	2023	0.50233	0.21500	34.28662	580.7022
8643	8653	35	0.20573	10	4	1.00	7	3	2978	0.36491	0.31658	33.82626	612.6639
8643	8675	25	0.28673	10	5	1.00	7	3	1175	0.69683	0.14276	24.68839	336.9078
8644	8642	40	0.18334	10	3	2.00	5	3	11867	0.30190	0.59360	36.43628	2175.696
8644	8646	40	0.18060	10	3	2.00	5	3	11853	0.29733	0.59289	36.44418	2140.652

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8644	8968	40	0.10304	10	3	2.00	5	3	6912	0.16064	0.34573	38.48644	712.2125
8644	8998	45	0.09359	10	3	2.00	5	3	9886	0.13343	0.49452	42.08527	925.2307
8645	8629	35	0.21740	10	4	1.00	7	3	569	0.37441	0.06046	34.83921	123.7006
8645	8633	30	0.35531	10	5	1.00	7	3	226	0.71186	0.02746	29.94807	80.30006
8645	8677	35	0.36012	10	4	1.00	7	3	357	0.61897	0.03796	34.90812	128.5628
8646	167	25	0.14670	2	10	1.00	5	3	126	0.35222	0.00214	24.98932	18.4842
8646	8644	40	0.18060	10	3	2.00	5	3	12436	0.30013	0.62205	36.10421	2245.942
8646	8647	40	0.37341	10	3	2.00	5	3	11982	0.61599	0.59936	36.37113	4474.199
8647	168	25	0.36069	2	10	1.00	5	3	188	0.86621	0.00319	24.98405	67.80972
8647	169	25	0.16274	2	10	1.00	5	3	542	0.39130	0.00921	24.95402	88.20508
8647	8627	40	0.13511	10	3	2.00	0	3	12052	0.22313	0.60284	36.33136	1628.346
8647	8646	40	0.37341	10	3	2.00	5	3	12562	0.62188	0.62833	36.02707	4690.776
8648	932	20	0.10354	2	10	1.00	0	3	61	0.31070	0.00103	19.99587	6.31594
8648	8661	30	0.15133	10	5	1.00	0	3	62	0.30267	0.00752	29.99778	9.38246
8649	8635	25	0.20792	10	5	1.00	7	3	1161	0.50522	0.14099	24.69292	241.3951
8649	8657	35	0.20668	10	4	1.00	7	3	2243	0.36271	0.23839	34.18861	463.5832
8649	8671	25	0.47344	10	5	1.00	7	3	1095	1.14944	0.13303	24.71314	518.4168
8649	8677	35	0.45929	10	4	1.00	7	3	354	0.78940	0.03763	34.90912	162.5887
8650	150	25	0.06351	2	10	1.00	5	3	384	0.15263	0.00652	24.96743	24.38784
8650	8652	25	0.16071	10	5	1.00	1	3	4689	0.42044	0.56959	22.93520	753.5692
8650	9062	25	0.18182	10	5	2.00	5	3	5222	0.45155	0.31720	24.15940	949.464
8651	8656	45	0.30630	10	3	3.00	8	3	30516	0.63265	1.01760	29.04934	9347.051
8651	8667	45	0.12194	10	3	2.00	7	3	14746	0.18896	0.73759	38.71852	1798.127
8651	8669	45	0.12310	10	3	2.00	7	3	19093	0.22962	0.95502	32.16546	2350.348
8651	9340	45	0.19986	10	3	2.00	7	3	16863	0.33136	0.84347	36.18898	3370.239
8652	8650	25	0.16071	10	5	1.00	5	3	5137	0.42763	0.62409	22.54957	825.5673
8652	8654	25	0.12828	10	5	1.00	1	3	5653	0.34948	0.68668	22.02287	725.1668
8652	8684	30	0.36931	10	5	1.00	1	3	1661	0.75281	0.20176	29.43446	613.4239
8652	9566	25	0.02562	10	5	1.00	1	3	696	0.06192	0.08456	24.83037	17.83152
8653	8643	35	0.20573	10	4	1.00	7	3	3039	0.36526	0.32298	33.79396	625.2135
8653	8665	45	0.29615	10	3	2.00	7	3	16158	0.47841	0.80821	37.14151	4785.192
8653	8667	45	0.61277	10	3	2.00	7	3	13735	0.92761	0.68702	39.63552	8416.396
8653	24904	35	0.19190	10	4	1.00	7	3	4517	0.35062	0.48012	32.83941	866.8123
8654	9	25	0.12051	2	10	1.00	1	3	433	0.28966	0.00737	24.96321	52.18083
8654	8652	25	0.12828	10	5	1.00	1	3	6009	0.35645	0.73000	21.59228	770.8345
8654	8662	25	0.05175	10	5	1.00	1	3	5640	0.14089	0.68510	22.03742	291.87
8655	3765	40	0.10916	10	5	1.00	0	0	1115	0.16568	0.13549	39.53107	121.7134
8655	8621	45	0.16929	10	3	3.00	8	0	17593	0.24727	0.58667	41.07728	2978.319
8655	8656	45	0.27261	10	3	3.00	8	0	18464	0.40186	0.61573	40.70289	5033.471
8656	7359	30	0.09945	10	5	1.00	0	3	5803	0.22758	0.70489	26.21909	577.1084
8656	8651	45	0.30630	10	3	3.00	8	3	30490	0.63164	1.01675	29.09584	9339.087
8656	8655	45	0.27261	10	3	3.00	8	0	17493	0.39780	0.58333	41.11835	4768.767
8656	9610	35	0.14713	10	4	2.00	7	0	8503	0.26721	0.45191	33.03730	1251.046
8657	3747	45	0.34205	10	3	3.00	0	3	27077	0.59901	0.90294	34.26145	9261.688
8657	8649	35	0.20668	10	4	1.00	7	3	2239	0.36269	0.23797	34.19043	462.7565
8657	8659	45	0.10804	10	3	3.00	0	3	26059	0.18304	0.86899	35.41599	2815.414
8658	8663	45	0.36705	10	3	3.00	7	3	23488	0.58347	0.78325	37.74467	8621.27
8658	9357	45	0.35278	10	3	3.00	7	3	17914	0.51699	0.59738	40.94286	6319.701
8658	9389	45	0.17048	10	3	2.00	7	3	16364	0.27739	0.81853	36.87547	2789.735
8658	9585	45	0.20715	9	3	2.00	100	3	14210	0.31688	0.71079	39.22343	2943.602
8659	8657	45	0.10804	10	3	3.00	0	3	26052	0.18299	0.86873	35.42416	2814.658
8659	8663	45	0.16943	10	3	3.00	7	3	26059	0.28704	0.86899	35.41599	4415.176
8660	3737	35	0.17800	10	5	1.00	0	3	5460	0.34314	0.66325	31.12472	971.88
8660	3747	45	0.40090	10	3	3.00	0	3	32010	0.92126	1.06744	26.11000	12832.81
8660	3751	45	0.19512	10	3	3.00	0	3	30878	0.41264	1.02967	28.37110	6024.915
8660	8613	35	0.20667	10	5	1.00	0	3	1499	0.36030	0.18212	34.41732	309.7983
8661	929	25	0.09928	2	10	1.00	0	3	1	0.23827	0.00001	24.99993	0.09928
8661	8627	30	0.18361	10	5	1.00	0	3	61	0.36725	0.00743	29.99802	11.20021
8661	8648	30	0.15133	10	5	1.00	0	3	61	0.30267	0.00738	29.99814	9.23113
8662	8654	25	0.05175	10	5	1.00	1	3	5904	0.14290	0.71714	21.72654	305.532
8662	8664	25	0.08229	10	5	1.00	1	3	5844	0.22651	0.70997	21.79900	480.9028
8662	8672	30	0.15876	10	5	1.00	1	3	3019	0.33113	0.36674	28.76663	479.2964
8663	1107	20	0.24058	2	10	1.00	7	3	2604	0.72813	0.04429	19.82440	626.4703
8663	8658	45	0.36705	10	3	3.00	7	3	23455	0.58308	0.78214	37.77005	8609.158
8663	8659	45	0.16943	10	3	3.00	7	3	26052	0.28698	0.86873	35.42416	4413.99
8664	8662	25	0.08229	10	5	1.00	1	3	6665	0.23952	0.80961	20.61449	548.4629
8664	8666	25	0.10916	10	5	1.00	1	3	5501	0.29517	0.66827	22.18845	600.4892
8664	8692	30	0.20077	10	5	1.00	1	3	362	0.40280	0.04392	29.90581	72.67874
8665	8653	45	0.29615	10	3	2.00	7	3	16143	0.47818	0.80749	37.15961	4780.749
8665	9368	45	0.18912	10	3	2.00	7	3	16158	0.30551	0.80821	37.14150	3055.801
8666	8	25	0.12820	2	10	1.00	1	3	668	0.30838	0.01135	24.94336	85.6376
8666	8664	25	0.10916	10	5	1.00	1	3	6275	0.30853	0.76232	21.22797	684.979
8666	8668	25	0.06318	10	5	1.00	1	3	5699	0.17254	0.69225	21.97080	360.0628
8667	205	25	0.10817	2	10	1.00	7	3	1379	0.26082	0.02345	24.88329	149.1664
8667	8651	45	0.12194	10	3	2.00	7	3	13735	0.18459	0.68702	39.63552	1674.846
8667	8653	45	0.61277	10	3	2.00	7	3	13936	0.93163	0.69709	39.46469	8539.563
8668	37	25	0.21623	2	10	1.00	1	3	741	0.52027	0.01261	24.93713	160.2264
8668	8666	25	0.06318	10	5	1.00	1	3	6445	0.18075	0.78298	20.97270	407.1951
8668	8670	25	0.21799	10	5	1.00	1	3	5890	0.60156	0.71554	21.74289	1283.961
8669	205	25	0.11747	2	10	1.00	7	3	419	0.28233	0.00712	24.96444	49.21993
8669	926	25	0.07228	2	10	1.00	7	3	3040	0.17527	0.05170	24.74414	219.7312
8669	8641	45	0.55896	10	3	2.00	7	3	17470	0.95114	0.87383	35.26036	9765.031
8669	8651	45	0.12310	10	3	2.00	7	3	19835	0.24297	0.99215	30.39867	2441.689

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8670	7	25	0.15682	2	10	1.00	1	3	650	0.37721	0.01106	24.94484	101.933
8670	36	25	0.11679	2	10	1.00	1	3	1243	0.28148	0.02114	24.89476	145.17
8670	8668	25	0.21799	10	5	1.00	1	3	7159	0.66516	0.86966	19.66364	1560.59
8670	9024	25	0.17615	10	5	1.00	1	3	6902	0.52359	0.83842	20.18519	1215.787
8671	313	25	0.07796	2	10	1.00	7	3	901	0.18769	0.01532	24.92366	70.24196
8671	8649	25	0.47344	10	5	1.00	7	3	1101	1.14953	0.13380	24.71120	521.2574
8671	8673	25	0.33787	10	5	1.00	7	3	803	0.81743	0.09750	24.80003	271.3096
8672	37	25	0.20473	2	10	1.00	1	3	1033	0.49309	0.01756	24.91251	211.4861
8672	39	25	0.19352	2	10	1.00	1	3	435	0.46513	0.00740	24.96305	84.1812
8672	8662	30	0.15876	10	5	1.00	1	3	2463	0.32770	0.29914	29.06751	391.0259
8672	8674	30	0.17255	10	5	1.00	1	3	2747	0.35799	0.33376	28.91881	473.9949
8673	315	25	0.06120	2	10	1.00	7	3	1058	0.14742	0.01799	24.91036	64.7496
8673	8671	25	0.33787	10	5	1.00	7	3	809	0.81749	0.09826	24.79820	273.3368
8673	8675	25	0.33703	10	5	1.00	7	3	944	0.81675	0.11472	24.75857	318.1563
8674	38	25	0.13166	2	10	1.00	1	3	1144	0.31722	0.01946	24.90310	150.619
8674	8672	30	0.17255	10	5	1.00	1	3	2339	0.35542	0.28416	29.12867	403.5945
8674	9014	30	0.21056	10	5	1.00	1	3	2253	0.43310	0.27364	29.17049	474.3917
8674	9569	30	0.00189	10	5	1.00	5	3	1244	0.00384	0.15111	29.60018	2.35116
8675	316	25	0.11957	2	10	1.00	7	3	353	0.28731	0.00601	24.97001	42.20821
8675	8643	25	0.28673	10	5	1.00	7	3	1169	0.69678	0.14199	24.69036	335.1874
8675	8673	25	0.33703	10	5	1.00	7	3	951	0.81681	0.11549	24.75669	320.5155
8676	152	25	0.18098	2	10	1.00	5	3	520	0.43513	0.00884	24.95587	94.1096
8676	5960	45	0.13017	10	3	2.00	5	3	13625	0.19660	0.68150	39.72677	1773.566
8676	8678	45	0.17220	10	3	2.00	5	3	13131	0.25755	0.65680	40.11646	2261.158
8677	315	25	0.59157	2	10	1.00	7	3	7	1.41979	0.00012	24.99940	4.14099
8677	8645	35	0.36012	10	4	1.00	7	3	361	0.61899	0.03837	34.90687	130.0033
8677	8649	35	0.45929	10	4	1.00	7	3	350	0.78937	0.03721	34.91037	160.7515
8678	8676	45	0.17220	10	3	2.00	5	3	13094	0.25737	0.65498	40.14394	2254.787
8678	8680	45	0.21231	10	3	2.00	5	3	14436	0.32649	0.72207	39.01651	3064.907
8678	8684	30	0.13591	10	5	1.00	5	3	2285	0.27971	0.27763	29.15473	310.5544
8678	9568	30	0.04972	10	5	1.00	5	3	1277	0.10082	0.15510	29.58768	63.49244
8679	928	25	0.11750	2	10	1.00	0	3	1214	0.28317	0.02064	24.89721	142.645
8679	8627	30	0.12339	10	5	1.00	0	3	1214	0.25002	0.14744	29.61161	149.7955
8680	153	25	0.13249	2	10	1.00	5	3	792	0.31884	0.01348	24.93279	104.9321
8680	172	25	0.16847	2	10	1.00	5	3	494	0.40502	0.00841	24.95804	83.22418
8680	8678	45	0.21231	10	3	2.00	5	3	14555	0.32744	0.72805	38.90342	3090.172
8680	8682	45	0.23021	10	3	2.00	5	3	14238	0.35238	0.71221	39.19784	3277.73
8682	170	25	0.09203	2	10	1.00	5	3	225	0.22103	0.00382	24.98090	20.70675
8682	171	25	0.10106	2	10	1.00	5	3	173	0.24270	0.00294	24.98533	17.48338
8682	8680	45	0.23021	10	3	2.00	5	3	14360	0.35338	0.71830	39.08636	3305.816
8682	9032	45	0.07983	10	3	2.00	5	3	14269	0.12228	0.71372	39.17037	1139.094
8684	152	25	0.11461	2	10	1.00	5	3	558	0.27559	0.00949	24.95265	63.95238
8684	8652	30	0.36931	10	5	1.00	5	3	1785	0.75416	0.21689	29.38187	659.2184
8684	8678	30	0.13591	10	5	1.00	5	3	2151	0.27910	0.26125	29.21867	292.3424
8686	10	25	0.12673	2	10	1.00	1	3	1258	0.30545	0.02140	24.89346	159.4263
8686	8688	30	0.11479	10	5	1.00	1	3	1093	0.23223	0.13274	29.65664	125.4655
8686	9028	30	0.20117	10	5	1.00	1	3	1652	0.41002	0.20067	29.43822	332.3328
8688	7	25	0.09988	2	10	1.00	1	3	582	0.24019	0.00989	24.95065	58.13016
8688	8686	30	0.11479	10	5	1.00	1	3	853	0.23157	0.10368	29.74235	97.91587
8688	8690	30	0.33089	10	5	1.00	1	3	789	0.66702	0.09590	29.76456	261.0722
8690	8688	30	0.33089	10	5	1.00	1	3	623	0.66576	0.07570	29.82090	206.1445
8690	8692	30	0.05202	10	5	1.00	1	3	789	0.10485	0.09590	29.76456	41.04378
8692	8	25	0.14814	2	10	1.00	1	3	167	0.35575	0.00284	24.98579	24.73938
8692	9	25	0.15551	2	10	1.00	1	3	224	0.37350	0.00381	24.98096	34.83424
8692	8664	30	0.20077	10	5	1.00	1	3	408	0.40299	0.04950	29.89121	81.91416
8692	8690	30	0.05202	10	5	1.00	1	3	623	0.10466	0.07570	29.82090	32.40846
8694	157	25	0.07804	2	10	1.00	5	3	685	0.18773	0.01164	24.94192	53.4574
8694	158	25	0.11984	2	10	1.00	5	3	339	0.28794	0.00577	24.97120	40.62576
8694	8636	30	0.07283	10	5	1.00	5	3	1420	0.14796	0.17249	29.53210	103.4186
8694	8696	30	0.35838	10	5	1.00	5	3	671	0.72144	0.08147	29.80502	240.473
8696	156	25	0.14023	2	10	1.00	5	3	465	0.33708	0.00791	24.96052	65.20695
8696	159	25	0.10894	2	10	1.00	5	3	242	0.26168	0.00412	24.97943	26.36348
8696	8694	30	0.35838	10	5	1.00	5	3	660	0.72135	0.08012	29.80874	236.5308
8696	8698	30	0.17931	10	5	1.00	5	3	439	0.36005	0.05328	29.88127	78.71709
8698	8696	30	0.17931	10	5	1.00	5	3	470	0.36017	0.05713	29.87105	84.2757
8698	8700	30	0.11098	9	5	1.00	100	0	257	0.22243	0.03127	29.93838	28.52186
8698	8702	45	0.13585	10	3	2.00	5	3	13134	0.20319	0.65698	40.11370	1784.254
8698	8982	45	0.12634	10	3	2.00	5	3	13184	0.18915	0.65946	40.07585	1665.667
8700	8698	30	0.11098	9	5	1.00	100	0	166	0.22222	0.02018	29.96640	18.42268
8702	54	25	0.12516	1	10	1.00	100	0	1544	0.30195	0.02626	24.86937	193.247
8702	156	25	0.18939	2	10	1.00	5	3	573	0.45543	0.00974	24.95139	108.5205
8702	8698	45	0.13585	10	3	2.00	5	3	13257	0.20367	0.66309	40.01991	1800.963
8702	8704	45	0.12060	10	3	2.00	5	3	13617	0.18211	0.68111	39.73309	1642.21
8704	8702	45	0.12060	10	3	2.00	5	3	13705	0.18244	0.68550	39.66071	1652.823
8704	8706	45	0.06496	10	3	2.00	1	3	13567	0.09800	0.67862	39.77374	881.3123
8704	8714	30	0.15876	10	5	1.00	1	0	646	0.31950	0.07847	29.81331	102.559
8706	155	25	0.03693	2	10	1.00	5	3	58	0.08865	0.00098	24.99508	2.14194
8706	8704	45	0.06496	10	3	2.00	5	3	13691	0.09825	0.68481	39.67220	889.3674
8706	8708	45	0.10909	10	3	2.00	1	3	13586	0.16463	0.67957	39.75834	1482.097
8708	44	25	0.08224	2	10	1.00	1	3	1762	0.19856	0.02996	24.85108	144.9069
8708	154	25	0.11294	2	10	1.00	5	3	416	0.27145	0.00708	24.96463	46.98304
8708	8706	45	0.10909	10	3	2.00	5	3	13710	0.16505	0.68576	39.65649	1495.624
8708	9062	45	0.06496	10	3	2.00	1	3	13456	0.09778	0.67309	39.86275	874.1018

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8714	45	25	0.12244	2	10	1.00	1	0	139	0.29399	0.00237	24.98814	17.01916
8714	54	25	0.13617	1	10	1.00	100	0	602	0.32747	0.01024	24.94893	81.97434
8714	8704	30	0.15876	10	5	1.00	1	0	610	0.31937	0.07410	29.82531	96.8436
8714	9006	30	0.39205	10	5	1.00	1	0	1184	0.79408	0.14385	29.62272	464.1872
8716	11	25	0.03278	2	10	1.00	1	3	2926	0.07947	0.04976	24.75366	95.91428
8716	8718	25	0.14332	10	5	1.00	1	3	2094	0.35285	0.25436	24.37078	300.1121
8716	9024	25	0.14181	10	5	1.00	1	3	6158	0.39771	0.74806	21.39370	873.266
8718	8716	25	0.14332	10	5	1.00	1	3	4732	0.37551	0.57488	22.90030	678.1902
8718	8720	25	0.23545	10	5	1.00	1	3	8910	1.01041	1.08242	13.98134	2097.86
8718	9028	25	0.28674	10	5	1.00	1	3	5346	0.76983	0.64946	22.34807	1532.912
8720	15	25	0.17001	2	10	1.00	1	3	1483	0.41008	0.02522	24.87453	252.1248
8720	8718	25	0.23545	10	5	1.00	1	3	10063	1.52792	1.22246	9.24582	2369.333
8720	8822	30	0.07197	10	5	1.00	1	3	9809	0.35347	1.19152	12.21722	705.9537
8720	8864	30	0.35513	10	5	1.00	1	3	2360	0.73175	0.28665	29.11862	838.1068
8720	8878	25	0.37356	10	5	1.00	1	3	1754	0.91499	0.21304	24.49617	655.2242
8722	8724	33	0.17740	10	5	1.00	1	3	1738	0.32911	0.21112	32.34235	308.3212
8722	8864	30	0.15418	10	5	1.00	1	3	1611	0.31407	0.19565	29.45529	248.384
8723	330	25	0.23545	2	10	1.00	1	3	3530	0.57186	0.06004	24.70338	831.1385
8723	332	25	0.08392	2	10	1.00	1	3	7577	0.20660	0.12886	24.37187	635.8618
8723	8725	40	0.26344	10	3	2.00	0	0	14845	0.46045	0.74255	34.32899	3910.767
8723	9087	40	0.18389	10	3	2.00	0	0	20002	0.41419	1.00051	26.63800	3678.168
8724	8722	33	0.17740	10	5	1.00	1	3	1611	0.32851	0.19565	32.40081	285.7914
8724	8726	33	0.08300	10	5	1.00	1	3	1738	0.15399	0.21112	32.34235	144.254
8725	8723	40	0.26344	10	3	2.00	0	0	13074	0.44280	0.65398	35.69687	3444.215
8725	16067	40	0.25427	10	3	2.00	0	0	14845	0.44442	0.74255	34.32898	3774.638
8726	18	25	0.07083	2	10	1.00	1	3	1044	0.17060	0.01776	24.91151	73.94652
8726	8724	33	0.08300	10	5	1.00	1	3	1611	0.15371	0.19565	32.40081	133.713
8726	8728	33	0.16897	10	5	1.00	1	3	1855	0.31400	0.22532	32.28712	313.4394
8728	19	25	0.26141	2	10	1.00	1	3	92	0.62757	0.00156	24.99219	24.04972
8728	8726	33	0.16897	10	5	1.00	1	3	1728	0.31342	0.20986	32.34717	291.9802
8728	8730	30	0.12897	10	5	1.00	1	3	1763	0.26328	0.21418	29.39144	227.3741
8730	8728	30	0.12897	10	5	1.00	1	3	1625	0.26276	0.19735	29.44952	209.5763
8730	8732	32	0.21236	10	5	1.00	1	3	3782	0.42249	0.45939	30.15876	803.1455
8730	8866	32	0.17425	10	5	1.00	1	3	3923	0.34794	0.47651	30.04845	683.5828
8732	21	25	0.12414	2	10	1.00	1	3	779	0.29873	0.01324	24.93398	96.70506
8732	8730	32	0.21236	10	5	1.00	1	3	3562	0.42022	0.43274	30.32171	756.4263
8732	8734	35	0.48343	10	5	1.00	1	3	3604	0.87548	0.43784	33.13112	1742.282
8734	22	25	0.07920	2	10	1.00	1	3	612	0.19047	0.01041	24.94804	48.4704
8734	8732	35	0.48343	10	5	1.00	1	3	3385	0.87103	0.41118	33.30053	1636.411
8734	8736	35	0.41762	10	5	1.00	1	3	3658	0.75729	0.44437	33.08795	1527.654
8736	23	25	0.15839	2	10	1.00	1	3	950	0.38136	0.01615	24.91951	150.4705
8736	8734	35	0.41762	10	5	1.00	1	3	3439	0.75338	0.41772	33.25997	1436.195
8736	9040	30	0.07712	10	5	1.00	1	3	4271	0.16588	0.51881	27.89518	329.3795
8738	178	25	0.01345	2	10	1.00	5	3	1785	0.03247	0.03036	24.84912	24.00825
8738	8740	35	0.22741	10	2	3.00	1	3	32958	0.53072	0.93418	25.70966	7494.979
8738	9082	35	0.19697	10	3	3.00	1	3	33159	0.64200	1.10574	18.40838	6531.328
8740	320	25	0.12796	2	10	1.00	1	3	57	0.30717	0.00098	24.99512	7.29372
8740	321	25	0.15277	2	10	1.00	1	3	1346	0.36832	0.02289	24.88605	205.6284
8740	8738	35	0.22741	10	2	3.00	1	3	33110	0.53360	0.93850	25.57084	7529.545
8740	9044	35	0.07174	10	3	3.00	1	3	31737	0.20748	1.05832	20.74557	2276.812
8742	218	25	0.02867	2	10	1.00	4	3	983	0.06905	0.01672	24.91667	28.18261
8742	8744	45	0.30329	10	3	3.00	4	3	28707	0.56751	0.95727	32.06534	8706.546
8742	9044	45	0.27180	10	3	3.00	4	3	27247	0.47888	0.90860	34.05372	7405.735
8744	219	25	0.08025	2	10	1.00	4	3	641	0.19302	0.01090	24.94562	51.44025
8744	5532	30	0.20849	10	5	1.00	4	3	823	0.42044	0.09993	29.75310	171.5873
8744	8742	45	0.30329	10	3	3.00	4	3	27265	0.53471	0.90919	34.03199	8269.202
8744	8746	45	0.18630	10	3	3.00	4	3	29001	0.35353	0.96707	31.61806	5402.886
8744	8890	30	0.27047	10	5	1.00	4	3	1419	0.54951	0.17235	29.53256	383.7969
8746	216	25	0.09852	2	10	1.00	4	3	588	0.23691	0.01000	24.95012	57.92976
8746	8744	45	0.18630	10	3	3.00	4	3	26989	0.32524	0.90000	34.36776	5028.051
8746	8748	45	0.19060	10	3	3.00	4	3	28413	0.35193	0.94747	32.49611	5415.518
8748	5524	45	0.09655	10	3	3.00	4	3	20280	0.14551	0.67627	39.81170	1958.034
8748	5648	45	0.07437	10	3	3.00	4	3	30981	0.15838	1.03312	28.17322	2304.057
8748	5958	45	0.06795	10	3	3.00	4	3	34257	0.19131	1.14235	21.31069	2327.763
8748	8746	45	0.19060	10	3	3.00	4	3	26378	0.32609	0.87963	35.07053	5027.647
8750	5958	45	0.11561	10	3	3.00	4	3	35801	0.38128	1.19384	18.19368	4138.954
8750	8752	45	0.21540	10	3	3.00	4	3	26622	0.37142	0.88777	34.79632	5734.379
8750	8892	30	0.17775	10	5	1.00	4	3	10271	1.03877	1.24774	10.26710	1825.67
8752	5662	45	0.12310	10	3	3.00	4	3	26622	0.21226	0.88777	34.79633	3277.168
8752	8750	45	0.21540	10	3	3.00	4	3	27371	0.38125	0.91273	33.89917	5895.713
8754	1297	25	0.09075	2	10	1.00	4	3	580	0.21823	0.00987	24.95076	52.635
8754	5662	45	0.19593	10	3	3.00	4	3	27532	0.34889	0.91811	33.69432	5394.345
8754	9801	30	0.05704	10	5	1.00	4	3	12743	0.68513	1.54796	4.99511	726.8607
8754	9802	45	0.05652	10	3	4.00	4	3	35457	0.09737	0.88678	34.82999	2004.03
8758	226	25	0.15314	2	10	1.00	4	3	764	0.36848	0.01299	24.93521	116.999
8758	234	25	0.22142	2	10	1.00	4	3	4992	0.54044	0.08489	24.58263	1105.329
8758	8762	45	0.12697	10	3	4.00	4	3	30744	0.20012	0.76891	38.06733	3903.566
8758	9802	45	0.14703	10	3	4.00	4	3	36473	0.26008	0.91218	33.91992	5362.625
8760	234	25	0.19716	2	10	1.00	4	3	8197	0.48637	0.13940	24.32192	1616.121
8760	5954	30	0.14085	10	5	1.00	4	3	5175	0.31280	0.62868	27.01707	728.8988
8760	8761	45	0.16240	10	3	4.00	4	3	38773	0.30938	0.96970	31.49534	6296.735
8760	8762	45	0.11945	10	3	4.00	4	3	31455	0.19028	0.78669	37.66475	3757.3
8761	229	25	0.10892	2	10	1.00	4	3	883	0.26219	0.01502	24.92514	96.17636

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8761	8760	45	0.16240	10	3	4.00	4	3	38684	0.30837	0.96748	31.59900	6282.282
8761	8833	45	0.08590	10	3	4.00	4	3	40011	0.17203	1.00068	29.95865	3436.945
8762	228	25	0.18209	2	10	1.00	4	3	766	0.43817	0.01303	24.93503	139.4809
8762	8758	45	0.12697	10	3	4.00	4	3	31455	0.20226	0.78669	37.66475	3993.841
8762	8760	45	0.11945	10	3	4.00	4	3	30030	0.18641	0.75104	38.44746	3587.084
8765	230	25	0.15563	2	10	1.00	4	3	0	0.37351	0.00000	25.00000	0
8765	1296	25	0.05999	2	10	1.00	4	3	525	0.14424	0.00893	24.95543	31.49475
8765	7150	45	0.29414	10	3	3.00	4	3	37754	1.18548	1.25899	14.88730	11104.96
8765	8833	45	0.22486	10	3	4.00	4	3	35044	0.38354	0.87644	35.17556	7879.994
8765	8898	30	0.29459	10	5	1.00	4	3	3346	0.61870	0.40641	28.56835	985.6981
8767	234	25	0.18775	2	10	1.00	4	3	6663	0.46081	0.11332	24.44594	1250.978
8767	8836	40	0.09761	10	3	3.00	4	3	30896	0.23252	1.03028	25.18767	3015.759
8767	8837	40	0.17409	10	3	3.00	4	3	34806	0.58280	1.16065	17.92308	6059.377
8768	7151	45	0.06371	10	3	3.00	4	3	35802	0.21013	1.19388	18.19152	2280.945
8768	8769	45	0.17027	10	3	4.00	0	3	44353	0.43584	1.10926	23.43972	7551.985
8768	8770	40	0.18941	10	3	2.00	3	3	12999	0.31792	0.65021	35.74709	2462.141
8768	8938	40	0.13236	10	3	2.00	3	3	11701	0.21741	0.58527	36.52848	1548.744
8769	877	20	0.04544	3	10	3.00	0	3	671	0.13643	0.00380	19.98480	30.49024
8769	5556	45	0.06686	10	3	4.00	0	3	43776	0.16459	1.09483	24.37173	2926.863
8769	8768	45	0.17027	10	3	4.00	0	3	39696	0.33643	0.99280	30.36556	6759.038
8770	271	25	0.02758	2	10	1.00	3	3	1148	0.06644	0.01952	24.90278	31.66184
8770	8768	40	0.18941	10	3	2.00	3	3	16727	0.35141	0.83667	32.34008	3168.261
8770	8772	40	0.18732	10	3	2.00	3	3	13330	0.31641	0.66679	35.52218	2496.976
8772	8770	40	0.18732	10	3	2.00	3	3	17058	0.35219	0.85325	31.91254	3195.305
8772	8903	40	0.02781	10	3	4.00	3	3	42719	0.07206	1.06840	23.15570	1188.015
8772	8904	40	0.16683	10	3	3.00	3	3	31405	0.41184	1.04724	24.30504	5239.296
8774	26	25	0.10324	2	10	1.00	1	3	411	0.24812	0.00699	24.96508	42.43164
8774	8776	40	0.17492	10	3	2.00	1	3	19056	0.36614	0.95319	28.66371	3333.276
8774	8900	40	0.08039	10	3	2.00	1	3	18032	0.15822	0.90198	30.48564	1449.592
8776	8774	40	0.17492	10	3	2.00	1	3	17702	0.33855	0.88547	30.99971	3096.434
8776	8778	35	0.10132	10	4	2.00	1	3	9332	0.18579	0.49594	32.72230	945.5182
8776	8826	40	0.20326	10	3	2.00	1	3	18209	0.40387	0.91081	30.19685	3701.161
8778	26	25	0.12255	2	10	1.00	1	3	292	0.29442	0.00497	24.97516	35.7846
8778	8776	35	0.10132	10	4	2.00	1	3	8490	0.18399	0.45122	33.04203	860.2068
8778	8780	40	0.20563	10	3	2.00	1	3	21971	0.57584	1.09899	21.42545	4517.897
8778	8828	45	0.19016	10	2	2.00	1	3	26129	0.48899	1.11091	23.33340	4968.691
8780	78	25	0.04981	2	10	1.00	1	3	1673	0.12023	0.02845	24.85855	83.33213
8780	8778	40	0.20563	10	3	2.00	1	3	21070	0.51521	1.05394	23.94659	4332.624
8780	8936	40	0.09515	10	3	2.00	1	3	22105	0.27134	1.10571	21.03961	2103.291
8782	79	25	0.05113	2	10	1.00	1	3	3379	0.12413	0.05747	24.71591	172.7683
8782	8784	35	0.32960	10	3	2.00	1	3	14241	0.64870	0.71235	30.48525	4693.834
8782	8936	35	0.12008	10	3	2.00	1	3	14558	0.23812	0.72820	30.25612	1748.125
8784	55	25	0.06984	2	10	1.00	1	3	2212	0.16887	0.03761	24.81333	154.4861
8784	8782	35	0.32960	10	3	2.00	1	3	13664	0.64055	0.68348	30.87323	4503.654
8784	8786	35	0.14609	10	3	2.00	1	3	9863	0.26771	0.49333	32.74189	1440.886
8784	8862	22	0.17137	10	5	1.00	1	3	4099	0.50015	0.49789	20.55899	702.4456
8786	55	25	0.13143	2	10	1.00	1	3	2143	0.31773	0.03645	24.81905	281.6545
8786	56	25	0.07371	2	10	1.00	1	3	2171	0.17820	0.03692	24.81676	160.0244
8786	8784	35	0.14609	10	3	2.00	1	3	9896	0.26781	0.49498	32.72952	1445.707
8786	8788	35	0.11026	10	3	2.00	1	3	13234	0.21244	0.66198	31.14001	1459.181
8788	60	25	0.09089	2	10	1.00	1	3	1295	0.21909	0.02203	24.89034	117.7026
8788	8786	35	0.11026	10	3	2.00	1	3	12985	0.21144	0.64950	31.28688	1431.726
8788	8790	35	0.06508	10	3	2.00	1	3	17336	0.14153	0.86716	27.59091	1128.227
8788	8966	40	0.05742	10	3	2.00	1	3	27334	0.35108	1.36722	9.81285	1569.518
8790	62	25	0.16846	2	10	1.00	1	3	527	0.40503	0.00897	24.95523	88.77842
8790	8788	35	0.06508	10	3	2.00	1	3	20350	0.17293	1.01790	22.58100	1324.378
8790	8792	35	0.06117	10	3	2.00	1	3	17017	0.13122	0.85119	27.97134	1040.93
8792	8790	35	0.06117	10	3	2.00	1	3	19985	0.15724	0.99963	23.34373	1222.482
8792	8794	35	0.07190	10	3	2.00	1	3	15141	0.14476	0.75734	29.80157	1088.638
8792	8846	30	0.11289	10	4	1.00	1	3	2844	0.23314	0.30232	29.05429	321.0592
8794	61	25	0.06859	2	10	1.00	1	3	463	0.16487	0.00787	24.96073	31.75717
8794	5946	35	0.05655	10	3	2.00	1	3	9961	0.10374	0.49827	32.70465	563.2946
8794	8792	35	0.07190	10	3	2.00	1	3	13902	0.14044	0.69538	30.71761	999.5538
8794	9554	25	0.22404	10	4	1.00	1	3	5204	0.58342	0.55316	23.04041	1165.904
8796	63	25	0.18196	2	10	1.00	1	3	669	0.43770	0.01138	24.94324	121.7312
8796	1188	25	0.04916	2	10	1.00	1	3	678	0.11825	0.01153	24.94251	33.33048
8796	5946	35	0.05170	10	3	2.00	1	3	12164	0.09776	0.60844	31.73312	628.8788
8796	8798	35	0.13206	10	3	2.00	1	3	8117	0.23772	0.40601	33.33223	1071.931
8798	8796	35	0.13206	10	3	2.00	1	3	11535	0.24730	0.57696	32.04108	1523.312
8798	8800	35	0.11858	10	3	2.00	1	3	8499	0.21421	0.42512	33.21327	1007.811
8800	8798	35	0.11858	10	3	2.00	1	3	10535	0.21905	0.52697	32.47840	1249.24
8800	8802	35	0.21045	10	3	1.00	1	3	5500	0.39115	0.55022	32.28225	1157.475
8800	8860	25	0.15018	10	5	1.00	1	3	3001	0.37576	0.36460	23.98069	450.6902
8802	31	25	0.18056	2	10	1.00	1	3	1812	0.43601	0.03082	24.84685	327.1747
8802	8800	35	0.21045	10	3	1.00	1	3	5669	0.39298	0.56712	32.13185	1193.041
8802	8804	35	0.10892	10	3	1.00	1	3	9534	0.26076	0.95374	25.06190	1038.443
8802	8860	25	0.15567	10	5	1.00	1	3	5876	0.42922	0.71380	21.76047	914.7169
8804	5916	35	0.32195	10	4	1.00	1	3	8074	0.69467	0.85819	27.80745	2599.424
8804	8802	35	0.10892	10	3	1.00	1	3	10085	0.28461	1.00891	22.96183	1098.458
8804	8806	30	0.25436	10	3	1.00	1	3	9780	0.73649	0.97834	20.72230	2487.641
8804	8810	30	0.23798	10	3	1.00	1	3	8541	0.59718	0.85446	23.91021	2032.587
8806	31	25	0.14591	2	10	1.00	1	3	99	0.35031	0.00169	24.99154	14.44509
8806	32	25	0.04623	2	10	1.00	1	3	4882	0.11280	0.08303	24.59163	225.6949

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8806	33	25	0.17174	2	10	1.00	1	3	84	0.41229	0.00142	24.99289	14.42616
8806	8804	30	0.25436	10	3	1.00	1	3	9943	0.75637	0.99473	20.17774	2529.101
8806	8808	30	0.27936	10	3	1.00	1	3	10158	0.86319	1.01618	19.41835	2837.739
8808	5918	35	0.25626	10	3	2.00	1	3	12882	0.49051	0.64435	31.34593	3301.141
8808	5922	23	0.23257	10	5	1.00	1	3	1786	0.61948	0.21698	22.52589	415.37
8808	5938	25	0.03452	10	5	1.00	1	3	3193	0.08672	0.38784	23.88614	110.2224
8808	8806	30	0.27936	10	3	1.00	1	3	10318	0.89077	1.03221	18.81706	2882.436
8810	28	25	0.05791	2	10	1.00	1	3	5145	0.14141	0.08750	24.57001	297.947
8810	8804	30	0.23798	10	3	1.00	1	3	8299	0.58582	0.83025	24.37407	1974.996
8810	8812	30	0.17318	10	3	1.00	1	3	9064	0.45676	0.90673	22.74873	1569.704
8810	8860	20	0.07189	10	5	1.00	1	3	1929	0.22069	0.23432	19.54627	138.6758
8812	8810	30	0.17318	10	3	1.00	1	3	9384	0.47427	0.93881	21.90918	1625.121
8812	8816	30	0.18120	10	3	1.00	1	3	6028	0.39901	0.60299	27.24718	1092.274
8812	8852	25	0.06755	10	3	2.00	1	3	3575	0.16480	0.17884	24.59280	241.4913
8816	27	25	0.04277	2	10	1.00	1	3	2675	0.10359	0.04549	24.77458	114.4098
8816	8812	30	0.18120	10	3	1.00	1	3	5439	0.39226	0.54409	27.71585	985.5468
8816	8818	30	0.12046	10	3	2.00	1	3	10286	0.25882	0.51451	27.92456	1239.052
8816	8856	20	0.07447	10	5	1.00	1	3	4766	0.24419	0.57892	18.29865	354.924
8818	8816	30	0.12046	10	3	2.00	1	3	8788	0.25459	0.43959	28.38822	1058.602
8818	8820	30	0.05074	10	3	2.00	1	3	11082	0.11014	0.55433	27.63970	562.3007
8818	8850	30	0.19350	10	4	1.00	1	3	2823	0.39947	0.30011	29.06349	546.2505
8820	27	25	0.13537	2	10	1.00	1	3	1217	0.32623	0.02070	24.89693	164.7453
8820	8818	30	0.05074	10	3	2.00	1	3	9964	0.10860	0.49839	28.03176	505.5734
8820	8822	35	0.15028	10	3	2.00	1	3	12163	0.28414	0.60839	31.73364	1827.856
8822	24	25	0.09345	2	10	1.00	1	3	967	0.22502	0.01644	24.91805	90.36615
8822	8720	30	0.07197	10	5	1.00	1	3	10427	0.44513	1.26662	9.70147	750.4312
8822	8820	35	0.15028	10	3	2.00	1	3	11152	0.27989	0.55781	32.21557	1675.923
8822	8824	40	0.38184	10	3	2.00	1	3	18006	0.75046	0.90065	30.52841	6875.411
8824	8822	40	0.38184	10	3	2.00	1	3	17613	0.73588	0.88100	31.13337	6725.348
8824	8826	40	0.12667	10	3	2.00	1	3	16778	0.23548	0.83926	32.27523	2125.269
8824	8878	25	0.09603	10	5	1.00	1	3	4058	0.24635	0.49296	23.38909	389.6897
8826	25	25	0.13801	2	10	1.00	1	3	1749	0.33321	0.02975	24.85213	241.3795
8826	8776	40	0.20326	10	3	2.00	1	3	17696	0.39330	0.88518	31.00848	3596.889
8826	8824	40	0.12667	10	3	2.00	1	3	17291	0.24055	0.86489	31.59590	2190.251
8828	231	25	0.30377	2	10	1.00	4	3	0	0.72904	0.00000	25.00000	0
8828	8778	45	0.19016	10	2	2.00	1	3	26107	0.48773	1.10998	23.39362	4964.507
8828	8830	45	0.25690	10	3	3.00	4	3	25727	0.43103	0.85792	35.76066	6609.266
8828	8874	30	0.19322	10	5	1.00	1	3	2325	0.39790	0.28241	29.13566	449.2365
8830	20	25	0.16477	2	10	1.00	1	3	2202	0.39840	0.03744	24.81418	362.8235
8830	8828	45	0.25690	10	3	3.00	4	3	25900	0.43318	0.86368	35.58300	6653.71
8830	8831	45	0.23334	10	3	3.00	4	3	25864	0.39305	0.86249	35.62006	6035.106
8831	229	25	0.10722	2	10	1.00	4	3	3492	0.26039	0.05938	24.70658	374.4122
8831	8830	45	0.23334	10	3	3.00	4	3	25998	0.39459	0.86694	35.48075	6066.373
8831	8833	45	0.14926	10	3	3.00	4	3	23912	0.23939	0.79740	37.40950	3569.105
8833	8761	45	0.08590	10	3	4.00	4	3	38684	0.16310	0.96748	31.59900	3322.956
8833	8765	45	0.22486	10	3	4.00	4	3	33524	0.37132	0.83843	36.33319	7538.207
8833	8831	45	0.14926	10	3	3.00	4	3	26024	0.25260	0.86783	35.45275	3884.342
8833	8834	40	0.07276	10	3	3.00	4	3	30604	0.17003	1.02056	25.67587	2226.747
8834	232	25	0.14436	2	10	1.00	4	3	9365	0.35750	0.15927	24.22824	1351.931
8834	8833	40	0.07276	10	3	3.00	4	3	29869	0.16263	0.99604	26.84400	2173.268
8834	8836	40	0.16649	10	3	3.00	4	3	27917	0.33862	0.93095	29.49957	4647.901
8836	234	25	0.21270	2	10	1.00	4	3	739	0.51176	0.01257	24.93733	157.1853
8836	8767	40	0.09761	10	3	3.00	4	3	34806	0.32677	1.16065	17.92308	3397.414
8836	8834	40	0.16649	10	3	3.00	4	3	29869	0.37212	0.99604	26.84400	4972.89
8836	8898	30	0.23258	10	5	2.00	4	3	7494	0.49312	0.45515	28.29881	1742.955
8837	8767	40	0.17409	10	3	3.00	4	3	37559	0.77407	1.25248	13.49440	6538.646
8837	8838	40	0.03470	10	3	3.00	4	3	34806	0.11616	1.16065	17.92308	1207.768
8838	8837	40	0.03470	10	3	3.00	4	3	24664	0.06369	0.82247	32.68575	855.8408
8838	8839	40	0.04640	10	3	3.00	4	3	30310	0.10643	1.01073	26.15505	1406.384
8838	8844	30	0.15111	10	6	1.00	4	0	14090	0.75757	1.19813	11.96768	2129.14
8839	8838	40	0.04640	10	3	3.00	4	3	34258	0.14698	1.14240	18.93994	1589.571
8839	8840	40	0.07254	10	3	3.00	4	0	30920	0.17307	1.03108	25.14695	2242.937
8840	8839	40	0.07254	10	3	3.00	4	0	34258	0.22979	1.14240	18.93994	2485.075
8840	8841	40	0.02500	10	3	3.00	4	2	30920	0.05965	1.03108	25.14694	773
8841	5550	30	0.10716	10	6	1.00	4	0	10422	0.27674	0.88621	23.23310	1116.822
8841	8840	40	0.02500	10	3	3.00	4	2	31365	0.06154	1.04592	24.37523	784.125
8841	8845	40	0.02866	10	3	3.00	4	2	21088	0.04915	0.70322	34.98496	604.3821
8842	8843	30	0.13015	10	6	2.00	4	3	13506	0.28412	0.57422	27.48564	1757.806
8842	8844	63	0.31416	10	1	3.00	4	0	55818	0.36087	0.79107	52.23280	17535.78
8843	8837	30	0.07337	10	6	2.00	4	3	12895	0.15901	0.54827	27.68500	946.1062
8843	8839	25	0.01976	10	6	1.00	4	3	610	0.04760	0.05190	24.90410	12.0536
8844	25164	63	0.02774	10	1	3.00	4	0	69908	0.03892	0.99076	42.76311	1939.248
8845	3593	40	0.19129	10	3	3.00	4	2	31495	0.47534	1.05024	24.14532	6024.679
8845	8841	40	0.02866	10	3	3.00	4	2	31955	0.07377	1.06559	23.31075	915.8303
8846	56	25	0.07389	2	10	1.00	1	3	1026	0.17795	0.01745	24.91303	75.81114
8846	8792	30	0.11289	10	4	1.00	1	3	7051	0.26404	0.74942	25.65393	795.9874
8846	8848	33	0.12292	10	4	1.00	1	3	3030	0.23143	0.32203	31.86745	372.4476
8848	8846	33	0.12292	10	4	1.00	1	3	7408	0.26713	0.78742	27.60823	910.5914
8848	8850	33	0.16366	10	4	1.00	1	3	6372	0.33649	0.67732	29.18290	1042.842
8848	8862	22	0.11262	10	5	1.00	1	3	2897	0.31955	0.35197	21.14648	326.2601
8850	57	25	0.19165	2	10	1.00	1	3	508	0.46076	0.00864	24.95689	97.3582
8850	58	25	0.08978	2	10	1.00	1	3	559	0.21589	0.00951	24.95256	50.18702
8850	8818	30	0.19350	10	4	1.00	1	3	2444	0.39727	0.25979	29.22425	472.914

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8850	8848	33	0.16366	10	4	1.00	1	3	10186	0.53243	1.08268	18.44321	1667.041
8850	8858	25	0.08142	10	5	1.00	1	3	4750	0.21346	0.57696	22.88646	386.745
8852	8812	25	0.06755	10	3	2.00	1	3	4485	0.16568	0.22433	24.46289	302.9618
8852	8854	25	0.09237	10	3	2.00	1	3	9370	0.23568	0.46867	23.51530	865.5069
8852	8860	25	0.17999	10	5	1.00	1	3	7223	0.55313	0.87744	19.52381	1300.068
8854	8852	25	0.09237	10	3	2.00	1	3	11176	0.24092	0.55905	23.00328	1032.327
8854	8856	25	0.08518	10	3	2.00	1	3	13826	0.23256	0.69159	21.97705	1177.699
8854	9022	35	0.26516	10	2	2.00	1	3	22165	0.62527	0.94238	25.44414	5877.271
8856	30	25	0.03719	2	10	1.00	1	3	1671	0.08977	0.02842	24.85873	62.14449
8856	8816	20	0.07447	10	5	1.00	1	3	5567	0.25254	0.67630	17.69389	414.5745
8856	8854	25	0.08518	10	3	2.00	1	3	13348	0.23029	0.66766	22.19373	1136.983
8856	8858	25	0.10025	10	5	1.00	1	3	8840	0.42117	1.07388	14.28130	886.21
8858	8850	25	0.08142	10	5	1.00	1	3	8249	0.29423	1.00206	16.60359	671.6336
8858	8856	25	0.10025	10	5	1.00	1	3	9163	0.46692	1.11316	12.88213	918.5908
8858	9553	33	0.14892	10	4	1.00	1	3	1163	0.27365	0.12366	32.65227	173.194
8860	29	25	0.04015	2	10	1.00	1	3	5201	0.09807	0.08846	24.56539	208.8202
8860	8800	25	0.15018	10	5	1.00	1	3	4869	0.39543	0.59143	22.78781	731.2264
8860	8802	25	0.15567	10	5	1.00	1	3	5469	0.42030	0.66436	22.22240	851.3592
8860	8810	20	0.07189	10	5	1.00	1	3	1366	0.21894	0.16596	19.70212	98.20174
8860	8852	25	0.17999	10	5	1.00	1	3	6326	0.51049	0.76842	21.15448	1138.617
8862	57	25	0.16739	2	10	1.00	1	3	718	0.40271	0.01220	24.93913	120.186
8862	8784	22	0.17137	10	5	1.00	1	3	3599	0.49369	0.43719	20.82796	616.7606
8862	8848	22	0.11262	10	5	1.00	1	3	3462	0.32339	0.42058	20.89498	389.8904
8864	14	25	0.13678	2	10	1.00	1	3	697	0.32904	0.01185	24.94087	95.33566
8864	17	25	0.38585	2	10	1.00	1	3	821	0.92862	0.01396	24.93042	316.7829
8864	8720	30	0.35513	10	5	1.00	1	3	2232	0.73021	0.27119	29.18013	792.6502
8864	8722	30	0.15418	10	5	1.00	1	3	1738	0.31463	0.21112	29.40213	267.9648
8866	19	25	0.15154	2	10	1.00	1	3	356	0.36415	0.00605	24.96980	53.94824
8866	8730	32	0.17425	10	5	1.00	1	3	4004	0.34870	0.48635	29.98297	697.697
8866	8868	32	0.35153	10	5	1.00	4	3	3331	0.69192	0.40464	30.48277	1170.946
8866	8880	30	0.17678	10	5	1.00	4	3	1464	0.35937	0.17787	29.51454	258.8059
8868	8866	32	0.35153	10	5	1.00	4	3	3428	0.69343	0.41645	30.41635	1205.045
8868	8870	30	0.04298	10	5	1.00	4	3	3331	0.09024	0.40464	28.57759	143.1664
8870	5954	30	0.10813	10	5	1.00	4	3	5202	0.24041	0.63197	26.98634	562.4923
8870	8868	30	0.04298	10	5	1.00	4	3	3428	0.09044	0.41645	28.51532	147.3354
8870	8872	30	0.20084	10	5	1.00	1	3	3176	0.42026	0.38586	28.67327	637.8678
8872	19	25	0.28092	2	10	1.00	1	3	629	0.67565	0.01069	24.94664	176.6987
8872	8870	30	0.20084	10	5	1.00	1	3	3569	0.42398	0.43357	28.42197	716.798
8872	8876	30	0.35356	10	5	1.00	1	3	3276	0.74143	0.39801	28.61182	1158.263
8874	20	25	0.25626	2	10	1.00	1	3	428	0.61591	0.00728	24.96364	109.6793
8874	8828	30	0.19322	10	5	1.00	1	3	2130	0.39664	0.25876	29.22822	411.5586
8874	8876	30	0.05650	10	5	1.00	1	3	2711	0.11715	0.32931	28.93853	153.1715
8876	8872	30	0.35356	10	5	1.00	1	3	3675	0.74830	0.44646	28.34917	1299.333
8876	8874	30	0.05650	10	5	1.00	1	3	2555	0.11682	0.31043	29.02019	144.3575
8876	8878	30	0.26673	10	5	1.00	1	3	3533	0.56261	0.42920	28.44614	942.3571
8878	16	25	0.13364	2	10	1.00	1	3	1810	0.32271	0.03078	24.84704	241.8884
8878	8720	25	0.37356	10	5	1.00	1	3	2416	0.92456	0.29345	24.24248	902.521
8878	8824	25	0.09603	10	5	1.00	1	3	3153	0.24102	0.38299	23.90629	302.7826
8878	8876	30	0.26673	10	5	1.00	1	3	3777	0.56596	0.45877	28.27752	1007.439
8880	227	25	0.05549	2	10	1.00	4	3	876	0.13358	0.01490	24.92574	48.60924
8880	8866	30	0.17678	10	5	1.00	4	3	1453	0.35932	0.17652	29.51896	256.8613
8880	8882	30	0.21861	10	5	1.00	4	3	1179	0.44276	0.14323	29.62464	257.7412
8882	8880	30	0.21861	10	5	1.00	4	3	1168	0.44269	0.14188	29.62879	255.3365
8882	8884	30	0.24767	10	5	1.00	4	3	1179	0.50162	0.14323	29.62464	292.0029
8884	1297	25	0.11460	2	10	1.00	4	3	490	0.27551	0.00833	24.95843	56.154
8884	5662	30	0.05046	10	5	1.00	4	3	3083	0.10538	0.37451	28.72918	155.5682
8884	8882	30	0.24767	10	5	1.00	4	3	1168	0.50155	0.14188	29.62879	289.2786
8884	8886	30	0.18452	10	5	1.00	4	3	2174	0.37905	0.26414	29.20755	401.1465
8886	225	25	0.15475	2	10	1.00	4	3	1156	0.37287	0.01966	24.90211	178.891
8886	8884	30	0.18452	10	5	1.00	4	3	1980	0.37790	0.24056	29.29654	365.3496
8886	8888	30	0.21147	10	5	1.00	4	3	1404	0.42954	0.17059	29.53826	296.9039
8888	8886	30	0.21147	10	5	1.00	4	3	1210	0.42846	0.14701	29.61294	255.8787
8888	8890	30	0.18485	10	5	1.00	4	3	1404	0.37549	0.17059	29.53826	259.5294
8890	220	25	0.10804	2	10	1.00	4	3	957	0.26013	0.01627	24.91889	103.3943
8890	8744	30	0.27047	10	5	1.00	4	3	1613	0.55097	0.19592	29.45436	436.2681
8890	8888	30	0.18485	10	5	1.00	4	3	1210	0.37454	0.14701	29.61294	223.6685
8892	222	25	0.12758	2	10	1.00	4	3	1995	0.30827	0.03393	24.83149	254.5221
8892	8750	30	0.17775	10	5	1.00	4	3	10303	1.05096	1.25159	10.14801	1831.358
8892	8894	30	0.33683	10	5	1.00	4	3	8552	1.08898	1.03888	18.55860	2880.57
8894	223	25	0.13701	2	10	1.00	4	3	6186	0.33574	0.10520	24.48484	847.5439
8894	8892	30	0.33683	10	5	1.00	4	3	8584	1.09793	1.04274	18.40737	2891.349
8894	9800	30	0.21270	10	5	1.00	4	3	7522	0.56531	0.91369	22.57528	1599.929
8896	9800	30	0.07153	10	5	1.00	4	3	7989	0.20466	0.97052	20.97136	571.4532
8896	9801	30	0.10864	10	5	1.00	4	3	12773	1.31364	1.55161	4.96199	1387.659
8896	9803	30	0.07193	10	5	1.00	4	3	14293	1.16469	1.73623	3.70547	1028.095
8898	232	25	0.11890	2	10	1.00	4	3	8613	0.29373	0.14647	24.28848	1024.086
8898	233	25	0.32330	2	10	1.00	4	3	2339	0.78208	0.03978	24.80269	756.1987
8898	8765	30	0.29459	10	5	1.00	4	3	6818	0.72408	0.82824	24.41064	2008.515
8898	8836	30	0.23258	10	5	1.00	4	3	6708	0.56618	0.81490	24.64686	1560.147
8900	8774	40	0.08039	10	3	2.00	1	3	10487	0.12987	0.52455	37.14072	843.0499
8900	8901	40	0.06120	10	3	2.00	1	3	12644	0.10207	0.63245	35.97577	773.8128
8900	8958	30	0.23322	10	6	1.00	1	3	12940	0.87407	1.10038	16.00951	3017.867
8901	8900	40	0.06120	10	3	2.00	1	3	18039	0.12050	0.90230	30.47540	1103.987

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8901	8902	40	0.09288	10	3	2.00	1	3	28285	0.63686	1.41481	8.75067	2627.111
8902	8901	40	0.09288	10	3	2.00	1	3	18039	0.18287	0.90230	30.47540	1675.462
8902	8903	40	0.02907	10	3	2.00	3	3	24195	0.11352	1.21025	15.36508	703.3487
8902	8949	30	0.09603	10	6	1.00	1	3	4090	0.19968	0.34775	28.85556	392.7627
8903	8772	40	0.02781	10	3	2.00	3	3	24195	0.10860	1.21025	15.36508	672.863
8903	8902	40	0.02907	10	3	3.00	3	3	18039	0.04799	0.60153	36.34635	524.3937
8903	8950	30	0.20820	10	6	2.00	1	3	24680	0.68841	1.04932	18.14587	5138.376
8904	255	25	0.17492	2	10	1.00	3	3	2542	0.42345	0.04322	24.78573	444.6466
8904	270	25	0.15018	2	10	1.00	3	3	22	0.36045	0.00037	24.99815	3.30396
8904	8772	40	0.16683	10	3	4.00	3	3	39445	0.36703	0.98652	27.27271	6580.609
8904	8906	40	0.10472	10	3	3.00	3	3	30454	0.24238	1.01554	25.92206	3189.143
8906	5614	45	0.21410	10	3	3.00	3	3	7446	0.29261	0.24829	43.90170	1594.189
8906	5616	40	0.15428	10	3	3.00	3	3	30514	0.35846	1.01755	25.82414	4707.7
8906	8904	40	0.10472	10	3	4.00	3	3	38740	0.22416	0.96890	28.02945	4056.853
8906	8908	40	0.15960	10	3	3.00	3	3	10288	0.24871	0.34308	38.50254	1641.965
8908	8906	40	0.15960	10	3	3.00	3	3	11149	0.24987	0.37178	38.32322	1779.38
8908	8910	40	0.17372	10	3	3.00	3	3	10288	0.27071	0.34308	38.50254	1787.231
8910	252	25	0.18385	2	10	1.00	3	3	8073	0.45334	0.13729	24.33189	1484.221
8910	6010	30	0.01474	10	5	1.00	1	3	2587	0.03048	0.31429	29.00377	38.13238
8910	8908	40	0.17372	10	3	3.00	3	3	11149	0.27197	0.37178	38.32322	1936.804
8910	8912	40	0.14560	10	3	3.00	3	3	10697	0.22739	0.35669	38.41884	1557.483
8912	254	25	0.08953	2	10	1.00	3	3	1942	0.21630	0.03303	24.83592	173.8673
8912	1295	25	0.08418	2	10	1.00	1	3	113	0.20212	0.00192	24.99042	9.51234
8912	8910	40	0.14560	10	3	3.00	3	3	10460	0.22710	0.34879	38.46772	1522.976
8912	8914	45	0.10784	10	3	3.00	3	3	12719	0.15150	0.42415	42.71070	1371.617
8914	5636	40	0.29518	10	4	2.00	1	3	12357	0.49665	0.65671	35.66029	3647.539
8914	5952	45	0.10096	10	3	2.00	1	3	14051	0.15389	0.70283	39.36489	1418.589
8914	8912	45	0.10784	10	3	3.00	3	3	12434	0.15122	0.41462	42.78765	1340.883
8914	8937	30	0.05646	10	4	2.00	3	3	20716	0.21194	1.10097	15.98393	1169.625
8916	138	25	0.10902	2	10	1.00	1	3	1011	0.26255	0.01719	24.91435	110.2192
8916	5644	30	0.17770	10	5	1.00	1	3	1714	0.36251	0.20822	29.41221	304.5778
8916	5952	45	0.09834	10	3	2.00	1	3	13953	0.14957	0.69790	39.45070	1372.138
8916	8918	35	0.13035	10	3	2.00	1	3	12672	0.24857	0.63387	31.46311	1651.795
8918	134	25	0.08306	2	10	1.00	1	3	4527	0.20241	0.07699	24.62088	376.0126
8918	137	25	0.10348	2	10	1.00	1	3	3919	0.25167	0.06665	24.67114	405.5381
8918	8916	35	0.13035	10	3	2.00	1	3	12724	0.24880	0.63645	31.43462	1658.573
8918	8920	30	0.11140	10	3	2.00	1	3	15910	0.26775	0.79584	24.96478	1772.374
8920	135	25	0.12102	2	10	1.00	1	3	425	0.29086	0.00723	24.96389	51.4335
8920	8918	30	0.11140	10	3	2.00	1	3	15962	0.26820	0.79842	24.92308	1778.167
8920	8922	30	0.05170	10	3	2.00	1	3	15520	0.12277	0.77632	25.26837	802.384
8922	5848	35	0.06515	10	3	3.00	1	3	26310	0.14301	0.87736	27.33533	1714.097
8922	8920	30	0.05170	10	3	2.00	1	3	15659	0.12329	0.78327	25.16270	809.5703
8922	8924	30	0.05624	10	3	2.00	1	3	12192	0.12412	0.60986	27.18737	685.6781
8922	8964	35	0.10518	10	3	3.00	1	3	32871	0.33409	1.09615	18.89007	3457.372
8924	81	25	0.04122	2	10	1.00	1	3	1461	0.09942	0.02484	24.87639	60.22242
8924	8922	30	0.05624	10	3	2.00	1	3	14278	0.12926	0.71417	26.10815	802.9947
8924	8925	30	0.09425	10	3	2.00	1	3	11301	0.20521	0.56529	27.55587	1065.119
8925	8924	30	0.09425	10	3	2.00	1	3	13387	0.21249	0.66960	26.61213	1261.725
8925	8927	30	0.11915	10	3	2.00	1	3	11301	0.25944	0.56529	27.55587	1346.514
8926	5826	25	0.06262	10	5	1.00	1	3	3086	0.15696	0.37493	23.93927	193.2453
8926	8927	30	0.03616	10	3	2.00	1	3	13387	0.08152	0.66960	26.61213	484.0739
8926	8928	35	0.11775	10	3	2.00	1	3	8328	0.21237	0.41657	33.26713	980.622
8927	8925	30	0.11915	10	3	2.00	1	3	13387	0.26864	0.66960	26.61213	1595.061
8927	8926	30	0.03616	10	3	2.00	1	3	11301	0.07873	0.56529	27.55587	408.6442
8928	8926	35	0.11775	10	3	2.00	1	3	9774	0.21555	0.48890	32.77494	1150.889
8928	8930	40	0.18372	10	3	2.00	1	3	22444	0.54939	1.12266	20.06473	4123.412
8928	8946	30	0.43736	10	6	1.00	1	3	12273	1.42832	1.04362	18.37239	5367.719
8930	86	25	0.12044	2	10	1.00	1	3	374	0.28943	0.00636	24.96825	45.04456
8930	8928	40	0.18372	10	3	2.00	1	3	22047	0.51980	1.10280	21.20694	4050.475
8930	8932	40	0.11477	10	3	2.00	1	3	22474	0.34465	1.12413	19.98064	2579.341
8932	93	25	0.18361	2	10	1.00	1	3	3302	0.44561	0.05616	24.72234	606.2802
8932	5838	30	0.05739	10	5	1.00	1	3	360	0.11513	0.04376	29.90623	20.6604
8932	8930	40	0.11477	10	3	2.00	1	3	22145	0.32907	1.10768	20.92653	2541.582
8932	8934	40	0.14527	10	3	2.00	1	3	22104	0.41417	1.10563	21.04415	3211.048
8934	92	25	0.04365	2	10	1.00	1	3	1595	0.10534	0.02713	24.86507	69.62175
8934	5664	40	0.22011	10	3	2.00	1	3	22159	0.63234	1.10840	20.88503	4877.417
8934	8932	40	0.14527	10	3	2.00	1	3	21803	0.39785	1.09056	21.90769	3167.322
8936	8780	40	0.09515	10	3	2.00	1	3	21205	0.24209	1.06066	23.58175	2017.656
8936	8782	35	0.12008	10	3	2.00	1	3	15135	0.24171	0.75706	29.80610	1817.411
8936	8937	30	0.20953	10	4	2.00	1	3	21128	0.83594	1.12289	15.03883	4426.95
8937	138	25	0.10558	2	10	1.00	1	3	1170	0.25440	0.01989	24.90094	123.5286
8937	1295	25	0.05489	2	10	1.00	1	3	555	0.13198	0.00944	24.95287	30.46395
8937	8914	30	0.05646	10	4	2.00	1	3	20700	0.21145	1.10012	16.02064	1168.722
8937	8936	30	0.20953	10	4	2.00	1	3	20805	0.79664	1.10569	15.78082	4359.272
8938	272	25	0.10301	2	10	1.00	3	3	5776	0.25209	0.09824	24.51828	594.9858
8938	8768	40	0.13236	10	3	2.00	3	3	10677	0.21434	0.53407	37.05120	1413.208
8938	8940	40	0.26184	10	3	2.00	1	3	9296	0.41723	0.46500	37.65392	2434.065
8940	8938	40	0.26184	10	3	2.00	1	3	8273	0.41301	0.41380	38.03927	2166.202
8940	8942	40	0.46169	10	3	1.00	1	3	12541	2.06570	1.25456	13.41027	5790.054
8940	8954	45	0.30464	10	6	1.00	1	3	8564	0.46987	0.72819	38.90075	2608.937
8942	144	25	0.12084	2	10	1.00	1	3	2597	0.29258	0.04417	24.78109	313.8215
8942	3138	40	0.40106	11	3	2.00	20	0	11944	0.66121	0.59744	36.39297	4790.261
8942	8940	40	0.46169	10	3	1.00	1	3	13228	2.51672	1.32333	11.00700	6107.235

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8944	8945	65	0.16691	10	1	4.00	1	0	86002	0.20569	0.91414	48.68941	14354.59
8944	8963	30	0.20540	10	6	1.00	1	3	17245	2.10345	1.46643	5.85894	3542.123
8944	18205	65	0.01332	2	9	1.00	0	0	0	0.01228	0.00000	65.03497	0
8945	8946	65	0.18914	10	1	4.00	1	0	75845	0.21266	0.80617	53.36543	14345.32
8945	8965	30	0.05448	10	6	1.00	1	3	10158	0.13781	0.86375	23.72065	553.4078
8946	7145	65	0.02705	2	9	1.00	0	0	2767	0.02532	0.15683	64.09481	74.84735
8946	8948	63	0.62886	10	1	4.00	1	0	92610	0.87388	0.98437	43.17692	58238.72
8948	7147	65	0.02526	2	9	1.00	0	0	0	0.02330	0.00000	65.03497	0
8948	8772	30	0.26381	10	6	1.00	3	3	14211	1.36566	1.20840	11.59046	3749.004
8948	8949	63	0.15508	10	1	4.00	1	0	81483	0.18828	0.86611	49.42083	12636.38
8949	8950	63	0.29180	10	1	4.00	1	0	85573	0.36921	0.90958	47.41992	24970.2
8950	7149	65	0.02705	2	9	1.00	0	0	4762	0.02567	0.26994	63.23422	128.8121
8950	8952	63	0.23238	10	1	4.00	1	0	105499	0.42574	1.12137	32.74968	24515.86
8952	5536	63	0.61631	10	1	4.00	1	0	99712	0.97900	1.05987	37.77193	61453.5
8952	8940	25	0.30737	10	6	1.00	1	3	6853	0.80718	0.58270	22.84781	2106.407
8952	13540	65	0.03121	2	9	1.00	0	0	0	0.02879	0.00000	65.03497	0
8954	8956	63	0.31940	10	1	5.00	1	0	102983	0.39106	0.87571	49.00510	32892.77
8954	13543	65	0.03792	2	9	1.00	0	0	2141	0.03537	0.12135	64.32996	81.18672
8956	7148	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
8956	8774	30	0.25290	10	6	1.00	1	3	8981	0.59612	0.76366	25.45435	2271.295
8956	8957	63	0.20616	10	1	4.00	1	0	97067	0.30993	1.03174	39.91082	20011.33
8957	8901	30	0.07861	10	6	1.00	1	3	15641	0.58181	1.33002	8.10723	1229.539
8957	8958	63	0.17305	10	1	4.00	1	0	81426	0.20998	0.86549	49.44696	14090.77
8958	7146	65	0.02705	2	9	1.00	0	0	1944	0.02520	0.11023	64.40073	52.5852
8958	8960	63	0.62718	10	1	4.00	1	0	92422	0.86897	0.98237	43.30482	57965.23
8959	8966	40	0.04413	10	3	2.00	1	3	24070	0.16900	1.20400	15.66737	1062.209
8959	8969	40	0.04966	10	3	2.00	1	3	31376	0.46493	1.56944	6.40836	1558.132
8960	7144	65	0.02705	2	9	1.00	0	0	0	0.02496	0.00000	65.03497	0
8960	8959	30	0.26258	10	6	2.00	1	3	18182	0.62228	0.77303	25.31748	4774.23
8960	8961	65	0.18333	10	1	4.00	1	0	76650	0.20733	0.81473	53.05545	14052.24
8961	8962	65	0.17461	10	1	4.00	1	0	94854	0.24417	1.00823	42.90832	16562.46
8962	5674	63	1.23639	10	1	4.00	1	0	100625	2.00469	1.06957	37.00509	124411.7
8962	7142	65	0.02705	2	9	1.00	0	0	4972	0.02571	0.28185	63.13215	134.4926
8963	8964	40	0.02535	10	3	3.00	1	3	34505	0.08232	1.15064	18.47730	874.7018
8963	8965	40	0.03404	10	3	2.00	1	3	28720	0.24518	1.43659	8.33070	977.6288
8964	8922	35	0.10518	10	3	3.00	1	3	31398	0.29660	1.04701	21.27783	3302.442
8964	8946	30	0.19078	10	6	1.00	1	3	7258	0.42204	0.61722	27.12188	1384.681
8964	8963	40	0.02535	10	3	3.00	1	3	28720	0.05340	0.95773	28.48423	728.052
8965	8963	40	0.03404	10	3	2.00	1	3	17260	0.06456	0.86335	31.63853	587.5304
8965	8969	40	0.12625	10	3	3.00	1	3	38878	0.63866	1.29645	11.86115	4908.348
8966	8788	40	0.05742	10	3	2.00	1	3	24070	0.21989	1.20400	15.66737	1382.099
8966	8959	40	0.04413	10	3	2.00	1	3	16591	0.08145	0.82989	32.50732	732.1608
8966	8962	30	0.13052	10	6	1.00	1	3	10742	0.34681	0.91346	22.58117	1402.046
8968	164	25	0.05256	2	10	1.00	5	3	599	0.12641	0.01019	24.94916	31.48344
8968	167	25	0.15013	2	10	1.00	5	3	337	0.36074	0.00573	24.97137	50.59381
8968	8644	40	0.10304	10	3	2.00	5	3	6730	0.16041	0.33664	38.54124	693.4592
8968	8970	40	0.19427	10	3	2.00	5	3	6445	0.30178	0.32237	38.62522	1252.07
8969	8928	30	0.20413	10	6	1.00	1	3	14116	1.03055	1.20036	11.88483	2881.499
8969	8959	40	0.04966	10	3	2.00	1	3	20674	0.11921	1.03410	24.99228	1026.671
8969	8961	30	0.05042	10	6	1.00	1	3	18204	0.60563	1.54799	4.99486	917.8457
8969	8965	40	0.12625	10	3	2.00	1	3	17260	0.23943	0.86335	31.63853	2179.075
8970	165	25	0.09197	2	10	1.00	5	3	232	0.22091	0.00395	24.98029	21.33704
8970	166	25	0.15124	2	10	1.00	5	3	728	0.36388	0.01238	24.93827	110.1027
8970	8968	40	0.19427	10	3	2.00	5	3	6242	0.30133	0.31224	38.68335	1212.633
8970	8972	40	0.19749	10	3	2.00	5	3	6150	0.30611	0.30761	38.70947	1214.564
8972	3664	40	0.28535	9	4	1.00	100	0	6731	0.49213	0.71550	34.78923	1920.691
8972	8970	40	0.19749	10	3	2.00	5	3	5951	0.30567	0.29769	38.76468	1175.263
8972	8974	45	0.12236	10	3	2.00	5	3	16435	0.19960	0.82207	36.78211	2010.987
8972	8984	45	0.15891	10	3	2.00	5	3	18324	0.28248	0.91655	33.75391	2911.867
8974	165	25	0.17739	2	10	1.00	5	3	105	0.42588	0.00179	24.99104	18.62595
8974	8972	45	0.12236	10	3	2.00	5	3	16518	0.20021	0.82621	36.67089	2021.142
8974	8976	45	0.21421	10	3	2.00	5	3	16444	0.34955	0.82255	36.76920	3522.469
8976	163	25	0.17425	2	10	1.00	5	3	353	0.41871	0.00601	24.97000	61.51025
8976	8974	45	0.21421	10	3	2.00	5	3	16523	0.35056	0.82649	36.66354	3539.392
8976	8978	45	0.12634	10	3	2.00	5	3	16381	0.20569	0.81936	36.85387	2069.576
8978	502	20	0.21281	1	10	3.00	100	0	734	0.63897	0.00416	19.98337	156.2025
8978	8976	45	0.12634	10	3	2.00	5	3	16457	0.20626	0.82320	36.75198	2079.177
8978	8980	45	0.20853	10	3	2.00	5	3	13113	0.31178	0.65589	40.13021	2734.454
8978	8996	30	0.15257	10	5	1.00	5	3	5136	0.33828	0.62392	27.06098	783.5995
8980	160	25	0.15503	2	10	1.00	5	3	612	0.37284	0.01040	24.94809	94.87836
8980	8978	45	0.20853	10	3	2.00	5	3	13073	0.31155	0.65392	40.15986	2726.113
8980	8982	45	0.21235	10	3	2.00	5	3	13298	0.31862	0.66515	39.98794	2823.83
8981	933	25	0.05363	2	10	1.00	0	3	0	0.12872	0.00000	25.00000	0
8981	3693	30	0.30417	9	4	1.00	100	0	1355	0.61610	0.14401	29.62222	412.1504
8981	8985	45	0.16652	10	3	2.00	8	0	24034	0.56366	1.20219	17.72552	4002.142
8981	8987	45	0.17415	10	3	2.00	8	3	23262	0.52290	1.16359	19.98293	4051.077
8982	159	25	0.23800	2	10	1.00	5	3	113	0.57142	0.00192	24.99039	26.894
8982	8698	45	0.12634	10	3	2.00	5	3	13185	0.18915	0.65950	40.07530	1665.793
8982	8980	45	0.21235	10	3	2.00	5	3	13298	0.31862	0.66515	39.98803	2823.83
8983	168	25	0.22196	2	10	1.00	5	3	1535	0.53548	0.02611	24.87012	340.7086
8983	8984	45	0.06120	10	3	2.00	5	3	18345	0.10892	0.91759	33.71404	1122.714
8983	8986	45	0.12426	10	3	2.00	8	3	17492	0.21166	0.87495	35.22417	2173.556
8984	8972	45	0.15891	10	3	2.00	5	3	18345	0.28281	0.91759	33.71404	2915.204

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
8984	8983	45	0.06120	10	3	2.00	5	3	18324	0.10879	0.91655	33.75391	1121.429
8985	8621	45	0.22955	10	3	3.00	8	0	17062	0.33356	0.56895	41.29089	3916.582
8985	8981	45	0.16652	10	3	2.00	8	0	24153	0.57424	1.20816	17.39898	4021.958
8985	23122	45	0.28791	9	3	2.00	100	0	19490	0.55279	0.97488	31.24998	5611.366
8985	23339	45	0.14692	9	3	2.00	100	0	18276	0.26046	0.91416	33.84531	2685.11
8986	3771	45	0.15686	10	3	2.00	8	3	17492	0.26720	0.87495	35.22417	2743.795
8986	8983	45	0.12426	10	3	2.00	8	3	17512	0.21185	0.87593	35.19213	2176.041
8987	3772	45	0.09762	10	3	2.00	0	3	17367	0.16534	0.86871	35.42480	1695.367
8987	8981	45	0.17415	10	3	2.00	8	3	23205	0.51831	1.16071	20.15997	4041.151
8987	8989	40	0.12051	10	3	2.00	0	3	6979	0.18798	0.34907	38.46600	841.0393
8988	182	25	0.17129	2	10	1.00	5	3	16	0.41112	0.00027	24.99867	2.74064
8988	198	25	0.24286	2	10	1.00	5	3	80	0.58301	0.00137	24.99316	19.4288
8988	8618	30	0.12711	10	5	1.00	5	3	570	0.25560	0.06919	29.83867	72.4527
8988	8990	30	0.22703	10	5	1.00	5	3	832	0.45787	0.10108	29.74981	188.889
8989	934	25	0.06036	2	10	1.00	0	3	163	0.14494	0.00278	24.98612	9.83868
8989	3769	40	0.14354	10	3	2.00	0	3	6945	0.22383	0.34738	38.47635	996.8853
8989	8987	40	0.12051	10	3	2.00	0	3	6942	0.18793	0.34724	38.47723	836.5804
8990	181	25	0.13974	2	10	1.00	5	3	240	0.33564	0.00407	24.97964	33.5376
8990	196	25	0.16287	2	10	1.00	5	3	231	0.39118	0.00392	24.98040	37.62297
8990	8988	30	0.22703	10	5	1.00	5	3	660	0.45697	0.08017	29.80861	149.8398
8990	8992	30	0.21978	10	5	1.00	5	3	725	0.44272	0.08804	29.78671	159.3405
8992	5500	45	0.19017	10	3	2.00	5	3	10654	0.27365	0.53293	41.69473	2026.071
8992	5502	45	0.12502	10	3	2.00	5	3	12189	0.18393	0.60967	40.78347	1523.869
8992	8990	30	0.21978	10	5	1.00	5	3	543	0.44181	0.06592	29.84752	119.3405
8992	8994	30	0.09633	10	5	1.00	5	3	6037	0.22343	0.73335	25.86767	581.5442
8994	161	25	0.08437	2	10	1.00	5	3	42	0.20253	0.00072	24.99641	3.54354
8994	162	25	0.18628	2	10	1.00	5	3	84	0.44720	0.00143	24.99283	15.64752
8994	8992	30	0.09633	10	5	1.00	5	3	5959	0.22239	0.72384	25.98876	574.0305
8994	8996	30	0.06770	10	5	1.00	5	3	6164	0.15829	0.74882	25.66208	417.3028
8996	160	25	0.15115	2	10	1.00	5	3	467	0.36333	0.00795	24.96033	70.58705
8996	163	25	0.16245	2	10	1.00	5	3	448	0.39047	0.00762	24.96196	72.7776
8996	8978	30	0.15257	10	5	1.00	5	3	5253	0.33996	0.63816	26.92767	801.4502
8996	8994	30	0.06770	10	5	1.00	5	3	6084	0.15749	0.73912	25.79229	411.8868
8998	164	25	0.09004	2	10	1.00	5	3	425	0.21640	0.00724	24.96387	38.267
8998	5500	45	0.15013	10	3	2.00	5	3	10287	0.21506	0.51456	41.88632	1544.387
8998	8644	45	0.09359	10	3	2.00	5	3	10041	0.13367	0.50224	42.00980	939.7372
9006	8714	30	0.39205	10	5	1.00	1	0	1136	0.79360	0.13801	29.64065	445.3688
9006	9008	35	0.14338	10	4	1.00	1	0	4560	0.26224	0.48466	32.80625	653.8128
9008	46	25	0.13625	2	10	1.00	1	3	402	0.32745	0.00684	24.96584	54.7725
9008	47	25	0.12669	2	10	1.00	1	3	1505	0.30562	0.02560	24.87266	190.6685
9008	9006	35	0.14338	10	4	1.00	1	0	3951	0.25877	0.41996	33.24589	566.4944
9008	9010	35	0.11668	10	4	1.00	1	3	5835	0.22148	0.62023	31.61041	680.8278
9010	5888	45	0.23781	10	3	3.00	1	3	28142	0.43396	0.93844	32.87923	6692.449
9010	9008	35	0.11668	10	4	1.00	1	3	5175	0.21686	0.55008	32.28354	603.819
9010	9012	35	0.20664	10	3	2.00	1	3	4790	0.36270	0.23961	34.18337	989.8056
9010	9056	45	0.25470	10	3	3.00	1	3	27663	0.45584	0.92246	33.52521	7045.766
9012	43	25	0.22983	2	10	1.00	1	3	2919	0.55706	0.04965	24.75420	670.8738
9012	9010	35	0.20664	10	3	2.00	1	3	4076	0.36113	0.20390	34.33167	842.2646
9012	9014	35	0.29851	10	3	2.00	1	3	3538	0.52010	0.17698	34.43703	1056.128
9014	5902	33	0.17604	10	5	1.00	1	3	4093	0.34247	0.49726	30.84299	720.5317
9014	8674	30	0.21056	10	5	1.00	1	3	2426	0.43436	0.29472	29.08574	510.8186
9014	9012	35	0.29851	10	3	2.00	1	3	2766	0.51795	0.13838	34.57944	825.6787
9014	9016	30	0.17409	10	5	1.00	1	3	6371	0.41282	0.77399	25.30328	1109.127
9016	38	25	0.15316	2	10	1.00	1	3	290	0.36794	0.00492	24.97541	44.4164
9016	9014	30	0.17409	10	5	1.00	1	3	4743	0.38025	0.57615	27.47021	825.7089
9016	9018	30	0.28271	10	5	1.00	1	3	6828	0.69553	0.82948	24.38797	1930.344
9018	37	25	0.22017	2	10	1.00	1	3	85	0.52855	0.00144	24.99281	18.71445
9018	9016	30	0.28271	10	5	1.00	1	3	4529	0.61301	0.55014	27.67109	1280.394
9018	9020	30	0.28011	10	5	1.00	1	3	7595	0.75215	0.92265	22.34502	2127.435
9020	36	25	0.11438	2	10	1.00	1	3	605	0.27509	0.01029	24.94866	69.1999
9020	9018	30	0.28011	10	5	1.00	1	3	4613	0.60909	0.56042	27.59339	1292.147
9020	9022	30	0.15682	10	5	1.00	1	3	8305	0.47808	1.00891	19.68145	1302.39
9022	8854	35	0.26516	10	2	2.00	1	3	24450	0.73580	1.03954	21.62185	6483.162
9022	9020	30	0.15682	10	5	1.00	1	3	4804	0.34328	0.58362	27.40984	753.3633
9022	9024	35	0.09503	10	3	2.00	1	3	22165	0.31226	1.10868	18.26040	2106.34
9024	8670	25	0.17615	10	5	1.00	1	3	8617	0.69497	1.04674	15.20747	1517.885
9024	8716	25	0.14181	10	5	1.00	1	3	3520	0.35881	0.42754	23.71273	499.1712
9024	9022	35	0.09503	10	3	2.00	1	3	20949	0.26848	1.04787	21.23796	1990.783
9024	9026	35	0.21064	10	3	2.00	1	3	14061	0.41288	0.70334	30.61016	2961.809
9026	12	25	0.06117	2	10	1.00	1	3	627	0.14713	0.01066	24.94681	38.35359
9026	9024	35	0.21064	10	3	2.00	1	3	11922	0.39675	0.59633	31.85484	2511.25
9026	9028	35	0.14491	10	3	2.00	1	3	13451	0.28041	0.67284	31.00748	1949.184
9028	12	25	0.16874	2	10	1.00	1	3	487	0.40564	0.00828	24.95866	82.17638
9028	8686	30	0.20117	10	5	1.00	1	3	1891	0.41145	0.22973	29.33607	380.4125
9028	8718	25	0.28674	10	5	1.00	1	3	6832	0.84682	0.82994	20.31637	1959.008
9028	9026	35	0.14491	10	3	2.00	1	3	11406	0.27086	0.57054	32.10062	1652.843
9028	9030	40	0.19324	10	3	2.00	1	3	19158	0.40734	0.95827	28.46273	3702.092
9030	170	25	0.17487	2	10	1.00	5	3	151	0.41991	0.00258	24.98713	26.40537
9030	9028	40	0.19324	10	3	2.00	1	3	18743	0.39625	0.93753	29.25945	3621.897
9030	9032	40	0.23536	10	3	2.00	1	3	19006	0.49099	0.95069	28.76121	4473.252
9032	8682	45	0.07983	10	3	2.00	5	3	14400	0.12266	0.72027	39.04994	1149.552
9032	9030	40	0.23536	10	3	2.00	5	3	18591	0.47809	0.92991	29.53703	4375.578
9032	9034	45	0.16815	10	3	2.00	1	3	13491	0.25327	0.67481	39.83519	2268.512

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9034	13	25	0.10232	2	10	1.00	5	3	1196	0.24658	0.02035	24.89868	122.3747
9034	171	25	0.08651	2	10	1.00	5	3	125	0.20770	0.00213	24.98934	10.81375
9034	172	25	0.17408	2	10	1.00	5	3	1438	0.41984	0.02445	24.87835	250.327
9034	9032	45	0.16815	10	3	2.00	5	3	13206	0.25186	0.66058	40.05867	2220.589
9034	9036	45	0.22044	10	3	2.00	1	3	13488	0.33201	0.67466	39.83772	2973.295
9036	173	25	0.13011	2	10	1.00	5	3	996	0.31333	0.01694	24.91557	129.5896
9036	9034	45	0.22044	10	3	2.00	5	3	13193	0.33009	0.65991	40.06890	2908.265
9036	9038	45	0.24673	10	2	2.00	1	3	13630	0.35962	0.57950	41.16497	3362.93
9038	9036	45	0.24673	10	2	2.00	1	3	13335	0.35832	0.56697	41.31419	3290.145
9038	9040	45	0.18970	10	3	2.00	1	3	13630	0.28653	0.68177	39.72239	2585.611
9040	320	25	0.13308	2	10	1.00	1	3	284	0.31969	0.00483	24.97587	37.79472
9040	8736	30	0.07712	10	5	1.00	1	3	4051	0.16484	0.49216	28.07203	312.4131
9040	9038	45	0.18970	10	3	2.00	5	3	13335	0.28484	0.66702	39.95875	2529.65
9040	9042	45	0.11815	10	3	3.00	1	3	15035	0.16872	0.50138	42.01831	1776.385
9042	9040	45	0.11815	10	3	3.00	1	3	14639	0.16821	0.48817	42.14619	1729.598
9042	9044	45	0.08643	10	3	3.00	1	3	15035	0.12342	0.50138	42.01831	1299.475
9044	8740	35	0.07174	10	3	3.00	1	3	31758	0.20781	1.05901	20.71269	2278.319
9044	8742	45	0.27180	10	3	3.00	4	3	28689	0.50816	0.95668	32.09150	7797.67
9044	9042	45	0.08643	10	3	3.00	1	3	14639	0.12304	0.48817	42.14619	1265.249
9044	9046	45	0.12832	10	3	3.00	4	3	17046	0.18643	0.56842	41.29720	2187.343
9046	321	25	0.10715	2	10	1.00	1	3	2583	0.25943	0.04393	24.78226	276.7685
9046	9044	45	0.12832	10	3	3.00	4	3	18112	0.18843	0.60398	40.85793	2324.132
9046	9048	45	0.11080	10	3	2.00	4	3	15796	0.17688	0.79013	37.58367	1750.197
9048	6004	40	0.12875	10	3	1.00	1	3	3541	0.20099	0.35425	38.43406	455.9038
9048	9046	45	0.11080	10	3	2.00	4	3	16874	0.18378	0.84402	36.17327	1869.639
9048	9050	45	0.15443	10	3	2.00	4	3	12661	0.22901	0.63330	40.46078	1955.238
9050	5534	30	0.17078	10	5	1.00	4	3	1402	0.34689	0.17030	29.53919	239.4336
9050	9048	45	0.15443	10	3	2.00	1	3	13665	0.23343	0.68352	39.69349	2110.286
9050	9052	45	0.34642	10	3	2.00	4	3	12034	0.50839	0.60193	40.88449	4168.818
9052	322	25	0.15156	2	10	1.00	1	3	3649	0.36827	0.06206	24.69349	553.0424
9052	9050	45	0.34642	10	3	2.00	1	3	13420	0.52104	0.67125	39.89206	4648.956
9052	9054	45	0.09265	10	3	2.00	4	3	12688	0.13745	0.63463	40.44181	1175.543
9054	214	25	0.15300	2	10	1.00	4	3	918	0.36834	0.01560	24.92222	140.454
9054	5514	45	0.15115	10	3	2.00	4	3	12916	0.22516	0.64604	40.27707	1952.253
9054	9052	45	0.09265	10	3	2.00	1	3	14126	0.14145	0.70657	39.29892	1308.774
9056	46	25	0.20231	2	10	1.00	1	3	406	0.48622	0.00691	24.96552	82.13786
9056	9010	45	0.25470	10	3	3.00	1	3	28221	0.46636	0.94107	32.76913	7187.889
9056	9058	45	0.15876	10	3	3.00	1	3	28017	0.28821	0.93429	33.05093	4447.979
9058	45	25	0.15242	2	10	1.00	1	3	647	0.36660	0.01100	24.94511	98.61574
9058	9056	45	0.15876	10	3	3.00	1	3	28627	0.29598	0.95461	32.18391	4544.823
9058	9060	45	0.04413	10	3	3.00	1	3	28211	0.08077	0.94074	32.78288	1244.951
9060	44	25	0.09049	2	10	1.00	1	3	920	0.21785	0.01565	24.92199	83.2508
9060	9058	45	0.04413	10	3	3.00	1	3	28821	0.08302	0.96107	31.89368	1271.871
9060	9062	45	0.08977	10	3	3.00	1	3	28595	0.16712	0.95354	32.23106	2566.973
9060	9565	35	0.01296	10	5	1.00	3	3	3584	0.02346	0.43532	33.14759	46.44864
9062	8650	25	0.18182	10	5	2.00	5	3	4774	0.44978	0.28995	24.25437	868.0087
9062	8708	45	0.06496	10	3	2.00	5	3	13577	0.09802	0.67914	39.76525	881.9619
9062	9060	45	0.08977	10	3	3.00	1	3	29276	0.17273	0.97627	31.18335	2628.107
9062	9064	45	0.11328	10	3	3.00	5	3	22802	0.17768	0.76037	38.25208	2583.011
9064	154	25	0.05170	2	10	1.00	5	3	1535	0.12474	0.02611	24.87015	79.3595
9064	9062	45	0.11328	10	3	3.00	5	3	23156	0.17888	0.77217	37.99541	2623.112
9064	9066	45	0.17344	10	3	3.00	5	3	22965	0.27288	0.76580	38.13517	3983.05
9066	151	25	0.08409	2	10	1.00	5	3	516	0.20217	0.00877	24.95622	43.39044
9066	157	25	0.17246	2	10	1.00	5	3	267	0.41429	0.00454	24.97731	46.04682
9066	9064	45	0.17344	10	3	3.00	5	3	23319	0.27476	0.77760	37.87375	4044.447
9066	9068	45	0.11098	10	3	3.00	5	3	22602	0.17345	0.75370	38.39242	2508.37
9068	9066	45	0.11098	10	3	3.00	5	3	22932	0.17451	0.76472	38.15875	2544.993
9068	9070	45	0.12051	10	3	3.00	5	3	22602	0.18834	0.75370	38.39242	2723.767
9070	5960	45	0.08050	10	3	2.00	5	3	13100	0.12033	0.65524	40.13998	1054.55
9070	5962	45	0.16341	10	3	3.00	5	3	25367	0.27146	0.84589	36.11884	4145.221
9070	8638	45	0.09068	10	3	2.00	5	3	14451	0.13949	0.72282	39.00243	1310.417
9070	9068	45	0.12051	10	3	3.00	5	3	22932	0.18949	0.76472	38.15875	2763.535
9071	208	25	0.08980	2	10	1.00	6	3	1031	0.21628	0.01753	24.91265	92.5838
9071	209	25	0.28720	2	10	1.00	6	3	2397	0.69490	0.04076	24.79784	688.4184
9071	8607	45	0.12742	10	3	1.00	6	3	3158	0.17577	0.31588	43.49541	402.3924
9072	5962	45	0.14740	10	3	3.00	5	3	24679	0.24059	0.82295	36.75861	3637.685
9072	8626	30	0.05691	10	5	1.00	5	3	4818	0.12464	0.58525	27.39650	274.1924
9072	9074	45	0.14221	10	3	3.00	5	3	22935	0.22361	0.76481	38.15670	3261.586
9072	9567	30	0.06884	10	5	1.00	5	3	1427	0.13986	0.17329	29.52951	98.23468
9074	184	25	0.04333	2	10	1.00	5	3	807	0.10427	0.01373	24.93155	34.96731
9074	9072	45	0.14221	10	3	3.00	5	3	23546	0.22633	0.78520	37.69949	3348.477
9074	9076	45	0.23334	10	3	3.00	5	3	23051	0.36773	0.76868	38.07237	5378.72
9075	209	25	0.61256	2	10	1.00	6	3	1695	1.47861	0.02882	24.85673	1038.289
9075	331	25	0.35885	2	10	1.00	6	3	1970	0.86701	0.03351	24.83358	706.9345
9075	9093	40	0.09494	10	4	1.00	6	3	3751	0.14934	0.39874	38.14417	356.1199
9076	177	25	0.27982	2	10	1.00	5	3	1295	0.67453	0.02203	24.89033	362.3669
9076	185	25	0.22577	2	10	1.00	5	3	925	0.54354	0.01573	24.92162	208.8373
9076	9074	45	0.23334	10	3	3.00	5	3	23663	0.37227	0.78907	37.60882	5521.524
9076	9080	45	0.19130	10	3	3.00	5	3	23523	0.30431	0.78443	37.71738	4499.95
9077	331	25	0.22137	2	10	1.00	6	3	66	0.53140	0.00112	24.99438	14.61042
9077	9088	40	0.04634	10	4	1.00	6	3	66	0.06952	0.00704	39.99863	3.05844
9078	329	25	0.15099	2	10	1.00	6	3	1870	0.36468	0.03181	24.84197	282.3513
9078	331	25	0.19434	2	10	1.00	6	3	3743	0.47237	0.06366	24.68572	727.4146

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9078	9079	40	0.08875	10	3	2.00	6	3	5482	0.13692	0.27421	38.89100	486.5275
9079	5660	45	0.24798	10	3	2.00	1	3	19167	0.46498	0.95875	31.99864	4753.033
9079	9078	40	0.08875	10	3	2.00	6	3	5490	0.13693	0.27459	38.88904	487.2375
9079	9088	45	0.21051	10	3	2.00	6	3	18695	0.38256	0.93513	33.01631	3935.484
9079	15064	45	0.22671	10	5	2.00	1	3	16678	0.46424	1.01301	29.30081	3781.069
9080	186	25	0.06950	2	10	1.00	5	3	414	0.16704	0.00705	24.96481	28.773
9080	9076	45	0.19130	10	3	4.00	5	3	24143	0.28091	0.60381	40.86016	4618.556
9080	9082	45	0.07275	10	3	3.00	5	3	23592	0.11590	0.78671	37.66415	1716.318
9082	8738	35	0.19697	10	3	3.00	5	3	33007	0.63322	1.10066	18.66365	6501.389
9082	9080	45	0.07275	10	3	4.00	5	3	24219	0.10690	0.60573	40.83522	1761.932
9082	9084	40	0.12254	10	3	3.00	1	3	23860	0.22085	0.79566	33.29033	2923.804
9082	9090	45	0.10558	10	3	3.00	5	3	27478	0.18761	0.91629	33.76416	2901.127
9084	187	25	0.05710	2	10	1.00	5	3	1728	0.13784	0.02940	24.85388	98.6688
9084	9082	40	0.12254	10	3	4.00	1	3	24097	0.20236	0.60267	36.33330	2952.846
9084	9086	40	0.22293	10	3	3.00	1	3	23285	0.39705	0.77648	33.68800	5190.925
9085	203	25	0.09862	2	10	1.00	6	3	0	0.23668	0.00000	25.00000	0
9085	8609	45	0.08414	10	3	4.00	6	3	37263	0.15230	0.93195	33.14645	3135.309
9085	9095	45	0.09605	10	3	4.00	6	3	37348	0.17432	0.93408	33.05935	3587.275
9086	189	25	0.15304	2	10	1.00	5	3	1707	0.36943	0.02903	24.85567	261.2393
9086	326	25	0.15524	2	10	1.00	1	3	5137	0.37908	0.08736	24.57071	797.4679
9086	9084	40	0.22293	10	3	4.00	1	3	23518	0.36650	0.58820	36.49631	5242.868
9086	9093	45	0.27387	10	3	3.00	1	3	17843	0.40104	0.59501	40.97294	4886.662
9087	8723	40	0.18389	10	3	2.00	0	0	21773	0.50168	1.08907	21.99247	4003.837
9087	9089	40	0.15512	10	3	2.00	0	0	20002	0.34939	1.00051	26.63800	3102.71
9088	327	25	0.17376	2	10	1.00	1	3	2416	0.42045	0.04109	24.79621	419.8042
9088	9077	40	0.04634	10	4	1.00	6	3	66	0.06952	0.00703	39.99866	3.05844
9088	9079	45	0.21051	10	3	2.00	1	3	18676	0.38210	0.93416	33.05616	3931.485
9088	9093	45	0.24627	10	3	2.00	6	3	18147	0.43348	0.90770	34.08720	4469.062
9089	5663	40	0.08447	10	3	2.00	1	3	21073	0.21172	1.05408	23.93914	1780.036
9089	9087	40	0.15512	10	3	2.00	0	0	21773	0.42320	1.08907	21.99247	3377.428
9089	9091	45	0.23163	10	3	4.00	1	3	34279	0.38843	0.85732	35.77879	7940.045
9089	9099	45	0.08524	10	3	4.00	6	3	43963	0.21248	1.09951	24.07010	3747.406
9090	186	25	0.05417	2	10	1.00	5	3	199	0.13010	0.00338	24.98312	10.77983
9090	187	25	0.12686	2	10	1.00	5	3	704	0.30518	0.01198	24.94024	89.30944
9090	188	25	0.15604	2	10	1.00	5	3	289	0.37486	0.00492	24.97542	45.09556
9090	189	25	0.33320	2	10	1.00	5	3	290	0.80048	0.00493	24.97536	96.628
9090	9082	45	0.10558	10	3	3.00	5	3	27716	0.18934	0.92423	33.45546	2926.255
9090	9092	45	0.22702	10	3	3.00	5	3	28405	0.41901	0.94720	32.50803	6448.503
9091	5519	45	0.18542	10	2	4.00	1	3	34279	0.28606	0.72872	38.89062	6356.012
9091	9089	45	0.23163	10	3	4.00	1	3	36110	0.40571	0.90311	34.25539	8364.159
9092	185	25	0.16435	2	10	1.00	5	3	269	0.39481	0.00457	24.97717	44.21015
9092	191	25	0.12473	2	10	1.00	5	3	536	0.29991	0.00911	24.95452	66.85528
9092	9090	45	0.22702	10	3	3.00	5	3	28670	0.42408	0.95606	32.11934	6508.663
9092	9094	45	0.30011	10	3	3.00	5	3	28353	0.55265	0.94547	32.58235	8509.019
9093	326	25	0.26096	2	10	1.00	1	3	2494	0.63162	0.04241	24.78974	650.8342
9093	9075	40	0.09494	10	4	1.00	6	3	3569	0.14884	0.37941	38.27363	338.8409
9093	9086	45	0.27387	10	3	3.00	1	3	17893	0.40125	0.59668	40.95174	4900.356
9093	9088	45	0.24627	10	3	2.00	1	3	18127	0.43302	0.90672	34.12318	4464.136
9094	8628	30	0.15855	10	5	1.00	5	3	3655	0.33540	0.44399	28.36331	579.5003
9094	9092	45	0.30011	10	3	3.00	5	3	28610	0.55907	0.95406	32.20823	8586.147
9094	9096	45	0.21330	10	3	3.00	5	3	29543	0.41622	0.98517	30.74879	6301.522
9095	208	25	0.34594	2	10	1.00	6	3	1581	0.83471	0.02689	24.86626	546.9311
9095	1229	25	0.08470	2	10	1.00	0	3	638	0.20371	0.01085	24.94588	54.0386
9095	9085	45	0.09605	10	3	4.00	6	3	37263	0.17386	0.93195	33.14645	3579.111
9095	9097	45	0.21768	10	3	4.00	6	3	39528	0.42713	0.98860	30.57796	8604.455
9096	192	25	0.10134	2	10	1.00	5	3	1446	0.24442	0.02460	24.87762	146.5376
9096	9094	45	0.21330	10	3	3.00	5	3	29628	0.41814	0.98801	30.60743	6319.652
9096	9098	45	0.17850	10	3	3.00	5	3	28887	0.33687	0.96327	31.79350	5156.33
9097	9095	45	0.21768	10	3	4.00	6	3	39461	0.42595	0.98691	30.66229	8589.87
9097	9099	45	0.32630	10	3	4.00	6	3	43963	0.81339	1.09952	24.06960	14345.13
9097	9615	35	0.12269	10	3	1.00	0	3	4744	0.22389	0.47458	32.87939	582.0414
9098	8600	45	0.35794	10	3	2.00	5	3	19848	0.70727	0.99281	30.36521	7104.393
9098	8602	40	0.32528	10	3	2.00	5	3	6927	0.50717	0.34648	38.48185	2253.215
9098	8610	40	0.17993	10	3	2.00	5	3	12423	0.29896	0.62141	36.11198	2235.27
9098	9096	45	0.17850	10	3	3.00	5	3	28972	0.33826	0.96611	31.66291	5171.502
9099	204	25	0.23922	2	10	1.00	6	3	0	0.57414	0.00000	25.00000	0
9099	9089	45	0.08524	10	3	4.00	6	3	43963	0.21248	1.09952	24.06960	3747.406
9099	9097	45	0.32630	10	3	4.00	6	3	43963	0.81337	1.09951	24.07010	14345.13
9100	3708	45	0.07462	9	4	1.00	100	3	1850	0.10135	0.19664	44.17792	138.047
9100	9102	30	0.05739	10	5	1.00	0	3	7111	0.14516	0.86380	23.71948	408.1003
9100	9584	45	0.31245	9	7	1.00	100	3	6451	0.43487	0.45713	43.10926	2015.615
9101	939	20	0.08703	2	10	1.00	0	3	187	0.26126	0.00317	19.98731	16.27461
9101	3707	30	0.21349	10	5	1.00	0	3	1997	0.43734	0.24260	29.28902	426.3395
9101	3736	30	0.12245	10	5	1.00	0	3	2083	0.25118	0.25307	29.24985	255.0634
9102	940	20	0.06686	2	10	1.00	0	3	142	0.20066	0.00241	19.99036	9.49412
9102	9100	30	0.05739	10	5	1.00	0	3	7360	0.14936	0.89405	23.05260	422.3904
9102	9103	30	0.05223	10	5	1.00	0	3	6989	0.13048	0.84902	24.01815	365.0355
9103	939	20	0.12589	2	10	1.00	0	3	114	0.37782	0.00193	19.99228	14.35146
9103	3707	30	0.13989	10	5	1.00	0	3	1995	0.28656	0.24235	29.28995	279.0806
9103	3739	30	0.07538	10	5	1.00	0	3	4993	0.16617	0.60655	27.21637	376.3723
9103	9102	30	0.05223	10	5	1.00	0	3	7236	0.13397	0.87904	23.39328	377.9363
9104	937	20	0.13919	2	10	1.00	0	3	1155	0.41921	0.01965	19.92171	160.7645
9104	938	20	0.17427	2	10	1.00	0	3	522	0.52373	0.00888	19.96453	90.96894

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9104	3707	30	0.26902	10	5	1.00	0	3	1670	0.54845	0.20283	29.43081	449.2634
9111	12295	45	0.26647	9	3	2.00	100	0	16952	0.44338	0.84794	36.05913	4517.199
9111	12296	45	0.07159	9	3	3.00	100	0	18267	0.10531	0.60913	40.79065	1307.735
9111	14123	45	0.24243	9	3	2.00	100	0	16661	0.39881	0.83340	36.47408	4039.126
9111	22686	45	0.13797	9	3	3.00	100	0	13481	0.19479	0.44954	42.49716	1859.974
9142	15058	45	0.12877	9	3	2.00	100	0	18180	0.22707	0.90936	34.02555	2341.039
9142	22664	45	0.32678	9	3	2.00	100	0	16087	0.52663	0.80467	37.23028	5256.91
9142	22675	35	0.13473	23	5	1.00	901	0	1571	0.23511	0.19088	34.38327	211.6608
9142	23338	30	0.10455	10	5	1.00	0	0	759	0.21067	0.09218	29.77510	79.35345
9225	9343	35	0.08398	10	4	1.00	7	0	3156	0.14939	0.33544	33.72987	265.0409
9225	12300	35	0.10845	10	4	1.00	7	0	3789	0.19510	0.40276	33.35196	410.9171
9334	1578	20	0.10244	2	10	1.00	0	0	1457	0.30885	0.02478	19.90137	149.2551
9334	2489	45	0.21637	9	3	3.00	100	0	15945	0.31126	0.53170	41.70788	3450.02
9334	12270	30	0.09543	10	5	1.00	0	0	1841	0.19504	0.22369	29.35775	175.6866
9334	24034	45	0.28334	9	3	3.00	100	0	16070	0.40805	0.53589	41.66301	4553.274
9340	1355	20	0.15889	2	10	1.00	0	0	1009	0.47830	0.01717	19.93156	160.32
9340	8651	45	0.19986	10	3	2.00	7	3	17157	0.33541	0.85819	35.75230	3428.998
9340	9611	45	0.16116	10	3	2.00	7	3	15750	0.25691	0.78780	37.63858	2538.27
9340	24037	35	0.14068	10	4	1.00	7	0	3534	0.25188	0.37561	33.51113	497.1631
9341	1126	25	0.13878	2	10	1.00	7	3	430	0.33356	0.00731	24.96352	59.6754
9341	9590	45	0.05759	10	3	2.00	7	3	13403	0.08659	0.67042	39.90517	771.8788
9341	9591	45	0.11446	10	3	2.00	7	3	13920	0.17395	0.69626	39.47903	1593.283
9342	1123	25	0.06134	2	10	1.00	7	3	917	0.14768	0.01559	24.92227	56.24878
9342	9394	45	0.16834	10	3	2.00	7	3	12089	0.24726	0.60471	40.84849	2035.062
9342	9593	45	0.21373	10	3	2.00	7	3	11422	0.31078	0.57131	41.26306	2441.224
9343	9225	35	0.08398	10	4	1.00	7	0	3789	0.15109	0.40276	33.35196	318.2002
9343	9382	35	0.10818	10	4	2.00	7	0	8314	0.19607	0.44188	33.10449	899.4085
9343	12161	35	0.09396	10	4	2.00	7	0	7664	0.16918	0.40733	33.32418	720.1094
9343	23265	35	0.16537	10	4	1.00	7	0	2372	0.29073	0.25212	34.12900	392.2576
9344	1358	20	0.17979	2	10	1.00	0	0	55	0.53948	0.00094	19.99624	9.88845
9344	1359	20	0.09928	2	10	1.00	0	0	1312	0.29918	0.02231	19.91115	130.2554
9344	9345	35	0.11048	10	4	1.00	7	0	997	0.19109	0.10600	34.69160	110.1486
9344	9605	35	0.13838	10	4	1.00	7	0	1697	0.24119	0.18041	34.42389	234.8309
9345	1358	20	0.16514	2	10	1.00	0	0	253	0.49584	0.00431	19.98278	41.78042
9345	9344	35	0.11048	10	4	1.00	7	0	1157	0.19141	0.12296	34.63364	127.8254
9345	24030	35	0.16679	10	4	1.00	7	0	1258	0.28926	0.13372	34.59597	209.8218
9346	2507	35	0.23918	10	4	1.00	7	0	3602	0.42878	0.38292	33.46922	861.5264
9346	9347	35	0.07318	10	4	1.00	7	0	2875	0.12960	0.30560	33.88068	210.3925
9346	12294	30	0.18660	10	5	1.00	0	0	765	0.37605	0.09294	29.77295	142.749
9347	1317	20	0.18601	2	10	1.00	0	0	818	0.55957	0.01391	19.94451	152.1562
9347	1318	20	0.16621	2	10	1.00	0	0	656	0.49975	0.01115	19.95549	109.0338
9347	9346	35	0.07318	10	4	1.00	7	0	2859	0.12957	0.30393	33.88881	209.2216
9347	9605	35	0.19567	10	4	1.00	7	0	1902	0.34189	0.20218	34.33854	372.1643
9349	9609	45	0.28475	9	3	3.00	100	0	18611	0.42043	0.62061	40.63682	5299.482
9349	12292	35	0.10250	10	4	2.00	7	0	7331	0.18397	0.38963	33.43012	751.4275
9349	14125	45	0.10358	9	3	3.00	100	0	14066	0.14684	0.46905	42.32405	1456.956
9349	24035	35	0.17960	10	4	2.00	7	0	1945	0.31054	0.10339	34.70037	349.322
9351	9352	45	0.17532	9	3	3.00	100	0	17291	0.25532	0.57661	41.19981	3031.458
9351	9593	45	0.32928	10	3	2.00	7	3	10733	0.47433	0.53689	41.65226	3534.162
9351	23276	45	0.10340	9	3	3.00	100	0	11984	0.14460	0.39962	42.90535	1239.146
9351	23277	40	0.15114	10	3	2.00	7	0	6767	0.23535	0.33849	38.53017	1022.764
9352	1118	20	0.21011	2	10	1.00	0	0	1555	0.63367	0.02644	19.89478	326.7211
9352	1119	20	0.17364	2	10	1.00	0	0	367	0.52158	0.00625	19.97504	63.72588
9352	9351	45	0.17532	9	3	3.00	100	0	17113	0.25488	0.57066	41.27071	3000.251
9352	9353	45	0.13263	9	3	3.00	100	0	16737	0.19214	0.55812	41.41649	2219.828
9353	9352	45	0.13263	9	3	3.00	100	0	16577	0.19186	0.55279	41.47698	2198.608
9353	9354	45	0.11620	9	3	3.00	100	0	16737	0.16834	0.55812	41.41649	1944.839
9354	1117	20	0.17931	2	10	1.00	0	0	1267	0.54025	0.02155	19.91418	227.1858
9354	9353	45	0.11620	9	3	3.00	100	0	16577	0.16809	0.55279	41.47697	1926.247
9354	9355	45	0.22447	9	3	3.00	100	0	16360	0.32409	0.54554	41.55780	3672.329
9355	1114	20	0.16984	2	10	1.00	0	0	3717	0.51595	0.06322	19.75027	631.2953
9355	9354	45	0.22447	9	3	3.00	100	0	16200	0.32363	0.54021	41.61628	3636.414
9355	9356	45	0.22247	9	3	3.00	100	0	15489	0.31883	0.51650	41.86656	3445.838
9356	1116	20	0.20014	2	10	1.00	0	0	860	0.60217	0.01462	19.94169	172.1204
9356	9355	45	0.22247	9	3	3.00	100	0	15329	0.31842	0.51116	41.92082	3410.243
9356	9386	45	0.28085	9	3	3.00	100	0	15410	0.40224	0.51387	41.89338	4327.899
9357	1112	25	0.18402	2	10	1.00	7	3	302	0.44211	0.00513	24.97435	55.57404
9357	1575	20	0.17667	2	10	1.00	7	3	1442	0.53261	0.02452	19.90238	254.7581
9357	8658	45	0.35278	10	3	3.00	7	3	17890	0.51686	0.59657	40.95317	6311.234
9357	9358	45	0.38420	10	3	3.00	7	3	18170	0.56455	0.60591	40.83284	6980.914
9358	9357	45	0.38420	10	3	3.00	7	3	18156	0.56447	0.60545	40.83887	6975.535
9358	9360	30	0.14805	10	4	1.00	7	3	4966	0.31915	0.52780	27.83276	735.2163
9358	9365	35	0.18019	10	4	1.00	7	3	2991	0.31967	0.31787	33.81978	538.9483
9358	9577	45	0.28572	10	3	3.00	7	3	16179	0.41186	0.53952	41.62378	4622.664
9359	9577	50	0.21514	10	3	3.00	7	0	16370	0.27958	0.54590	46.17093	3521.842
9359	24774	50	0.15153	10	3	3.00	7	0	16451	0.19706	0.54859	46.13770	2492.82
9360	9358	30	0.14805	10	4	1.00	7	3	5021	0.31962	0.53365	27.79138	743.3591
9360	25073	30	0.18881	10	4	1.00	7	3	4966	0.40702	0.52780	27.83276	937.6305
9361	1582	20	0.04508	2	10	1.00	7	3	1618	0.13598	0.02752	19.89053	72.93944
9361	25062	30	0.10610	10	4	1.00	7	3	1889	0.21625	0.20076	29.43791	200.4229
9361	25073	30	0.11173	10	4	1.00	7	3	2549	0.22972	0.27090	29.18124	284.7998
9363	3714	30	0.20043	10	4	1.00	7	3	514	0.40251	0.05459	29.87780	103.021
9363	9364	30	0.29191	10	4	1.00	7	3	1112	0.58972	0.11816	29.70017	324.6039

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9363	25079	25	0.18452	10	5	1.00	0	3	17	0.44267	0.00204	25.00932	3.13684
9364	1103	20	0.14929	2	10	1.00	7	3	431	0.44853	0.00733	19.97072	64.34399
9364	1576	20	0.14289	2	10	1.00	7	3	1095	0.43026	0.01863	19.92577	156.4646
9364	3716	30	0.19492	10	4	1.00	7	3	1975	0.39772	0.20990	29.40637	384.967
9364	9363	30	0.29191	10	4	1.00	7	3	530	0.58630	0.05638	29.87306	154.7123
9365	1110	25	0.14531	2	10	1.00	7	3	1439	0.35044	0.02446	24.87827	209.1011
9365	9358	35	0.18019	10	4	1.00	7	3	3002	0.31973	0.31907	33.81376	540.9304
9365	9578	35	0.19088	10	4	1.00	7	3	2581	0.33656	0.27435	34.02898	492.6613
9366	9367	35	0.31003	10	4	1.00	7	3	1893	0.54165	0.20116	34.34261	586.8868
9366	9369	35	0.10466	10	4	1.00	7	3	2184	0.18353	0.23213	34.21530	228.5774
9366	9578	35	0.19191	10	4	1.00	7	3	2318	0.33713	0.24640	34.15400	444.8474
9367	1121	25	0.10061	2	10	1.00	7	3	773	0.24210	0.01314	24.93446	77.77153
9367	9366	35	0.31003	10	4	1.00	7	3	1918	0.54182	0.20386	34.33181	594.6375
9367	9368	35	0.22735	10	4	1.00	7	3	2287	0.39923	0.24312	34.16827	519.9495
9368	8665	45	0.18912	10	3	2.00	7	3	16143	0.30536	0.80749	37.15961	3052.964
9368	9367	35	0.22735	10	4	1.00	7	3	2313	0.39936	0.24581	34.15657	525.8606
9368	9389	45	0.35754	10	3	2.00	7	3	16015	0.57483	0.80106	37.31982	5726.003
9369	9366	35	0.10466	10	4	1.00	7	3	2170	0.18349	0.23063	34.22164	227.1122
9369	9370	35	0.16801	10	4	1.00	7	3	2184	0.29463	0.23213	34.21530	366.9338
9370	1120	25	0.19777	2	10	1.00	7	3	1148	0.47651	0.01952	24.90277	227.04
9370	9369	35	0.16801	10	4	1.00	7	3	2170	0.29457	0.23063	34.22164	364.5817
9370	9594	35	0.13133	10	4	1.00	7	3	2364	0.23085	0.25124	34.13287	310.4641
9371	1122	25	0.12071	2	10	1.00	7	3	769	0.29047	0.01307	24.93482	92.82599
9371	1573	25	0.23413	2	10	1.00	7	3	127	0.56216	0.00217	24.98918	29.73451
9371	9372	35	0.10570	10	4	1.00	7	3	2553	0.18630	0.27133	34.04285	269.8521
9371	9594	35	0.09531	10	4	1.00	7	3	1896	0.16653	0.20154	34.34110	180.7078
9372	9371	35	0.10570	10	4	1.00	7	3	2537	0.18626	0.26969	34.05030	268.1609
9372	9373	35	0.10867	10	4	1.00	7	3	2553	0.19153	0.27133	34.04285	277.4345
9373	9372	35	0.10867	10	4	1.00	7	3	2537	0.19149	0.26969	34.05030	275.6958
9373	9574	35	0.11002	10	4	1.00	7	3	3957	0.19858	0.42061	33.24180	435.3491
9373	9588	35	0.11191	10	4	1.00	7	3	1952	0.19567	0.20751	34.31711	218.4483
9373	24907	35	0.16161	10	4	1.00	7	3	267	0.27754	0.02840	34.93662	43.14987
9374	9587	35	0.10520	10	4	1.00	7	3	96	0.18040	0.01023	34.98965	10.0992
9374	9589	35	0.12481	10	4	1.00	7	3	527	0.21486	0.05603	34.85299	65.77487
9374	24906	35	0.04576	10	4	1.00	7	3	480	0.07875	0.05105	34.86835	21.9648
9375	9376	35	0.08071	10	4	1.00	7	3	3178	0.14361	0.33777	33.71770	256.4964
9375	9575	35	0.12593	10	4	1.00	7	3	2597	0.22210	0.27604	34.02122	327.0402
9375	24910	35	0.08466	10	4	1.00	7	3	732	0.14603	0.07783	34.78425	61.97112
9376	9375	35	0.08071	10	4	1.00	7	3	3156	0.14356	0.33546	33.72976	254.7208
9376	24904	35	0.09506	10	4	1.00	7	3	3178	0.16915	0.33777	33.71770	302.1007
9379	9394	35	0.16979	10	4	1.00	7	3	4294	0.30865	0.45647	33.00625	729.0783
9379	9396	35	0.10934	10	4	1.00	7	3	193	0.18766	0.02053	34.95979	21.10262
9379	9606	35	0.16630	10	4	1.00	7	3	4114	0.30114	0.43728	33.13475	684.1582
9380	1129	25	0.14667	2	10	1.00	7	3	92	0.35213	0.00157	24.99216	13.49364
9380	9597	35	0.07899	10	4	1.00	7	3	858	0.13642	0.09116	34.74096	67.77342
9380	9612	35	0.08944	10	4	1.00	7	3	942	0.15460	0.10018	34.71111	84.25248
9381	1124	25	0.12902	2	10	1.00	7	3	915	0.31060	0.01555	24.92247	118.0533
9381	12299	30	0.18894	10	5	1.00	0	0	604	0.38008	0.07343	29.82714	114.1198
9381	24911	35	0.18834	10	4	1.00	7	3	30	0.32277	0.00319	35.00977	5.6502
9381	24912	35	0.04451	10	4	1.00	7	3	950	0.07695	0.10096	34.70850	42.2845
9382	9343	35	0.10818	10	4	2.00	7	0	8393	0.19624	0.44605	33.07676	907.9547
9382	23249	35	0.10589	10	4	2.00	7	0	8314	0.19191	0.44188	33.10449	880.3695
9384	1513	20	0.05767	2	10	1.00	0	0	2	0.17300	0.00003	19.99987	0.11534
9384	24767	25	0.09846	10	5	1.00	0	0	1533	0.24042	0.18628	24.57230	150.9392
9384	25130	25	0.04902	10	5	1.00	0	0	1539	0.11971	0.18693	24.57048	75.44178
9386	1113	20	0.18560	2	10	1.00	0	0	2604	0.56172	0.04428	19.82444	483.3024
9386	9356	45	0.28085	9	3	3.00	100	0	15250	0.40172	0.50853	41.94727	4282.963
9386	25189	45	0.13340	9	3	3.00	100	0	15938	0.19190	0.53149	41.71009	2126.129
9387	1502	20	0.13681	2	10	1.00	0	0	0	0.41042	0.00000	20.00000	0
9387	5028	50	0.20216	10	3	3.00	7	0	7599	0.24882	0.25341	48.74761	1536.214
9387	24781	50	0.26939	10	3	3.00	7	0	7622	0.33160	0.25418	48.74273	2053.291
9389	1112	25	0.22707	2	10	1.00	7	3	943	0.54672	0.01604	24.92005	214.127
9389	8658	45	0.17048	10	3	2.00	7	3	16364	0.27739	0.81853	36.87547	2789.735
9389	9368	45	0.35754	10	3	2.00	7	3	16026	0.57504	0.80161	37.30620	5729.936
9394	9342	45	0.16834	10	3	2.00	7	3	11717	0.24584	0.58606	41.08476	1972.44
9394	9379	35	0.16979	10	4	1.00	7	3	4263	0.30844	0.45316	33.02881	723.8148
9394	9574	35	0.14933	10	4	1.00	7	3	3914	0.26931	0.41599	33.27074	584.4776
9394	9590	45	0.05790	10	3	2.00	7	3	13809	0.08779	0.69073	39.57326	799.5411
9396	9379	35	0.10934	10	4	1.00	7	3	207	0.18769	0.02203	34.95539	22.63338
9396	24911	35	0.04188	10	4	1.00	7	3	193	0.07188	0.02053	34.95979	8.08284
9519	1419	0	0.12036	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
9521	3712	25	0.05808	10	5	1.00	0	0	434	0.13993	0.05270	24.90233	25.20672
9521	24793	25	0.05049	10	5	1.00	0	0	440	0.12166	0.05349	24.90060	22.2156
9545	5020	25	0.17788	9	5	1.00	100	0	0	0.42669	0.00000	25.01345	0
9545	9546	25	0.19302	9	5	1.00	100	0	0	0.46299	0.00000	25.01345	0
9546	9545	25	0.19302	9	5	1.00	100	0	0	0.46299	0.00000	25.01345	0
9553	59	25	0.10502	2	10	1.00	1	3	578	0.25254	0.00982	24.95098	60.70156
9553	8798	25	0.21490	10	4	1.00	1	3	1381	0.52248	0.14684	24.67789	296.7769
9554	59	25	0.11201	2	10	1.00	1	3	823	0.26958	0.01399	24.93024	92.18423
9554	8858	33	0.14348	10	4	1.00	1	3	4986	0.28134	0.52999	30.59912	715.3913
9555	237	20	0.06707	3	10	3.00	0	3	4410	0.20222	0.02500	19.90050	295.7787
9555	249	20	0.11774	3	10	3.00	0	3	1711	0.35390	0.00970	19.96127	201.4531
9555	3456	40	0.19389	10	3	2.00	4	3	10407	0.31292	0.52057	37.17749	2017.813

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9555	3457	40	0.21960	10	3	2.00	4	3	13338	0.37098	0.66717	35.51686	2929.025
9560	3385	35	0.56802	10	4	1.00	2	0	7520	1.17282	0.79935	29.05918	4271.51
9560	3455	35	0.44058	9	5	1.00	100	0	1384	0.76689	0.16814	34.47052	609.7627
9560	5708	40	0.13206	10	4	1.00	2	3	8748	0.26823	0.92982	29.54029	1155.261
9561	325	25	0.12367	2	10	1.00	1	3	3178	0.30001	0.05404	24.73269	393.0233
9561	5519	25	0.08617	10	4	1.00	1	3	7860	0.25557	0.83551	20.23073	677.2962
9561	5525	25	0.11058	10	4	1.00	1	3	5621	0.29169	0.59745	22.74551	621.5702
9562	289	25	0.08071	2	10	1.00	2	3	1508	0.19469	0.02564	24.87244	121.7107
9562	5714	35	0.02292	10	5	1.00	3	3	1508	0.03996	0.18316	34.41331	34.56336
9563	294	25	0.13929	2	10	1.00	2	3	509	0.33486	0.00866	24.95675	70.89861
9563	295	25	0.17538	2	10	1.00	2	3	1324	0.42281	0.02252	24.88792	232.2031
9563	297	25	0.41996	2	10	1.00	2	3	1233	1.01214	0.02098	24.89556	517.8107
9563	5714	35	0.02111	10	5	1.00	3	3	3020	0.03774	0.36686	33.56037	63.7522
9564	295	25	0.32542	2	10	1.00	2	3	518	0.78238	0.00881	24.95601	168.5676
9564	296	25	0.18762	2	10	1.00	2	3	1025	0.45186	0.01742	24.91318	192.3105
9564	297	25	0.10188	2	10	1.00	2	3	1950	0.24613	0.03317	24.83525	198.666
9564	5680	35	0.01705	10	5	1.00	3	3	3363	0.03070	0.40851	33.31697	57.33915
9565	40	25	0.05041	2	10	1.00	1	3	1477	0.12160	0.02512	24.87502	74.45557
9565	41	25	0.21482	2	10	1.00	1	3	1679	0.51851	0.02855	24.85808	360.6828
9565	42	25	0.41543	2	10	1.00	1	3	482	0.99868	0.00819	24.95910	200.2373
9565	9060	35	0.01296	10	5	1.00	3	3	3515	0.02342	0.42696	33.20151	45.5544
9566	39	25	0.15060	2	10	1.00	1	3	399	0.36194	0.00679	24.96612	60.0894
9566	42	25	0.31135	2	10	1.00	1	3	297	0.74799	0.00505	24.97476	92.47095
9566	8652	25	0.02562	10	5	1.00	5	3	663	0.06190	0.08059	24.83953	16.98606
9567	174	25	0.29297	2	10	1.00	5	3	354	0.70396	0.00601	24.96996	103.7114
9567	176	25	0.09403	2	10	1.00	5	3	1073	0.22650	0.01825	24.90910	100.8942
9567	9072	30	0.06884	10	5	1.00	5	3	1448	0.13990	0.17586	29.52112	99.68032
9568	174	25	0.21417	2	10	1.00	5	3	1055	0.51586	0.01795	24.91059	225.9494
9568	176	25	0.49138	2	10	1.00	5	3	221	1.18020	0.00377	24.98118	108.595
9568	8678	30	0.04972	10	5	1.00	5	3	1256	0.10079	0.15253	29.59575	62.44832
9569	41	25	0.41313	2	10	1.00	1	3	303	0.99253	0.00516	24.97425	125.1784
9569	42	25	0.15871	2	10	1.00	1	3	941	0.38213	0.01600	24.92026	149.3461
9569	8674	30	0.00189	10	5	1.00	5	3	1333	0.00384	0.16194	29.56603	2.51937
9570	5680	35	0.01155	10	5	1.00	3	0	1275	0.02008	0.15489	34.51974	14.72625
9571	5517	45	0.10367	10	3	2.00	1	3	23632	0.32960	1.18209	18.87189	2449.929
9571	5966	45	0.17033	10	6	2.00	1	3	18018	0.26803	0.76607	38.12948	3069.006
9571	5967	45	0.19501	10	3	3.00	1	0	26745	0.33763	0.89185	34.65562	5215.542
9572	5523	45	0.35270	10	6	1.00	4	0	12544	0.80909	1.06671	26.15533	4424.269
9573	1130	25	0.14082	2	10	1.00	7	3	3831	0.34237	0.06516	24.67839	539.4814
9573	9591	45	0.07245	10	3	2.00	7	3	14077	0.11049	0.70415	39.34169	1019.879
9573	9597	45	0.11603	10	3	2.00	7	3	15224	0.18212	0.76148	38.22824	1766.441
9574	1126	25	0.11970	2	10	1.00	7	3	42	0.28731	0.00071	24.99647	5.0274
9574	9373	35	0.11002	10	4	1.00	7	3	3955	0.19857	0.42040	33.24311	435.1291
9574	9394	35	0.14933	10	4	1.00	7	3	3916	0.26932	0.41620	33.26944	584.7763
9575	9375	35	0.12593	10	4	1.00	7	3	2622	0.22218	0.27875	34.00866	330.1885
9575	9587	35	0.10399	10	4	1.00	7	3	1221	0.18028	0.12977	34.60989	126.9718
9575	9588	35	0.09816	10	4	1.00	7	3	2071	0.17188	0.22009	34.26566	203.2894
9577	9358	45	0.28572	10	3	3.00	7	3	16099	0.41157	0.53685	41.65271	4599.806
9577	9359	50	0.21514	10	3	3.00	7	0	16451	0.27978	0.54859	46.13770	3539.268
9577	9595	35	0.32847	9	7	1.00	100	3	306	0.56377	0.02170	34.95805	100.5118
9578	1111	25	0.11709	2	10	1.00	7	3	1035	0.28201	0.01760	24.91229	121.1882
9578	1115	25	0.19451	2	10	1.00	7	3	682	0.46792	0.01160	24.94214	132.6558
9578	9365	35	0.19088	10	4	1.00	7	3	2592	0.33662	0.27555	34.02347	494.761
9578	9366	35	0.19191	10	4	1.00	7	3	2307	0.33708	0.24521	34.15921	442.7364
9580	1577	20	0.28728	2	10	1.00	0	3	483	0.86327	0.00822	19.96717	138.7562
9580	9581	45	0.14780	9	3	2.00	100	3	10775	0.21302	0.53894	41.63004	1592.545
9580	9585	45	0.20886	9	3	2.00	100	3	13458	0.31438	0.67317	39.86143	2810.838
9580	25078	25	0.14029	10	5	1.00	0	3	3451	0.35441	0.41921	23.75044	484.1408
9581	9580	45	0.14780	9	3	2.00	100	3	10678	0.21275	0.53410	41.68220	1578.208
9581	9582	45	0.08659	9	3	2.00	100	3	10775	0.12480	0.53894	41.63004	933.0073
9582	9581	45	0.08659	9	3	2.00	100	3	10678	0.12465	0.53410	41.68220	924.608
9582	9583	45	0.17780	9	3	2.00	100	3	10775	0.25626	0.53894	41.63004	1915.795
9582	25068	25	0.11253	10	5	1.00	0	3	1651	0.27522	0.20060	24.53205	185.787
9583	3716	30	0.18247	10	4	1.00	7	3	2097	0.37290	0.22293	29.36047	382.6396
9583	9582	45	0.17780	9	3	2.00	100	3	11236	0.25786	0.56204	41.37151	1997.761
9583	9584	45	0.42976	9	3	2.00	100	3	8994	0.60680	0.44988	42.49419	3865.261
9583	25049	35	0.10689	10	4	1.00	7	3	1626	0.18615	0.17280	34.45294	173.8031
9584	1102	20	0.29424	2	10	1.00	7	3	1232	0.88641	0.02095	19.91656	362.5037
9584	9100	45	0.31245	9	7	1.00	100	3	6210	0.43374	0.44008	43.22195	1940.315
9584	9583	45	0.42976	9	3	2.00	100	3	9015	0.60693	0.45091	42.48527	3874.286
9584	22813	45	0.25324	9	3	2.00	100	0	11841	0.37053	0.59229	41.00724	2998.615
9585	1107	20	0.26635	2	10	1.00	7	3	2861	0.80683	0.04866	19.80723	762.0274
9585	1575	20	0.25819	2	10	1.00	7	3	364	0.77551	0.00618	19.97530	93.98116
9585	8658	45	0.20715	9	3	2.00	100	3	14267	0.31730	0.71366	39.17154	2955.409
9585	9580	45	0.20886	9	3	2.00	100	3	13441	0.31427	0.67232	39.87514	2807.287
9587	1130	25	0.12221	2	10	1.00	7	3	1177	0.29447	0.02002	24.90029	143.8412
9587	9374	35	0.10520	10	4	1.00	7	3	86	0.18039	0.00919	34.99265	9.0472
9587	9575	35	0.10399	10	4	1.00	7	3	1229	0.18030	0.13066	34.60675	127.8037
9588	1126	25	0.12605	2	10	1.00	7	3	136	0.30267	0.00231	24.98847	17.1428
9588	9373	35	0.11191	10	4	1.00	7	3	1935	0.19562	0.20568	34.32449	216.5459
9588	9575	35	0.09816	10	4	1.00	7	3	2088	0.17191	0.22192	34.25811	204.9581
9589	1128	25	0.07764	2	10	1.00	7	3	204	0.18646	0.00347	24.98267	15.83856
9589	1130	25	0.12471	2	10	1.00	7	3	30	0.29933	0.00051	24.99743	3.7413

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
9589	9374	35	0.12481	10	4	1.00	7	3	534	0.21488	0.05672	34.85084	66.64854
9589	9597	35	0.13953	10	4	1.00	7	3	644	0.24046	0.06846	34.81410	89.85732
9590	9341	45	0.05759	10	3	2.00	7	3	13809	0.08732	0.69073	39.57326	795.2603
9590	9394	45	0.05790	10	3	2.00	7	3	13403	0.08706	0.67042	39.90517	776.0337
9591	1125	25	0.09899	2	10	1.00	7	3	1583	0.23886	0.02692	24.86613	156.7012
9591	9341	45	0.11446	10	3	2.00	7	3	13514	0.17248	0.67595	39.81687	1546.812
9591	9573	45	0.07245	10	3	2.00	7	3	14483	0.11154	0.72446	38.97159	1049.293
9593	1119	20	0.22692	2	10	1.00	0	0	334	0.68153	0.00568	19.97732	75.79128
9593	9342	45	0.21373	10	3	2.00	7	3	11794	0.31249	0.58996	41.03639	2520.732
9593	9351	45	0.32928	10	3	2.00	7	3	10373	0.47217	0.51883	41.84259	3415.621
9593	23316	30	0.11922	10	5	1.00	0	0	883	0.24058	0.10721	29.73217	105.2713
9594	9370	35	0.13133	10	4	1.00	7	3	2350	0.23080	0.24974	34.13945	308.6255
9594	9371	35	0.09531	10	4	1.00	7	3	1912	0.16656	0.20318	34.33454	182.2327
9594	9596	35	0.11721	9	7	1.00	100	3	717	0.20152	0.05080	34.89703	84.03957
9595	1109	20	0.41260	2	10	1.00	0	0	54	1.23801	0.00093	19.99630	22.2804
9595	9577	35	0.32847	9	7	1.00	100	3	307	0.56377	0.02175	34.95795	100.8403
9595	30003	35	0.23034	9	7	1.00	100	3	361	0.39543	0.02555	34.95015	83.15274
9596	1122	25	0.09566	2	10	1.00	7	3	542	0.23001	0.00922	24.95400	51.84772
9596	5032	35	0.20768	9	7	1.00	100	3	471	0.35669	0.03335	34.93399	97.81728
9596	9594	35	0.11721	9	7	1.00	100	3	718	0.20152	0.05089	34.89684	84.15678
9597	9380	35	0.07899	10	4	1.00	7	3	856	0.13642	0.09101	34.74146	67.61544
9597	9573	45	0.11603	10	3	2.00	7	3	14816	0.18014	0.74111	38.64893	1719.1
9597	9589	35	0.13953	10	4	1.00	7	3	654	0.24049	0.06949	34.81084	91.25262
9597	9611	45	0.16641	10	3	2.00	7	3	15299	0.26174	0.76528	38.14658	2545.907
9603	9606	35	0.10741	10	4	1.00	7	3	4131	0.19456	0.43909	33.12293	443.7107
9603	9608	35	0.05712	10	4	1.00	7	0	4114	0.10343	0.43728	33.13475	234.9917
9604	17260	35	0.09243	10	4	2.00	7	0	7535	0.16622	0.40043	33.36596	696.4601
9604	23327	35	0.07820	10	4	2.00	7	0	7363	0.14039	0.39132	33.42019	575.7866
9605	9344	35	0.13838	10	4	1.00	7	0	1540	0.24075	0.16371	34.48709	213.1052
9605	9347	35	0.19567	10	4	1.00	7	0	2159	0.34301	0.22946	34.22657	422.4515
9605	12297	35	0.11026	10	4	2.00	7	0	7300	0.19783	0.38797	33.43982	804.898
9605	17260	35	0.17647	10	4	2.00	7	0	8579	0.32076	0.45597	33.00970	1513.936
9606	9379	35	0.16630	10	4	1.00	7	3	4131	0.30125	0.43909	33.12293	686.9853
9606	9603	35	0.10741	10	4	1.00	7	3	4114	0.19450	0.43728	33.13475	441.8847
9607	23264	30	0.15686	10	5	1.00	0	0	2053	0.32161	0.24941	29.26363	322.0336
9607	23276	45	0.20519	9	3	3.00	100	0	11856	0.28672	0.39537	42.93800	2432.733
9607	23282	30	0.09783	10	5	1.00	0	0	1227	0.19826	0.14901	29.60673	120.0374
9607	24254	45	0.11453	9	3	3.00	100	0	11162	0.15940	0.37222	43.11043	1278.384
9608	9603	35	0.05712	10	4	1.00	7	0	4131	0.10347	0.43909	33.12293	235.9627
9608	12276	35	0.11611	10	4	1.00	7	0	4401	0.21158	0.46778	32.92768	511.0001
9608	25053	35	0.14793	10	4	1.00	7	0	1354	0.25683	0.14391	34.55964	200.2972
9609	9349	45	0.28475	9	3	3.00	100	0	18526	0.42004	0.61778	40.67526	5275.279
9609	12272	30	0.15264	10	5	1.00	0	0	3049	0.31857	0.37044	28.74885	465.3994
9609	12296	45	0.13838	9	3	3.00	100	0	17920	0.20280	0.59759	40.94019	2479.77
9609	24065	30	0.13437	10	5	1.00	0	0	2149	0.27592	0.26105	29.21944	288.7611
9610	1312	20	0.13291	2	10	1.00	0	0	178	0.39897	0.00303	19.98788	23.65798
9610	1333	20	0.14302	2	10	1.00	0	0	523	0.42983	0.00890	19.96448	74.79946
9610	8656	35	0.14713	10	4	2.00	7	0	8053	0.26594	0.42797	33.19505	1184.838
9610	12161	35	0.08542	10	4	2.00	7	0	8175	0.15459	0.43445	33.15324	698.3085
9611	1129	25	0.08999	2	10	1.00	7	3	649	0.21645	0.01104	24.94492	58.40351
9611	9340	45	0.16116	10	3	2.00	7	3	16303	0.26167	0.81549	36.95497	2627.391
9611	9597	45	0.16641	10	3	2.00	7	3	14900	0.25891	0.74531	38.56447	2479.509
9611	24900	35	0.15107	10	4	1.00	7	3	616	0.26029	0.06543	34.82365	93.05912
9612	9380	35	0.08944	10	4	1.00	7	3	950	0.15461	0.10096	34.70850	84.968
9612	24912	35	0.11483	10	4	1.00	7	3	942	0.19848	0.10018	34.71111	108.1699
9614	1227	25	0.07340	2	10	1.00	0	3	645	0.17656	0.01097	24.94529	47.343
9614	1228	25	0.12102	2	10	1.00	0	3	462	0.29090	0.00786	24.96075	55.91124
9614	3719	35	0.20585	10	3	1.00	0	3	3016	0.36434	0.30170	33.89969	620.8436
9614	9618	35	0.18205	10	3	1.00	0	3	2765	0.32108	0.27663	34.01849	503.3683
9615	333	25	0.14133	2	10	1.00	0	3	668	0.33997	0.01136	24.94333	94.40844
9615	1228	25	0.18572	2	10	1.00	0	3	1330	0.44774	0.02261	24.88745	247.0076
9615	9097	35	0.12269	10	3	1.00	0	3	4677	0.22357	0.46787	32.92705	573.8211
9615	9618	35	0.14266	10	3	1.00	0	3	2830	0.25184	0.28311	33.98837	403.7278
9618	9614	35	0.18205	10	3	1.00	0	3	2830	0.32137	0.28311	33.98837	515.2015
9618	9615	35	0.14266	10	3	1.00	0	3	2765	0.25161	0.27663	34.01849	394.4549
9619	1229	25	0.13098	2	10	1.00	0	3	467	0.31486	0.00794	24.96038	61.16766
9619	3717	40	0.07714	10	3	2.00	0	3	4389	0.11818	0.21954	39.16335	338.5675
9619	8609	40	0.08205	10	3	2.00	0	3	4628	0.12589	0.23147	39.10635	379.7274
9630	3725	0	0.37417	10	3	0.00	0	3	0	0.00000	0.00000	0.00000	0
9631	22746	45	0.21637	10	3	2.00	7	0	11698	0.31590	0.58515	41.09595	2531.096
9800	1224	25	0.07534	2	10	1.00	4	3	1533	0.18176	0.02607	24.87032	115.4962
9800	8894	30	0.21270	10	5	1.00	4	3	7553	0.56778	0.91755	22.47725	1606.523
9800	8896	30	0.07153	10	5	1.00	4	3	7958	0.20350	0.96666	21.09141	569.2357
9801	1225	25	0.05713	2	10	1.00	4	3	62	0.13713	0.00105	24.99475	3.54206
9801	8754	30	0.05704	10	5	1.00	4	3	12711	0.68031	1.54410	5.03048	725.0354
9801	8896	30	0.10864	10	5	1.00	4	3	12805	1.32283	1.55547	4.92752	1391.135
9802	1225	25	0.05991	2	10	1.00	4	3	1205	0.14438	0.02049	24.89795	72.19155
9802	8754	45	0.05652	10	3	4.00	4	3	36420	0.09984	0.91087	33.96897	2058.458
9802	8758	45	0.14703	10	3	4.00	4	3	35509	0.25361	0.88809	34.78534	5220.888
9803	224	25	0.04186	2	10	1.00	4	3	9920	0.10385	0.16871	24.18398	415.2512
9803	1226	25	0.07131	2	10	1.00	4	3	4634	0.17384	0.07880	24.61210	330.4505
9803	8896	30	0.07193	10	5	1.00	4	3	14293	1.16469	1.73623	3.70547	1028.095
10290	5540	65	0.03020	2	9	1.00	0	0	0	0.02786	0.00000	65.03497	0

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
10290	13543	65	0.42326	2	8	1.00	0	0	15321	0.44004	0.65139	57.71263	6484.766
10903	5672	40	0.25324	10	3	3.00	1	0	33491	0.74478	1.11680	20.40150	8481.261
11066	5824	30	0.22880	23	3	1.00	901	0	13887	1.96936	1.38924	6.97095	3177.346
11328	5948	35	0.25740	23	3	2.00	901	0	21869	0.81266	1.09387	19.00418	5629.081
12160	1331	20	0.12354	2	10	1.00	0	0	2492	0.37376	0.04238	19.83191	307.8617
12160	1332	20	0.11151	2	10	1.00	0	0	216	0.33477	0.00368	19.98530	24.08616
12160	16568	25	0.08511	10	5	1.00	0	0	1345	0.20730	0.16335	24.63461	114.473
12161	9343	35	0.09396	10	4	2.00	7	0	8175	0.17006	0.43445	33.15324	768.123
12161	9610	35	0.08542	10	4	2.00	7	0	7664	0.15380	0.40733	33.32418	654.6589
12164	14125	45	0.07450	9	3	3.00	100	0	13677	0.10533	0.45608	42.44003	1018.937
12164	23331	45	0.04024	9	3	3.00	100	0	13889	0.05697	0.46315	42.37722	558.8934
12165	1346	20	0.12453	2	10	1.00	0	0	326	0.37401	0.00555	19.97783	40.59678
12165	1347	20	0.13217	2	10	1.00	0	0	514	0.39720	0.00874	19.96512	67.93538
12165	23323	35	0.14641	10	4	2.00	7	0	1675	0.25281	0.08903	34.74793	245.2368
12165	24034	35	0.07800	10	4	2.00	7	0	1597	0.13464	0.08486	34.76152	124.566
12167	13410	35	0.15118	10	4	2.00	7	0	0	0.25902	0.00000	35.01883	0
12266	1341	20	0.14221	2	10	1.00	0	0	2003	0.42955	0.03406	19.86469	284.8466
12266	22733	30	0.09576	10	5	1.00	0	0	2725	0.19861	0.33104	28.93086	260.946
12266	23274	30	0.08885	10	5	1.00	0	0	589	0.17870	0.07151	29.83236	52.33265
12270	1314	20	0.17895	2	10	1.00	0	0	1013	0.53871	0.01723	19.93133	181.2764
12270	1347	20	0.14959	2	10	1.00	0	0	830	0.45004	0.01412	19.94369	124.1597
12270	9334	30	0.09543	10	5	1.00	0	0	1904	0.19522	0.23124	29.33061	181.6987
12270	23322	30	0.15111	10	5	1.00	0	0	546	0.30378	0.06638	29.84629	82.50606
12272	1313	20	0.14073	2	10	1.00	0	0	392	0.42274	0.00666	19.97340	55.16616
12272	1314	20	0.13795	2	10	1.00	0	0	2688	0.41763	0.04572	19.81878	370.8096
12272	9609	30	0.15264	10	5	1.00	0	0	2984	0.31815	0.36253	28.78668	455.4778
12272	23322	30	0.09568	10	5	1.00	0	0	275	0.19179	0.03346	29.93281	26.312
12274	1313	20	0.09543	2	10	1.00	0	0	460	0.28675	0.00782	19.96875	43.8978
12274	1347	20	0.16704	2	10	1.00	0	0	4	0.50113	0.00008	19.99969	0.66816
12274	23322	30	0.14647	10	5	1.00	0	0	468	0.29420	0.05680	29.87193	68.54796
12274	23323	30	0.14256	10	5	1.00	0	0	113	0.28528	0.01371	29.98252	16.10928
12276	1208	20	0.09997	2	10	1.00	0	0	464	0.30039	0.00789	19.96849	46.38608
12276	1211	20	0.16066	2	10	1.00	0	0	77	0.48209	0.00131	19.99474	12.37082
12276	9608	35	0.11611	10	4	1.00	7	0	4533	0.21223	0.48186	32.82679	526.3266
12276	24033	35	0.08589	10	4	1.00	7	0	4318	0.15622	0.45895	32.98923	370.873
12291	1357	20	0.14336	2	10	1.00	0	0	18	0.43011	0.00031	19.99874	2.58048
12291	1358	20	0.16757	2	10	1.00	0	0	83	0.50285	0.00142	19.99433	13.90831
12291	23327	30	0.13838	10	5	1.00	0	0	23	0.27667	0.00278	30.00938	3.18274
12291	23328	30	0.14952	10	5	1.00	0	0	119	0.29924	0.01448	29.98062	17.79288
12292	1315	20	0.13559	2	10	1.00	0	0	117	0.40692	0.00198	19.99207	15.86403
12292	1357	20	0.14028	2	10	1.00	0	0	48	0.42091	0.00081	19.99677	6.73344
12292	9349	35	0.10250	10	4	2.00	7	0	7504	0.18427	0.39879	33.37583	769.16
12292	23327	35	0.13938	10	4	2.00	7	0	7444	0.25042	0.39560	33.39483	1037.545
12293	1315	20	0.13065	2	10	1.00	0	0	256	0.39229	0.00436	19.98258	33.4464
12293	1317	20	0.16981	2	10	1.00	0	0	11	0.50944	0.00019	19.99925	1.86791
12293	23326	30	0.12547	10	5	1.00	0	0	15	0.25084	0.00186	30.01163	1.88205
12293	23327	30	0.13206	10	5	1.00	0	0	553	0.26549	0.06723	29.84398	73.02918
12294	1316	20	0.13380	2	10	1.00	0	0	600	0.40222	0.01021	19.95924	80.28
12294	1317	20	0.13025	2	10	1.00	0	0	855	0.39188	0.01454	19.94201	111.3638
12294	9346	30	0.18660	10	5	1.00	0	0	1355	0.37879	0.16458	29.55761	252.843
12294	23326	30	0.16351	10	5	1.00	0	0	993	0.33040	0.12058	29.69303	162.3654
12295	1349	20	0.13093	2	10	1.00	0	0	1728	0.39510	0.02939	19.88312	226.247
12295	2507	45	0.30740	9	3	2.00	100	0	16952	0.51150	0.84794	36.05913	5211.045
12295	9111	45	0.26647	9	3	2.00	100	0	17149	0.44703	0.85778	35.76475	4569.694
12296	1349	20	0.16063	2	10	1.00	0	0	1646	0.48459	0.02799	19.88867	264.397
12296	9111	45	0.07159	9	3	3.00	100	0	17920	0.10492	0.59759	40.94019	1282.893
12296	9609	45	0.13838	9	3	3.00	100	0	18531	0.20413	0.61795	40.67300	2564.32
12297	1359	20	0.11927	2	10	1.00	0	0	451	0.35836	0.00768	19.96935	53.79077
12297	9605	35	0.11026	10	4	2.00	7	0	7581	0.19835	0.40288	33.35117	835.8811
12297	23249	35	0.14441	10	4	2.00	7	0	7798	0.26035	0.41443	33.28044	1126.109
12298	1350	20	0.07997	2	10	1.00	0	0	402	0.24025	0.00684	19.97269	32.14794
12298	23336	30	0.15206	10	5	1.00	0	0	1072	0.30756	0.13016	29.66442	163.0083
12298	24030	30	0.09034	10	5	1.00	0	0	1194	0.18300	0.14499	29.61920	107.866
12299	1350	20	0.14589	2	10	1.00	0	0	81	0.43778	0.00137	19.99452	11.81709
12299	9381	30	0.18894	10	5	1.00	0	0	626	0.38017	0.07604	29.81998	118.2764
12299	23336	30	0.10187	10	5	1.00	0	0	524	0.20473	0.06365	29.85364	53.37988
12300	1333	20	0.18300	2	10	1.00	0	0	141	0.54927	0.00239	19.99043	25.803
12300	1351	20	0.17139	2	10	1.00	0	0	217	0.51455	0.00369	19.98525	37.19163
12300	9225	35	0.10845	10	4	1.00	7	0	3156	0.19292	0.33544	33.72987	342.2682
12300	16568	35	0.15662	10	4	1.00	7	0	4154	0.28384	0.44158	33.10647	650.5995
13410	1198	20	0.05520	2	10	1.00	0	0	349	0.16580	0.00594	19.97626	19.2648
13410	12167	35	0.15118	10	4	2.00	7	0	0	0.25902	0.00000	35.01883	0
13410	24034	35	0.17985	10	4	2.00	7	0	349	0.30861	0.01857	34.96552	62.76765
13540	7153	65	0.58972	2	8	1.00	0	0	17306	0.63633	0.73580	55.60523	10205.69
13540	8952	65	0.03121	2	9	1.00	0	0	1066	0.02894	0.06044	64.70149	33.26986
13543	7148	65	0.29336	2	8	1.00	0	0	17461	0.31763	0.74240	55.41618	5122.359
13543	8954	65	0.03792	2	9	1.00	0	0	0	0.03498	0.00000	65.03497	0
13885	5856	63	0.08098	23	1	4.00	901	0	107373	0.15627	1.14129	31.09085	8695.066
13976	258	25	0.07499	2	10	1.00	3	3	2668	0.18162	0.04537	24.77519	200.0733
13976	1231	25	0.08749	2	10	1.00	3	3	3483	0.21246	0.05924	24.70728	304.7277
13976	5616	35	0.11304	10	5	1.00	0	3	6772	0.23717	0.82260	28.59719	765.5069
13976	25042	35	0.10961	10	5	1.00	0	3	1300	0.19059	0.15793	34.50854	142.493
14123	1314	20	0.11617	2	10	1.00	0	0	5363	0.35486	0.09121	19.64170	623.0197

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
14123	2489	45	0.24912	9	3	2.00	100	0	19043	0.46311	0.95253	32.27560	4743.992
14123	9111	45	0.24243	9	3	2.00	100	0	16850	0.40174	0.84282	36.20781	4084.946
14125	1356	20	0.15910	2	10	1.00	0	0	472	0.47807	0.00803	19.96794	75.0952
14125	1357	20	0.11015	2	10	1.00	0	0	512	0.33103	0.00870	19.96526	56.3968
14125	9349	45	0.10358	9	3	3.00	100	0	13874	0.14664	0.46267	42.38160	1437.069
14125	12164	45	0.07450	9	3	3.00	100	0	13889	0.10548	0.46315	42.37723	1034.731
14153	1202	20	0.16068	2	10	1.00	0	0	136	0.48226	0.00231	19.99076	21.85248
14153	1341	20	0.13352	2	10	1.00	0	0	862	0.40174	0.01465	19.94156	115.0942
14153	23272	30	0.19580	10	5	1.00	0	0	90	0.39174	0.01097	29.98930	17.622
14153	23274	30	0.10835	10	5	1.00	0	0	0	0.21658	0.00000	30.01614	0
14157	1204	20	0.16068	2	10	1.00	0	0	684	0.48316	0.01163	19.95359	109.9051
14157	1343	20	0.17215	2	10	1.00	0	0	995	0.51820	0.01693	19.93251	171.2893
14157	1344	20	0.18786	2	10	1.00	0	0	4	0.56357	0.00006	19.99975	0.75144
14157	23259	35	0.16872	10	4	1.00	7	0	3834	0.30379	0.40754	33.32290	646.8725
14157	23279	35	0.10547	10	4	1.00	7	0	4290	0.19171	0.45600	33.00944	452.4663
15058	1100	20	0.10189	2	10	1.00	0	0	2811	0.30860	0.04780	19.81060	286.4128
15058	2489	45	0.23798	9	3	2.00	100	0	17453	0.40464	0.87302	35.28682	4153.465
15058	9142	45	0.12877	9	3	2.00	100	0	17111	0.21569	0.85591	35.82165	2203.383
15064	5511	45	0.10042	10	5	2.00	1	3	16678	0.20562	1.01301	29.30081	1674.805
15064	9079	45	0.22671	10	5	2.00	1	3	16670	0.46381	1.01251	29.32810	3779.256
15250	258	25	0.10660	2	10	1.00	3	3	1352	0.25702	0.02299	24.88557	144.1232
15250	5618	35	0.10915	10	4	2.00	3	3	1758	0.18855	0.09345	34.73343	191.8857
15250	5620	35	0.12124	10	4	2.00	3	3	941	0.20860	0.05000	34.87157	114.0868
16067	8725	40	0.25427	10	3	2.00	0	0	13074	0.42739	0.65398	35.69687	3324.326
16067	23046	40	0.34187	10	3	2.00	0	0	14845	0.59752	0.74255	34.32899	5075.06
16567	1319	20	0.11499	2	10	1.00	0	0	5067	0.35092	0.08618	19.66113	582.6543
16567	2507	45	0.28623	9	3	2.00	100	0	17181	0.48085	0.85938	35.71612	4917.718
16567	2508	45	0.18789	9	3	2.00	100	0	17012	0.31340	0.85092	35.97102	3196.385
16568	1319	20	0.19913	2	10	1.00	0	0	1700	0.60083	0.02891	19.88504	338.521
16568	2508	35	0.22640	10	4	1.00	7	0	1405	0.39329	0.14930	34.54015	318.092
16568	12160	25	0.08511	10	5	1.00	0	0	2708	0.21175	0.32898	24.11664	230.4779
16568	12300	35	0.15662	10	4	1.00	7	0	3473	0.28011	0.36915	33.54759	543.9413
17109	7141	65	0.45023	2	8	1.00	0	0	15337	0.46820	0.65209	57.69724	6905.178
17260	1317	20	0.13941	2	10	1.00	0	0	1379	0.42019	0.02346	19.90661	192.2464
17260	1358	20	0.12327	2	10	1.00	0	0	2202	0.37258	0.03745	19.85131	271.4405
17260	9604	35	0.09243	10	4	2.00	7	0	7363	0.16595	0.39132	33.42019	680.5621
17260	9605	35	0.17647	10	4	2.00	7	0	8398	0.32013	0.44634	33.07481	1481.995
18205	7145	65	0.35320	2	8	1.00	0	0	13936	0.35977	0.59251	58.90462	4922.195
18205	8944	65	0.01332	2	9	1.00	0	0	4592	0.01262	0.26033	63.31480	61.16544
22227	99	25	0.10990	2	10	1.00	1	3	662	0.26435	0.01127	24.94380	72.7538
22227	112	25	0.08149	2	10	1.00	1	3	1145	0.19635	0.01948	24.90300	93.30605
22227	5756	40	0.09733	10	3	2.00	1	3	14664	0.16933	0.73351	34.48755	1427.247
22227	5758	40	0.09403	10	3	2.00	1	3	13180	0.15836	0.65928	35.62540	1239.315
22228	98	25	0.18645	2	10	1.00	1	3	216	0.44780	0.00367	24.98167	40.2732
22228	99	25	0.10025	2	10	1.00	1	3	811	0.24127	0.01379	24.93125	81.30275
22228	5758	25	0.01526	10	5	1.00	1	3	1062	0.03704	0.12897	24.72334	16.20612
22539	2507	35	0.06359	23	5	1.00	901	0	3036	0.11373	0.36881	33.54947	193.0592
22664	9142	45	0.32678	9	3	2.00	100	0	17040	0.54571	0.85235	35.92866	5568.331
22675	9142	35	0.13473	23	5	1.00	901	0	300	0.23154	0.03646	34.91261	40.419
22686	9111	45	0.13797	9	3	3.00	100	0	13442	0.19474	0.44823	42.50846	1854.593
22696	23317	45	0.13771	9	3	3.00	100	0	15749	0.19778	0.52518	41.77673	2168.795
22696	24034	45	0.18451	9	3	3.00	100	0	15196	0.26380	0.50673	41.96530	2803.814
22697	23324	30	0.12949	10	5	1.00	0	0	323	0.25969	0.03921	29.91801	41.82527
22697	23325	30	0.11770	10	5	1.00	0	0	259	0.23589	0.03146	29.93789	30.4843
22700	22740	45	0.14478	9	3	3.00	100	0	11703	0.20212	0.39027	42.97677	1694.36
22700	23279	45	0.17738	9	3	3.00	100	0	11199	0.24693	0.37344	43.10153	1986.479
22733	12266	30	0.09576	10	5	1.00	0	0	2188	0.19677	0.26578	29.20119	209.5229
22733	22740	45	0.05979	9	3	3.00	100	0	11199	0.08323	0.37344	43.10153	669.5882
22733	25050	30	0.09266	10	5	1.00	0	0	748	0.18670	0.09084	29.77885	69.30968
22733	25054	45	0.17358	9	3	3.00	100	0	10200	0.24032	0.34012	43.33542	1770.516
22735	23266	30	0.07165	10	5	1.00	0	0	1340	0.14541	0.16281	29.56324	96.011
22735	23278	30	0.07953	10	5	1.00	0	0	1401	0.16154	0.17020	29.53953	111.4215
22740	22700	45	0.14478	9	3	3.00	100	0	11199	0.20154	0.37344	43.10153	1621.391
22740	22733	45	0.05979	9	3	3.00	100	0	11703	0.08347	0.39027	42.97677	699.7224
22746	9631	45	0.21637	10	3	2.00	7	0	11720	0.31600	0.58624	41.08261	2535.856
22746	22749	45	0.44803	9	3	3.00	100	0	2946	0.60224	0.09824	44.63685	1319.896
22746	23273	40	0.12423	10	3	2.00	7	0	5689	0.19193	0.28458	38.83593	706.7445
22746	25054	45	0.19406	9	3	3.00	100	0	9158	0.26728	0.30538	43.56224	1777.201
22749	22746	45	0.44803	9	3	3.00	100	0	2945	0.60224	0.09819	44.63707	1319.448
22798	1415	0	0.19380	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
22799	1419	0	0.10499	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
22813	9584	45	0.25324	9	3	2.00	100	0	11622	0.36931	0.58134	41.14261	2943.155
23046	16067	40	0.34187	10	3	2.00	0	0	13074	0.57462	0.65398	35.69687	4469.608
23096	1415	0	0.19726	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
23099	1418	0	0.09099	2	10	0.00	0	0	0	0.00000	0.00000	0.00000	0
23122	8985	45	0.28791	9	3	2.00	100	0	19450	0.55112	0.97289	31.34475	5599.85
23249	9382	35	0.10589	10	4	2.00	7	0	8393	0.19207	0.44605	33.07676	888.7348
23249	12297	35	0.14441	10	4	2.00	7	0	8032	0.26097	0.42687	33.20211	1159.901
23249	24062	25	0.11139	10	5	1.00	0	0	71	0.26737	0.00867	24.99581	7.90869
23249	24671	25	0.07324	10	5	1.00	0	0	813	0.17720	0.09882	24.79689	59.54412
23253	23260	45	0.17817	9	3	3.00	100	0	13037	0.25081	0.43473	42.62330	2322.802
23253	23280	35	0.14329	10	4	1.00	7	0	3519	0.25649	0.37400	33.52027	504.2375
23253	23284	35	0.10795	10	4	1.00	7	0	3789	0.19419	0.40274	33.35205	409.0226

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
23253	24254	45	0.19892	9	3	3.00	100	0	11273	0.27703	0.37592	43.08342	2242.425
23259	14157	35	0.16872	10	4	1.00	7	0	3915	0.30428	0.41613	33.26987	660.5388
23259	23278	30	0.16072	10	5	1.00	0	0	1601	0.32734	0.19453	29.45907	257.3127
23259	23280	35	0.10024	10	4	1.00	7	0	2968	0.17777	0.31550	33.83167	297.5123
23259	23325	30	0.17338	10	5	1.00	0	0	456	0.34820	0.05545	29.87553	79.06128
23260	1210	20	0.12280	2	10	1.00	0	0	98	0.36853	0.00167	19.99334	12.0344
23260	23253	45	0.17817	9	3	3.00	100	0	13247	0.25116	0.44175	42.56405	2360.218
23260	23331	45	0.14078	9	3	3.00	100	0	13037	0.19817	0.43473	42.62330	1835.349
23261	1118	20	0.19036	2	10	1.00	0	0	703	0.57244	0.01195	19.95230	133.8231
23261	23272	40	0.33087	10	3	2.00	7	0	5396	0.51017	0.26993	38.91339	1785.375
23261	23275	30	0.19405	10	5	1.00	0	0	2458	0.40051	0.29854	29.07001	476.9749
23261	23277	40	0.09068	10	3	2.00	7	0	6275	0.14068	0.31386	38.67412	569.017
23262	1202	20	0.10976	2	10	1.00	0	0	499	0.32984	0.00849	19.96608	54.77024
23262	1204	20	0.15754	2	10	1.00	0	0	667	0.47369	0.01134	19.95476	105.0792
23262	23266	30	0.16860	10	5	1.00	0	0	827	0.34001	0.10041	29.75171	139.4322
23262	23274	30	0.16088	10	5	1.00	0	0	690	0.32393	0.08380	29.79855	111.0072
23264	1203	20	0.15815	2	10	1.00	0	0	720	0.47560	0.01224	19.95115	113.868
23264	1205	20	0.15789	2	10	1.00	0	0	687	0.47476	0.01169	19.95337	108.4704
23264	9607	30	0.15686	10	5	1.00	0	0	1821	0.32048	0.22125	29.36647	285.6421
23264	23266	30	0.08340	10	5	1.00	0	0	729	0.16799	0.08851	29.78542	60.7986
23265	1299	20	0.11263	2	10	1.00	0	0	222	0.33814	0.00378	19.98491	25.00386
23265	1312	20	0.11413	2	10	1.00	0	0	475	0.34295	0.00808	19.96774	54.21175
23265	9343	35	0.16537	10	4	1.00	7	0	2416	0.29091	0.25685	34.10809	399.5339
23265	23334	35	0.10761	10	4	1.00	7	0	2533	0.18960	0.26924	34.05239	272.5761
23266	22735	30	0.07165	10	5	1.00	0	0	1401	0.14553	0.17020	29.53953	100.3817
23266	23262	30	0.16860	10	5	1.00	0	0	932	0.34044	0.11320	29.71474	157.1352
23266	23264	30	0.08340	10	5	1.00	0	0	690	0.16792	0.08380	29.79855	57.546
23266	23275	30	0.11303	10	5	1.00	0	0	1306	0.22930	0.15867	29.57641	147.6172
23272	14153	30	0.19580	10	5	1.00	0	0	906	0.39524	0.11010	29.72379	177.3948
23272	23261	40	0.33087	10	3	2.00	7	0	5979	0.51222	0.29907	38.75709	1978.272
23272	23273	40	0.11770	10	3	2.00	7	0	4671	0.18064	0.23363	39.09589	549.7767
23273	1341	20	0.16734	2	10	1.00	0	0	1073	0.50385	0.01824	19.92730	179.5558
23273	22746	40	0.12423	10	3	2.00	7	0	4671	0.19065	0.23363	39.09589	580.2783
23273	23272	40	0.11770	10	3	2.00	7	0	6069	0.18233	0.30359	38.73201	714.3213
23274	12266	30	0.08885	10	5	1.00	0	0	690	0.17890	0.08380	29.79855	61.3065
23274	14153	30	0.10835	10	5	1.00	0	0	0	0.21658	0.00000	30.01614	0
23274	23262	30	0.16088	10	5	1.00	0	0	589	0.32356	0.07151	29.83236	94.75832
23275	1202	20	0.16227	2	10	1.00	0	0	575	0.48776	0.00977	19.96099	93.30525
23275	1203	20	0.10071	2	10	1.00	0	0	2259	0.30445	0.03842	19.84751	227.5039
23275	23261	30	0.19405	10	5	1.00	0	0	1369	0.39398	0.16633	29.55199	265.6545
23275	23266	30	0.11303	10	5	1.00	0	0	1434	0.22969	0.17414	29.52674	162.085
23276	9351	45	0.10340	9	3	3.00	100	0	11856	0.14449	0.39537	42.93800	1225.91
23276	9607	45	0.20519	9	3	3.00	100	0	11984	0.28694	0.39962	42.90535	2458.997
23277	1203	20	0.14685	2	10	1.00	0	0	416	0.44117	0.00708	19.97172	61.0896
23277	9351	40	0.15114	10	3	2.00	7	0	7434	0.23663	0.37185	38.32277	1123.575
23277	23261	40	0.09068	10	3	2.00	7	0	6767	0.14120	0.33849	38.53017	613.6316
23278	1204	20	0.17031	2	10	1.00	0	0	7	0.51094	0.00011	19.99954	1.19217
23278	1205	20	0.08754	2	10	1.00	0	0	560	0.26312	0.00952	19.96199	49.0224
23278	22735	30	0.07953	10	5	1.00	0	0	1340	0.16141	0.16281	29.56324	106.5702
23278	23259	30	0.16072	10	5	1.00	0	0	2136	0.32996	0.25949	29.22543	343.2979
23279	1342	20	0.14911	2	10	1.00	0	0	1036	0.44890	0.01762	19.92977	154.478
23279	14157	35	0.10547	10	4	1.00	7	0	4349	0.19196	0.46230	32.96598	458.689
23279	22700	45	0.17738	9	3	3.00	100	0	11703	0.24764	0.39027	42.97678	2075.878
23279	23317	45	0.17117	9	3	3.00	100	0	14960	0.24428	0.49887	42.04293	2560.703
23280	1205	20	0.16148	2	10	1.00	0	0	335	0.48499	0.00569	19.97725	54.0958
23280	1209	20	0.13119	2	10	1.00	0	0	908	0.39479	0.01544	19.93844	119.1205
23280	23253	35	0.14329	10	4	1.00	7	0	3563	0.25670	0.37875	33.49318	510.5423
23280	23259	35	0.10024	10	4	1.00	7	0	2589	0.17676	0.27516	34.02527	259.5214
23281	23282	30	0.12335	10	5	1.00	0	0	469	0.24776	0.05702	29.87135	57.85115
23281	23283	30	0.12885	10	5	1.00	0	0	411	0.25864	0.04996	29.89001	52.95735
23281	23319	30	0.09919	10	5	1.00	0	0	0	0.19828	0.00000	30.01614	0
23281	25052	30	0.11480	10	5	1.00	0	0	330	0.23024	0.04015	29.91559	37.884
23282	1206	20	0.16627	2	10	1.00	0	0	411	0.49952	0.00699	19.97208	68.33697
23282	1207	20	0.13159	2	10	1.00	0	0	361	0.39525	0.00614	19.97546	47.50399
23282	9607	30	0.09783	10	5	1.00	0	0	1220	0.19825	0.14818	29.60932	119.3526
23282	23281	30	0.12335	10	5	1.00	0	0	479	0.24779	0.05817	29.86830	59.08465
23283	1207	20	0.13306	2	10	1.00	0	0	771	0.40023	0.01312	19.94768	102.5893
23283	1208	20	0.09788	2	10	1.00	0	0	87	0.29372	0.00148	19.99410	8.51556
23283	23281	30	0.12885	10	5	1.00	0	0	405	0.25862	0.04916	29.89211	52.18425
23283	24033	30	0.09361	10	5	1.00	0	0	1417	0.19019	0.17216	29.53316	132.6454
23284	1207	20	0.18811	2	10	1.00	0	0	474	0.56524	0.00807	19.96779	89.16414
23284	1210	20	0.11797	2	10	1.00	0	0	102	0.35403	0.00173	19.99309	12.03294
23284	23253	35	0.10795	10	4	1.00	7	0	3645	0.19366	0.38741	33.44308	393.4778
23284	24033	35	0.16904	10	4	1.00	7	0	3355	0.30171	0.35662	33.61687	567.1292
23288	1331	20	0.12232	2	10	1.00	0	0	1391	0.36869	0.02366	19.90581	170.1471
23288	1332	20	0.10464	2	10	1.00	0	0	523	0.31447	0.00889	19.96449	54.72672
23288	8621	25	0.09748	10	5	1.00	0	0	4292	0.25178	0.52143	23.23096	418.3842
23316	9593	30	0.11922	10	5	1.00	0	0	892	0.24061	0.10830	29.72901	106.3442
23316	25052	30	0.10357	10	5	1.00	0	0	883	0.20901	0.10721	29.73217	91.45231
23317	1344	20	0.08394	2	10	1.00	0	0	384	0.25215	0.00653	19.97393	32.23296
23317	1345	20	0.12663	2	10	1.00	0	0	0	0.37988	0.00000	20.00000	0
23317	22696	45	0.13771	9	3	3.00	100	0	15196	0.19689	0.50673	41.96529	2092.641
23317	23279	45	0.17117	9	3	3.00	100	0	15524	0.24538	0.51767	41.85451	2657.243

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
23319	1208	20	0.12330	2	10	1.00	0	0	1	0.36990	0.00002	19.99992	0.1233
23319	1348	20	0.13712	2	10	1.00	0	0	1	0.41137	0.00002	19.99992	0.13712
23319	23281	30	0.09919	10	5	1.00	0	0	0	0.19828	0.00000	30.01614	0
23322	12270	30	0.15111	10	5	1.00	0	0	629	0.30406	0.07642	29.81894	95.04819
23322	12272	30	0.09568	10	5	1.00	0	0	265	0.19177	0.03224	29.93592	25.3552
23322	12274	30	0.14647	10	5	1.00	0	0	395	0.29397	0.04798	29.89522	57.85565
23323	12165	35	0.14641	10	4	2.00	7	0	1564	0.25267	0.08314	34.76711	228.9852
23323	12274	30	0.14256	10	5	1.00	0	0	175	0.28546	0.02121	29.96383	24.948
23323	23324	30	0.10541	10	5	1.00	0	0	339	0.21143	0.04114	29.91302	35.73399
23323	24035	35	0.10671	10	4	2.00	7	0	1895	0.18446	0.10072	34.70932	202.2155
23324	1346	20	0.11843	2	10	1.00	0	0	309	0.35568	0.00525	19.97901	36.59487
23324	1356	20	0.13327	2	10	1.00	0	0	31	0.39986	0.00052	19.99791	4.13137
23324	22697	30	0.12949	10	5	1.00	0	0	259	0.25952	0.03146	29.93789	33.53791
23324	23323	30	0.10541	10	5	1.00	0	0	387	0.21154	0.04705	29.89764	40.79367
23325	1344	20	0.08754	2	10	1.00	0	0	355	0.26293	0.00603	19.97591	31.0767
23325	22697	30	0.11770	10	5	1.00	0	0	323	0.23605	0.03921	29.91801	38.0171
23325	23259	30	0.17338	10	5	1.00	0	0	382	0.34793	0.04642	29.89930	66.23116
23326	12293	30	0.12547	10	5	1.00	0	0	15	0.25084	0.00186	30.01163	1.88205
23326	12294	30	0.16351	10	5	1.00	0	0	1612	0.33308	0.19584	29.45466	263.5781
23326	24065	30	0.11526	10	5	1.00	0	0	977	0.23285	0.11872	29.69852	112.609
23327	9604	35	0.07820	10	4	2.00	7	0	7535	0.14062	0.40043	33.36596	589.237
23327	12291	30	0.13838	10	5	1.00	0	0	28	0.27669	0.00343	30.00780	3.87464
23327	12292	35	0.13938	10	4	2.00	7	0	7560	0.25069	0.40177	33.35791	1053.713
23327	12293	30	0.13206	10	5	1.00	0	0	261	0.26466	0.03166	29.93740	34.46766
23328	12291	30	0.14952	10	5	1.00	0	0	88	0.29914	0.01067	29.99004	13.15776
23328	23332	30	0.13720	10	5	1.00	0	0	1050	0.27742	0.12755	29.67228	144.06
23328	24030	30	0.16095	10	5	1.00	0	0	1008	0.32530	0.12240	29.68764	162.2376
23329	23330	30	0.03740	10	5	1.00	0	0	799	0.07539	0.09705	29.76130	29.8826
23329	23332	30	0.08615	10	5	1.00	0	0	810	0.17370	0.09839	29.75747	69.7815
23330	23329	30	0.03740	10	5	1.00	0	0	810	0.07540	0.09839	29.75747	30.294
23330	23331	30	0.04729	10	5	1.00	0	0	799	0.09534	0.09705	29.76130	37.78471
23331	12164	45	0.04024	9	3	3.00	100	0	13677	0.05689	0.45608	42.44003	550.3625
23331	23260	45	0.14078	9	3	3.00	100	0	13238	0.19844	0.44143	42.56676	1863.646
23331	23330	30	0.04729	10	5	1.00	0	0	810	0.09535	0.09839	29.75747	38.3049
23332	1357	20	0.14310	2	10	1.00	0	0	251	0.42967	0.00427	19.98293	35.9181
23332	23328	30	0.13720	10	5	1.00	0	0	1044	0.27741	0.12686	29.67434	143.2368
23332	23329	30	0.08615	10	5	1.00	0	0	799	0.17368	0.09705	29.76130	68.83385
23333	1334	20	0.05381	2	10	1.00	0	0	369	0.16164	0.00627	19.97495	19.85589
23333	23334	30	0.11311	10	5	1.00	0	0	1701	0.23070	0.20663	29.41771	192.4001
23333	23337	30	0.09549	10	5	1.00	0	0	1516	0.19425	0.18413	29.49390	144.7628
23334	23265	35	0.10761	10	4	1.00	7	0	2751	0.19021	0.29244	33.94427	296.0351
23334	23333	30	0.11311	10	5	1.00	0	0	1742	0.23083	0.21160	29.40044	197.0376
23334	24037	35	0.09275	10	4	1.00	7	0	3926	0.16730	0.41732	33.26248	364.1365
23336	12298	30	0.15206	10	5	1.00	0	0	1081	0.30759	0.13138	29.66077	164.3769
23336	12299	30	0.10187	10	5	1.00	0	0	546	0.20478	0.06637	29.84630	55.62102
23336	23337	30	0.20764	10	5	1.00	0	0	645	0.41788	0.07836	29.81359	133.9278
23337	23333	30	0.09549	10	5	1.00	0	0	1475	0.19414	0.17916	29.51031	140.8478
23337	23336	30	0.20764	10	5	1.00	0	0	677	0.41803	0.08230	29.80272	140.5723
23337	24062	30	0.26580	10	5	1.00	0	0	879	0.53636	0.10683	29.73327	233.6382
23338	1100	20	0.12735	2	10	1.00	0	0	18	0.38207	0.00031	19.99878	2.2923
23338	1340	20	0.12322	2	10	1.00	0	0	777	0.37063	0.01321	19.94730	95.74194
23338	9142	30	0.10455	10	5	1.00	0	0	2145	0.21466	0.26062	29.22108	224.2598
23339	1331	20	0.11320	2	10	1.00	0	0	2609	0.34262	0.04437	19.82410	295.3388
23339	2508	45	0.14302	9	3	2.00	100	0	17181	0.24027	0.85940	35.71537	2457.227
23339	8985	45	0.14692	9	3	2.00	100	0	16944	0.24440	0.84755	36.07056	2489.412
24030	9345	35	0.16679	10	4	1.00	7	0	1410	0.28975	0.14989	34.53801	235.1739
24030	12298	30	0.09034	10	5	1.00	0	0	1183	0.18298	0.14367	29.62327	106.8722
24030	23328	30	0.16095	10	5	1.00	0	0	982	0.32519	0.11928	29.69688	158.0529
24030	25053	35	0.13515	10	4	1.00	7	0	1506	0.23504	0.16003	34.50079	203.5359
24033	12276	35	0.08589	10	4	1.00	7	0	4763	0.15787	0.50632	32.64283	409.0941
24033	23283	30	0.09361	10	5	1.00	0	0	1091	0.18939	0.13253	29.65729	102.1285
24033	23284	35	0.16904	10	4	1.00	7	0	3236	0.30110	0.34393	33.68520	547.0134
24034	9334	45	0.28334	9	3	3.00	100	0	15433	0.40588	0.51465	41.88540	4372.786
24034	12165	35	0.07800	10	4	2.00	7	0	1680	0.13469	0.08931	34.74702	131.04
24034	13410	35	0.17985	10	4	2.00	7	0	349	0.30861	0.01857	34.96552	62.76765
24034	22696	45	0.18451	9	3	3.00	100	0	15749	0.26499	0.52518	41.77673	2905.848
24035	1313	20	0.14076	2	10	1.00	0	0	426	0.42290	0.00725	19.97104	59.96376
24035	1356	20	0.12644	2	10	1.00	0	0	273	0.37968	0.00465	19.98143	34.51812
24035	9349	35	0.17960	10	4	2.00	7	0	2049	0.31071	0.10892	34.68174	368.0004
24035	23323	35	0.10671	10	4	2.00	7	0	1797	0.18437	0.09552	34.72657	191.7579
24037	1355	20	0.08326	2	10	1.00	0	0	604	0.25030	0.01027	19.95900	50.28904
24037	9340	35	0.14068	10	4	1.00	7	0	3322	0.25095	0.35312	33.63591	467.339
24037	23334	35	0.09275	10	4	1.00	7	0	4185	0.16820	0.44487	33.08464	388.1588
24062	1299	20	0.09349	2	10	1.00	0	0	85	0.28056	0.00145	19.99419	7.94665
24062	1359	20	0.16082	2	10	1.00	0	0	870	0.48389	0.01480	19.94097	139.9134
24062	23249	25	0.11139	10	5	1.00	0	0	106	0.26746	0.01284	24.98723	11.80734
24062	23337	30	0.26580	10	5	1.00	0	0	871	0.53631	0.10579	29.73626	231.5118
24065	1315	20	0.13322	2	10	1.00	0	0	491	0.40034	0.00836	19.96662	65.41102
24065	1316	20	0.20010	2	10	1.00	0	0	440	0.60118	0.00748	19.97014	88.044
24065	9609	30	0.13437	10	5	1.00	0	0	1519	0.27337	0.18449	29.49271	204.108
24065	23326	30	0.11526	10	5	1.00	0	0	1597	0.23473	0.19398	29.46094	184.0702
24254	9607	45	0.11453	9	3	3.00	100	0	11273	0.15950	0.37592	43.08342	1291.097
24254	23253	45	0.19892	9	3	3.00	100	0	11162	0.27686	0.37222	43.11043	2220.345

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
24671	1318	20	0.14142	2	10	1.00	0	0	456	0.42493	0.00776	19.96900	64.48752
24671	1351	20	0.09202	2	10	1.00	0	0	361	0.27639	0.00613	19.97550	33.21922
24671	23249	25	0.07324	10	5	1.00	0	0	1092	0.17780	0.13261	24.71420	79.97808
24764	5029	45	0.09674	9	3	3.00	100	0	18913	0.14332	0.63069	40.49748	1829.644
24764	24765	45	0.09209	9	3	3.00	100	0	19188	0.13688	0.63984	40.36728	1767.023
24765	24764	45	0.09209	9	3	3.00	100	0	18913	0.13644	0.63069	40.49748	1741.698
24765	24766	45	0.05754	9	3	3.00	100	0	19471	0.08581	0.64929	40.22911	1120.361
24765	24777	25	0.08979	10	5	1.00	0	0	1130	0.21811	0.13733	24.70226	101.4627
24765	25126	25	0.07578	10	5	1.00	0	0	806	0.18336	0.09792	24.79901	61.07868
24766	24765	45	0.05754	9	3	3.00	100	0	19207	0.08554	0.64048	40.35807	1105.171
24766	30005	45	0.10452	9	3	3.00	100	0	19471	0.15588	0.64929	40.22911	2035.109
24767	1512	20	0.12084	2	10	1.00	0	0	309	0.36290	0.00525	19.97902	37.33956
24767	9384	25	0.09846	10	5	1.00	0	0	1540	0.24044	0.18707	24.57012	151.6284
24767	24768	45	0.06400	9	3	3.00	100	0	17273	0.09319	0.57600	41.20721	1105.472
24767	30005	45	0.04823	9	3	3.00	100	0	18638	0.07123	0.62152	40.62439	898.9107
24768	24767	45	0.06400	9	3	3.00	100	0	17018	0.09296	0.56749	41.30803	1089.152
24768	24769	45	0.05415	9	3	3.00	100	0	17273	0.07884	0.57600	41.20721	935.333
24769	24768	45	0.05415	9	3	3.00	100	0	17018	0.07865	0.56749	41.30804	921.5247
24769	24770	45	0.07927	9	3	3.00	100	0	16843	0.11496	0.56166	41.37589	1335.145
24769	24792	35	0.10045	10	5	1.00	0	0	2598	0.17814	0.31559	33.83121	260.9691
24769	25125	45	0.07427	10	5	1.00	0	0	1415	0.10059	0.17195	44.30079	105.0921
24770	24769	45	0.07927	9	3	3.00	100	0	16621	0.11472	0.55425	41.46043	1317.547
24770	24771	45	0.07744	9	3	3.00	100	0	16843	0.11230	0.56166	41.37589	1304.322
24771	24770	45	0.07744	9	3	3.00	100	0	16621	0.11207	0.55425	41.46043	1287.13
24771	24772	45	0.09379	9	3	3.00	100	0	16843	0.13600	0.56166	41.37589	1579.705
24772	24771	45	0.09379	9	3	3.00	100	0	16621	0.13572	0.55425	41.46044	1558.884
24772	25110	45	0.12761	9	3	3.00	100	0	16843	0.18506	0.56166	41.37589	2149.335
24774	9359	50	0.15153	10	3	3.00	7	0	16370	0.19692	0.54590	46.17093	2480.546
24774	25128	25	0.05446	10	5	1.00	0	0	2617	0.13527	0.31796	24.15667	142.5218
24774	25129	50	0.09675	10	3	3.00	7	0	16399	0.12576	0.54686	46.15905	1586.603
24777	1505	20	0.14990	2	10	1.00	0	0	515	0.45050	0.00876	19.96504	77.1985
24777	1508	20	0.09754	2	10	1.00	0	0	159	0.29277	0.00270	19.98920	15.50886
24777	1509	20	0.08185	2	10	1.00	0	0	159	0.24569	0.00270	19.98922	13.01415
24777	1510	20	0.07222	2	10	1.00	0	0	217	0.21681	0.00369	19.98524	15.67174
24777	24765	25	0.08979	10	5	1.00	0	0	1114	0.21806	0.13533	24.70734	100.0261
24777	24778	25	0.07935	10	5	1.00	0	0	118	0.19056	0.01434	24.98413	9.3633
24778	24777	25	0.07935	10	5	1.00	0	0	117	0.19055	0.01418	24.98446	9.28395
24778	24779	25	0.07308	10	5	1.00	0	0	297	0.17584	0.03614	24.93828	21.70476
24778	30007	25	0.05582	10	5	1.00	0	0	330	0.13435	0.04009	24.92979	18.4206
24779	1505	20	0.14282	2	10	1.00	0	0	59	0.42856	0.00101	19.99597	8.42638
24779	1506	20	0.09131	2	10	1.00	0	0	221	0.27414	0.00376	19.98497	20.17951
24779	1508	20	0.08535	2	10	1.00	0	0	20	0.25606	0.00033	19.99867	1.707
24779	24778	25	0.07308	10	5	1.00	0	0	309	0.17586	0.03756	24.93523	22.58172
24781	9387	50	0.26939	10	3	3.00	7	0	7599	0.33157	0.25341	48.74761	2047.095
24781	30006	50	0.07046	10	3	3.00	7	0	7622	0.08674	0.25418	48.74273	537.0461
24789	1514	20	0.11457	2	10	1.00	0	0	162	0.34390	0.00275	19.98900	18.56034
24789	24790	45	0.10522	10	5	1.00	0	0	944	0.14166	0.11464	44.56581	99.32768
24789	24795	45	0.09245	10	5	1.00	0	0	1101	0.12471	0.13378	44.48026	101.7875
24790	24789	45	0.10522	10	5	1.00	0	0	944	0.14166	0.11464	44.56581	99.32768
24790	24791	45	0.03685	10	5	1.00	0	0	944	0.04961	0.11464	44.56581	34.7864
24791	1201	20	0.25216	2	10	1.00	0	0	0	0.75648	0.00000	20.00000	0
24791	1503	20	0.17141	2	10	1.00	0	0	426	0.51496	0.00725	19.97103	73.02066
24791	1504	20	0.13613	2	10	1.00	0	0	520	0.40910	0.00884	19.96471	70.7876
24791	24790	45	0.03685	10	5	1.00	0	0	944	0.04961	0.11464	44.56581	34.7864
24792	24769	35	0.10045	10	5	1.00	0	0	2562	0.17803	0.31126	33.85276	257.3529
24792	24793	35	0.08359	10	5	1.00	0	0	2598	0.14825	0.31559	33.83121	217.1668
24793	1518	20	0.11624	2	10	1.00	0	0	213	0.34898	0.00361	19.98555	24.75912
24793	9521	25	0.05049	10	5	1.00	0	0	434	0.12165	0.05270	24.90233	21.91266
24793	24792	35	0.08359	10	5	1.00	0	0	2562	0.14815	0.31126	33.85276	214.1576
24793	24794	35	0.12440	10	5	1.00	0	0	2468	0.22012	0.29978	33.90900	307.0192
24794	1520	20	0.09959	2	10	1.00	0	0	0	0.29877	0.00000	20.00000	0
24794	1521	20	0.08734	2	10	1.00	0	0	329	0.26230	0.00559	19.97766	28.73486
24794	1522	20	0.10915	2	10	1.00	0	0	0	0.32744	0.00000	20.00000	0
24794	24793	35	0.12440	10	5	1.00	0	0	2426	0.21996	0.29467	33.93362	301.7944
24794	25086	35	0.25531	10	5	1.00	0	0	2512	0.45210	0.30518	33.88270	641.3387
24795	1511	20	0.09320	2	10	1.00	0	0	231	0.27983	0.00392	19.98433	21.5292
24795	1512	20	0.06001	2	10	1.00	0	0	95	0.18008	0.00162	19.99352	5.70095
24795	24789	45	0.09245	10	5	1.00	0	0	1099	0.12470	0.13354	44.48133	101.6026
24795	25125	45	0.07120	10	5	1.00	0	0	1418	0.09643	0.17227	44.29921	100.9616
24840	323	25	0.13749	2	10	1.00	1	3	2312	0.33256	0.03932	24.80494	317.8769
24840	1542	25	0.18733	2	10	1.00	4	3	329	0.45010	0.00559	24.97206	61.63157
24840	5514	45	0.14589	10	3	2.00	1	3	18117	0.25639	0.90622	34.14165	2643.089
24840	5516	45	0.25659	10	3	2.00	4	3	20331	0.52933	1.01696	29.08467	5216.731
24900	1128	25	0.08455	2	10	1.00	7	3	429	0.20321	0.00729	24.96360	36.27195
24900	9611	35	0.15107	10	4	1.00	7	3	764	0.26066	0.08120	34.77337	115.4175
24900	24901	35	0.07281	10	4	1.00	7	3	388	0.12518	0.04127	34.89812	28.25028
24901	24900	35	0.07281	10	4	1.00	7	3	534	0.12535	0.05672	34.85085	38.88054
24901	24902	35	0.09942	10	4	1.00	7	3	388	0.17093	0.04127	34.89813	38.57496
24902	24901	35	0.09942	10	4	1.00	7	3	534	0.17116	0.05672	34.85086	53.09028
24902	24903	35	0.17118	10	4	1.00	7	3	869	0.29567	0.09232	34.73715	148.7554
24902	24906	35	0.07975	10	4	1.00	7	3	484	0.13724	0.05140	34.86728	38.599
24903	1127	25	0.07909	2	10	1.00	7	3	558	0.19018	0.00949	24.95265	44.13222
24903	24902	35	0.17118	10	4	1.00	7	3	1017	0.29612	0.10811	34.68447	174.0901

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
24903	24904	35	0.15226	10	4	1.00	7	3	839	0.26291	0.08916	34.74752	127.7461
24904	1574	25	0.20208	2	10	1.00	7	3	860	0.48641	0.01463	24.92706	173.7888
24904	8653	35	0.19190	10	4	1.00	7	3	4390	0.34959	0.46663	32.93573	842.441
24904	9376	35	0.09506	10	4	1.00	7	3	3156	0.16909	0.33546	33.72976	300.0094
24904	24903	35	0.15226	10	4	1.00	7	3	987	0.26331	0.10495	34.69514	150.2806
24906	9374	35	0.04576	10	4	1.00	7	3	484	0.07875	0.05140	34.86727	22.14784
24906	24902	35	0.07975	10	4	1.00	7	3	480	0.13724	0.05105	34.86835	38.28
24907	9373	35	0.16161	10	4	1.00	7	3	271	0.27755	0.02881	34.93542	43.79631
24907	24908	35	0.06960	10	4	1.00	7	3	267	0.11953	0.02840	34.93662	18.5832
24908	1573	25	0.09175	2	10	1.00	7	3	999	0.22094	0.01700	24.91530	91.65825
24908	24907	35	0.06960	10	4	1.00	7	3	271	0.11953	0.02881	34.93542	18.8616
24908	24910	35	0.10267	10	4	1.00	7	3	728	0.17709	0.07742	34.78556	74.74376
24910	9375	35	0.08466	10	4	1.00	7	3	728	0.14603	0.07742	34.78556	61.63248
24910	24908	35	0.10267	10	4	1.00	7	3	732	0.17709	0.07783	34.78425	75.15444
24911	1124	25	0.11334	2	10	1.00	7	3	176	0.27218	0.00300	24.98501	19.94784
24911	9381	35	0.18834	10	4	1.00	7	3	17	0.32274	0.00177	35.01380	3.20178
24911	9396	35	0.04188	10	4	1.00	7	3	207	0.07189	0.02203	34.95539	8.66916
24912	9381	35	0.04451	10	4	1.00	7	3	942	0.07694	0.10018	34.71111	41.92842
24912	9612	35	0.11483	10	4	1.00	7	3	950	0.19850	0.10096	34.70850	109.0885
25041	1231	25	0.13891	2	10	1.00	3	3	1720	0.33533	0.02925	24.85461	238.9252
25041	1232	25	0.11603	2	10	1.00	3	3	1493	0.27989	0.02539	24.87371	173.2328
25041	5614	35	0.13498	10	5	1.00	0	3	4057	0.24732	0.49281	32.74585	547.6139
25041	25042	35	0.11603	10	5	1.00	0	3	3000	0.20736	0.36438	33.57417	348.09
25042	13976	35	0.10961	10	5	1.00	0	3	2866	0.19538	0.34816	33.66261	314.1423
25042	25041	35	0.11603	10	5	1.00	0	3	2131	0.20417	0.25888	34.09905	247.2599
25042	25043	35	0.09751	10	5	1.00	0	3	2641	0.17307	0.32079	33.80506	257.5239
25043	258	25	0.12902	2	10	1.00	3	3	14	0.30965	0.00023	24.99883	1.80628
25043	1233	25	0.12830	2	10	1.00	3	3	1212	0.30919	0.02061	24.89738	155.4996
25043	5620	35	0.11286	10	5	1.00	0	3	1443	0.19661	0.17525	34.44364	162.857
25043	25042	35	0.09751	10	5	1.00	0	3	3338	0.17551	0.40552	33.33519	325.4884
25044	263	25	0.16065	2	10	1.00	3	3	787	0.38660	0.01338	24.93325	126.4316
25044	1233	25	0.12322	2	10	1.00	3	3	676	0.29640	0.01150	24.94262	83.29672
25044	5608	35	0.15319	10	4	2.00	3	3	1392	0.26415	0.07395	34.79665	213.2405
25044	5620	35	0.11611	10	4	2.00	3	3	2611	0.20148	0.13879	34.57796	303.1632
25049	1106	20	0.12337	2	10	1.00	0	3	1626	0.37217	0.02765	19.89002	200.5996
25049	9583	35	0.10689	10	4	1.00	7	3	1634	0.18616	0.17369	34.44957	174.6583
25050	22733	30	0.09266	10	5	1.00	0	0	748	0.18670	0.09084	29.77885	69.30968
25050	25051	30	0.05835	10	5	1.00	0	0	748	0.11758	0.09084	29.77885	43.6458
25051	25050	30	0.05835	10	5	1.00	0	0	748	0.11758	0.09084	29.77885	43.6458
25052	1206	20	0.13488	2	10	1.00	0	0	519	0.40536	0.00882	19.96478	70.00272
25052	1348	20	0.10479	2	10	1.00	0	0	682	0.31510	0.01159	19.95373	71.46678
25052	23281	30	0.11480	10	5	1.00	0	0	328	0.23023	0.03980	29.91648	37.6544
25052	23316	30	0.10357	10	5	1.00	0	0	892	0.20903	0.10830	29.72901	92.38444
25053	1211	20	0.11997	2	10	1.00	0	0	447	0.36045	0.00760	19.96964	53.62659
25053	9608	35	0.14793	10	4	1.00	7	0	1238	0.25650	0.13163	34.60334	183.1373
25053	24030	35	0.13515	10	4	1.00	7	0	1621	0.23535	0.17231	34.45479	219.0782
25054	22733	45	0.17358	9	3	3.00	100	0	9158	0.23907	0.30538	43.56224	1589.646
25054	22746	45	0.19406	9	3	3.00	100	0	10200	0.26868	0.34012	43.33542	1979.412
25056	5029	50	0.09277	10	3	3.00	7	0	8328	0.11456	0.27773	48.59059	772.5886
25056	30006	50	0.08631	10	3	3.00	7	0	8289	0.10655	0.27640	48.59933	715.4236
25059	1516	20	0.05149	2	10	1.00	0	0	1052	0.15503	0.01790	19.92866	54.16748
25059	30006	25	0.06060	10	5	1.00	0	0	1581	0.14807	0.19200	24.55634	95.8086
25059	30007	25	0.07223	10	5	1.00	0	0	524	0.17419	0.06364	24.87805	37.84852
25062	9361	30	0.10610	10	4	1.00	7	3	1848	0.21614	0.19647	29.45253	196.0728
25062	25063	25	0.11493	10	5	1.00	0	3	910	0.27842	0.11049	24.76886	104.5863
25062	25085	35	0.06807	10	5	1.00	0	3	2330	0.12017	0.28305	33.98863	158.6031
25062	25087	30	0.12269	10	4	1.00	7	0	2188	0.25103	0.23259	29.32572	268.4457
25063	1104	20	0.10372	2	10	1.00	7	3	138	0.31129	0.00235	19.99061	14.31336
25063	1588	20	0.08645	2	10	1.00	7	3	826	0.26009	0.01404	19.94399	71.4077
25063	25062	25	0.11493	10	5	1.00	0	3	1217	0.27947	0.14779	24.67545	139.8698
25063	25064	25	0.08676	10	5	1.00	0	3	913	0.21018	0.11088	24.76794	79.21188
25064	25063	25	0.08676	10	5	1.00	0	3	1353	0.21134	0.16431	24.63205	117.3863
25064	25065	25	0.09497	10	5	1.00	0	3	393	0.22873	0.04775	24.91317	37.32321
25064	25080	25	0.14166	10	5	1.00	0	3	12	0.33984	0.00151	25.01039	1.69992
25064	25081	25	0.09072	10	5	1.00	0	3	536	0.21882	0.06511	24.87475	48.62592
25065	1586	20	0.09217	2	10	1.00	7	3	68	0.27659	0.00115	19.99540	6.26756
25065	1589	20	0.14091	2	10	1.00	7	3	0	0.42274	0.00000	20.00000	0
25065	25064	25	0.09497	10	5	1.00	0	3	832	0.22985	0.10102	24.79165	79.01504
25065	25066	25	0.10984	10	5	1.00	0	3	399	0.26455	0.04846	24.91162	43.82616
25066	25065	25	0.10984	10	5	1.00	0	3	899	0.26605	0.10923	24.77192	98.74616
25066	25067	25	0.17216	10	5	1.00	0	3	362	0.41449	0.04396	24.92142	62.32192
25066	25069	25	0.09487	10	5	1.00	0	3	480	0.22869	0.05832	24.88991	45.5376
25066	25079	25	0.13000	10	5	1.00	0	3	527	0.31355	0.06402	24.87720	68.51
25067	1103	20	0.13418	2	10	1.00	7	3	1235	0.40422	0.02100	19.91634	165.7123
25067	1105	20	0.14744	2	10	1.00	7	3	114	0.44251	0.00194	19.99225	16.80816
25067	25066	25	0.17216	10	5	1.00	0	3	962	0.41731	0.11681	24.75347	165.6179
25067	25068	25	0.08427	10	5	1.00	0	3	1093	0.20459	0.13276	24.71383	92.10711
25068	9582	25	0.11253	10	5	1.00	0	3	1093	0.27320	0.13276	24.71383	122.9953
25068	25067	25	0.08427	10	5	1.00	0	3	1651	0.20611	0.20060	24.53205	139.1298
25069	1105	20	0.16449	2	10	1.00	7	3	47	0.49356	0.00081	19.99677	7.73103
25069	1586	20	0.11254	2	10	1.00	7	3	2	0.33761	0.00004	19.99986	0.22508
25069	25066	25	0.09487	10	5	1.00	0	3	471	0.22867	0.05726	24.89225	44.68377
25069	25070	25	0.10881	10	5	1.00	0	3	435	0.26217	0.05281	24.90208	47.33235

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
25070	25069	25	0.10881	10	5	1.00	0	3	426	0.26214	0.05173	24.90447	46.35306
25070	25071	25	0.12721	10	5	1.00	0	3	516	0.30677	0.06269	24.88017	65.64036
25070	25076	25	0.11461	10	5	1.00	0	3	1557	0.27995	0.18919	24.56421	178.4478
25070	25078	25	0.14258	10	5	1.00	0	3	2241	0.35186	0.27221	24.31345	319.5218
25071	1585	20	0.10792	2	10	1.00	7	3	389	0.32418	0.00662	19.97357	41.98088
25071	1587	20	0.13096	2	10	1.00	7	3	127	0.39305	0.00216	19.99136	16.63192
25071	25070	25	0.12721	10	5	1.00	0	3	519	0.30678	0.06305	24.87937	66.02199
25073	9360	30	0.18881	10	4	1.00	7	3	5021	0.40763	0.53365	27.79138	948.015
25073	9361	30	0.11173	10	4	1.00	7	3	2589	0.22985	0.27519	29.16438	289.269
25073	25074	25	0.11550	10	5	1.00	0	3	1637	0.28242	0.19889	24.53690	189.0735
25073	25083	25	0.06261	10	5	1.00	0	3	1780	0.15340	0.21620	24.48693	111.4458
25074	1104	20	0.08253	2	10	1.00	7	3	169	0.24772	0.00287	19.98851	13.94757
25074	1584	20	0.09717	2	10	1.00	7	3	1519	0.29303	0.02583	19.89720	147.6012
25074	25073	25	0.11550	10	5	1.00	0	3	1734	0.28281	0.21060	24.50327	200.277
25074	25075	25	0.10162	10	5	1.00	0	3	993	0.24641	0.12061	24.74412	100.9087
25075	25074	25	0.10162	10	5	1.00	0	3	1056	0.24660	0.12833	24.72493	107.3107
25075	25076	25	0.09269	10	5	1.00	0	3	1290	0.22561	0.15674	24.65208	119.5701
25075	25081	25	0.08410	10	5	1.00	0	3	491	0.20277	0.05968	24.88688	41.2931
25075	25082	25	0.12424	10	5	1.00	0	3	159	0.29850	0.01936	24.97372	19.75416
25076	1586	20	0.08200	2	10	1.00	7	3	413	0.24634	0.00703	19.97194	33.866
25076	25070	25	0.11461	10	5	1.00	0	3	1551	0.27992	0.18841	24.56637	177.7601
25076	25075	25	0.09269	10	5	1.00	0	3	1358	0.22581	0.16502	24.63016	125.873
25078	1105	20	0.09665	2	10	1.00	7	3	736	0.29069	0.01251	19.95008	71.1344
25078	1587	20	0.13772	2	10	1.00	7	3	533	0.41391	0.00907	19.96380	73.40476
25078	9580	25	0.14029	10	5	1.00	0	3	3565	0.35536	0.43305	23.68741	500.1339
25078	25070	25	0.14258	10	5	1.00	0	3	2235	0.35183	0.27154	24.31563	318.6663
25079	1103	20	0.23913	2	10	1.00	7	3	7	0.71740	0.00013	19.99949	1.67391
25079	1589	20	0.08312	2	10	1.00	7	3	544	0.24982	0.00925	19.96305	45.21728
25079	9363	25	0.18452	10	5	1.00	0	3	112	0.44309	0.01359	24.98568	20.66624
25079	25066	25	0.13000	10	5	1.00	0	3	436	0.31324	0.05300	24.90168	56.68
25080	1588	20	0.08978	2	10	1.00	7	3	19	0.26937	0.00033	19.99868	1.70582
25080	1589	20	0.08779	2	10	1.00	7	3	255	0.26358	0.00434	19.98264	22.38645
25080	3714	25	0.10178	10	5	1.00	0	3	358	0.24502	0.04349	24.92244	36.43724
25080	25064	25	0.14166	10	5	1.00	0	3	12	0.33984	0.00151	25.01039	1.69992
25081	1104	20	0.11049	2	10	1.00	7	3	5	0.33146	0.00008	19.99968	0.55245
25081	1586	20	0.09493	2	10	1.00	7	3	51	0.28485	0.00086	19.99655	4.84143
25081	25064	25	0.09072	10	5	1.00	0	3	537	0.21882	0.06528	24.87437	48.71664
25081	25075	25	0.08410	10	5	1.00	0	3	490	0.20276	0.05952	24.88725	41.209
25082	1584	20	0.10589	2	10	1.00	7	3	0	0.31768	0.00000	20.00000	0
25082	1585	20	0.10418	2	10	1.00	7	3	159	0.31272	0.00271	19.98917	16.56462
25082	25075	25	0.12424	10	5	1.00	0	3	156	0.29849	0.01898	24.97452	19.38144
25083	25073	25	0.06261	10	5	1.00	0	3	1779	0.15340	0.21607	24.48731	111.3832
25083	25084	25	0.12904	10	5	1.00	0	3	1780	0.31619	0.21620	24.48693	229.6912
25084	1581	20	0.12259	2	10	1.00	7	3	386	0.36825	0.00656	19.97380	47.31974
25084	1583	20	0.09121	2	10	1.00	7	3	1394	0.27491	0.02371	19.90561	127.1467
25084	25083	25	0.12904	10	5	1.00	0	3	1779	0.31618	0.21607	24.48731	229.5622
25085	25062	35	0.06807	10	5	1.00	0	3	2373	0.12026	0.28829	33.96397	161.5301
25085	25086	35	0.11868	10	5	1.00	0	3	2330	0.20951	0.28305	33.98863	276.5244
25086	1581	20	0.12491	2	10	1.00	7	3	334	0.37514	0.00568	19.97730	41.71994
25086	24794	35	0.25531	10	5	1.00	0	0	2470	0.45177	0.30007	33.90760	630.6157
25086	25085	35	0.11868	10	5	1.00	0	3	2373	0.20966	0.28829	33.96397	281.6276
25087	1101	20	0.13718	2	10	1.00	7	0	1443	0.41356	0.02454	19.90232	197.9507
25087	3714	30	0.10671	10	4	1.00	7	0	1137	0.21563	0.12087	29.69217	121.3293
25087	25062	30	0.12269	10	4	1.00	7	0	1798	0.24980	0.19108	29.47070	220.5966
25088	52	25	0.40681	1	10	1.00	100	0	85	0.97664	0.00145	24.99275	34.57885
25088	5885	20	0.06557	10	6	1.00	1	3	7056	0.21637	0.60002	18.18181	462.6619
25088	5897	20	0.06182	10	6	1.00	1	3	7899	0.20926	0.67164	17.72705	488.3162
25090	25110	45	0.24535	9	3	3.00	100	0	16621	0.35506	0.55425	41.46044	4077.962
25110	24772	45	0.12761	9	3	3.00	100	0	16621	0.18468	0.55425	41.46044	2121.006
25110	25090	45	0.24535	9	3	3.00	100	0	16843	0.35579	0.56166	41.37589	4132.43
25125	24769	45	0.07427	10	5	1.00	0	0	1418	0.10059	0.17227	44.29921	105.3149
25125	24795	45	0.07120	10	5	1.00	0	0	1415	0.09643	0.17195	44.30080	100.748
25126	24765	25	0.07578	10	5	1.00	0	0	812	0.18337	0.09867	24.79724	61.53336
25126	25127	25	0.10839	10	5	1.00	0	0	806	0.26225	0.09792	24.79901	87.36234
25127	1515	20	0.08742	2	10	1.00	0	0	3424	0.26531	0.05822	19.76979	299.3261
25127	25126	25	0.10839	10	5	1.00	0	0	812	0.26227	0.09867	24.79724	88.01268
25127	25128	25	0.08551	10	5	1.00	0	0	2611	0.21237	0.31721	24.15935	223.2666
25128	24774	25	0.05446	10	5	1.00	0	0	2611	0.13525	0.31721	24.15935	142.1951
25128	25127	25	0.08551	10	5	1.00	0	0	2617	0.21239	0.31796	24.15667	223.7797
25129	1109	20	0.19365	2	10	1.00	0	0	1506	0.58391	0.02561	19.89808	291.6369
25129	5029	50	0.09675	10	3	3.00	7	0	16134	0.12546	0.53800	46.26692	1560.965
25129	24774	50	0.09675	10	3	3.00	7	0	16325	0.12567	0.54437	46.18963	1579.444
25130	1519	20	0.05500	2	10	1.00	0	0	442	0.16523	0.00752	19.96995	24.31
25130	3712	25	0.04902	10	5	1.00	0	0	1259	0.11927	0.15296	24.66201	61.71618
25130	9384	25	0.04902	10	5	1.00	0	0	1532	0.11970	0.18615	24.57267	75.09864
25131	25132	0	0.66754	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25131	25162	0	0.00843	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25132	25133	0	0.37880	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25132	25163	0	0.00960	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25133	25135	0	0.78264	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25133	25165	0	0.00591	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25135	25137	0	0.38393	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25135	25167	0	0.00997	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0

A	B	SPEED	DISTANCE	SPDCLASS	CAPCLASS	LANES	AREA	REGION	V_1	TIME_1	VC_1	CSPD_1	VMT
25137	25138	0	0.64397	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25137	25169	0	0.00976	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25138	25160	0	0.21909	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25138	25171	0	0.01562	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25153	25154	0	0.65139	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25153	25172	0	0.00943	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25154	25155	0	0.37362	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25154	25170	0	0.01338	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25155	25156	0	0.79054	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25155	25168	0	0.00890	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25156	25157	0	0.37414	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25156	25166	0	0.01039	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25157	25158	0	0.65021	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25157	25164	0	0.01219	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25158	25161	0	0.00908	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25159	25153	0	0.22269	2	8	0.00	0	0	0	0.00000	0.00000	0.00000	0
25161	5546	63	0.03834	10	1	3.00	4	0	69908	0.05379	0.99076	42.76311	2680.273
25161	25158	0	0.00908	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25162	25131	0	0.00843	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25162	25163	63	0.66113	10	1	3.00	4	0	68923	0.90863	0.97680	43.65700	45567.06
25163	5548	63	0.04293	10	1	3.00	4	0	68923	0.05900	0.97680	43.65700	2958.864
25163	25132	0	0.00960	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25164	25157	0	0.01219	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25164	25161	63	0.65186	10	1	3.00	4	0	69908	0.91461	0.99076	42.76311	45570.23
25165	25133	0	0.00591	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25165	25167	63	0.78159	10	1	3.00	4	0	66045	1.01851	0.93601	46.04350	51620.11
25166	8842	63	0.02569	10	1	3.00	4	0	69323	0.03559	0.98248	43.29822	1780.908
25166	25156	0	0.01039	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25167	5552	63	0.02776	10	1	3.00	4	0	66045	0.03617	0.93601	46.04350	1833.409
25167	25135	0	0.00997	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25168	25155	0	0.00890	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25168	25166	63	0.79287	10	1	3.00	4	0	69323	1.09872	0.98248	43.29822	54964.13
25169	25137	0	0.00976	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25169	25171	63	0.63853	10	1	3.00	4	0	59785	0.76324	0.84729	50.19609	38174.52
25170	5658	63	0.03014	10	1	3.00	4	0	58653	0.03558	0.83126	50.81755	1767.801
25170	25154	0	0.01338	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25171	5963	63	0.02824	10	1	2.75	4	0	59785	0.07854	1.27093	21.57495	1688.328
25171	25138	0	0.01562	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25172	25153	0	0.00943	2	9	0.00	0	0	0	0.00000	0.00000	0.00000	0
25172	25170	63	0.64319	10	1	3.00	4	0	58653	0.75941	0.83126	50.81755	37725.02
25189	1109	20	0.21562	2	10	1.00	0	0	963	0.64897	0.01637	19.93473	207.6421
25189	5029	45	0.13340	9	3	3.00	100	0	14976	0.19041	0.49939	42.03782	1997.798
25189	9386	45	0.13340	9	3	3.00	100	0	15778	0.19164	0.52615	41.76650	2104.785
27005	27006	0	0.32300	9	2	0.00	100	0	0	0.00000	0.00000	0.00000	0
27006	5020	0	0.61697	9	2	0.00	100	0	0	0.00000	0.00000	0.00000	0
27006	27005	0	0.32300	9	2	0.00	100	0	0	0.00000	0.00000	0.00000	0
27042	5519	45	0.09822	10	3	4.00	1	3	38766	0.18708	0.96954	31.50279	3807.597
27042	5523	45	0.04943	10	3	4.00	1	3	35403	0.08504	0.88542	34.87626	1749.97
27042	27043	25	0.10454	10	3	1.00	1	3	1740	0.25491	0.17408	24.60577	181.8996
27043	324	25	0.09062	2	10	1.00	1	3	1867	0.21888	0.03175	24.84224	169.1875
27043	5512	25	0.19897	10	3	1.00	1	3	730	0.48028	0.07305	24.85680	145.2481
27043	5516	25	0.20523	10	3	1.00	1	3	1242	0.49784	0.12428	24.73503	254.8957
27043	27042	25	0.10454	10	3	1.00	1	3	1314	0.25376	0.13149	24.71702	137.3656
30003	1115	25	0.18983	2	10	1.00	7	3	220	0.45594	0.00374	24.98133	41.7626
30003	5032	35	0.40063	9	7	1.00	100	3	194	0.68731	0.01373	34.97423	77.72222
30003	9595	35	0.23034	9	7	1.00	100	3	361	0.39543	0.02561	34.95004	83.15274
30004	68	25	0.06963	2	10	1.00	1	3	2821	0.16872	0.04798	24.76240	196.4262
30004	5871	35	0.02538	10	3	3.00	1	3	25396	0.05424	0.84687	28.07031	644.5505
30004	5872	35	0.10461	10	3	2.00	1	3	24184	0.46599	1.20968	13.46869	2529.888
30005	1514	20	0.14954	2	10	1.00	0	0	589	0.44951	0.01001	19.96003	88.07906
30005	24766	45	0.10452	9	3	3.00	100	0	19207	0.15538	0.64048	40.35807	2007.516
30005	24767	45	0.04823	9	3	3.00	100	0	18900	0.07145	0.63027	40.50343	911.547
30006	24781	50	0.07046	10	3	3.00	7	0	7599	0.08673	0.25341	48.74761	535.4255
30006	25056	50	0.08631	10	3	3.00	7	0	8328	0.10657	0.27773	48.59059	718.7897
30006	25059	25	0.06060	10	5	1.00	0	0	1564	0.14804	0.19000	24.56194	94.7784
30007	1507	20	0.04573	2	10	1.00	0	0	270	0.13731	0.00459	19.98164	12.3471
30007	1510	20	0.12566	2	10	1.00	0	0	44	0.37704	0.00075	19.99700	5.52904
30007	24778	25	0.05582	10	5	1.00	0	0	317	0.13433	0.03851	24.93320	17.69494
30007	25059	25	0.07223	10	5	1.00	0	0	540	0.17422	0.06564	24.87356	39.0042

RESOLUTION NO. 19-450

AMENDING THE GENERAL PLAN TO CHANGE THE LAND USE DESIGNATION ON CERTAIN REAL PROPERTY IN THE CITY OF ROSEVILLE AND TO CHANGE THE TEXT WITHIN THE LAND USE ELEMENT

WHEREAS, a proposal has been submitted to amend the General Plan 2035 – Land Use Map of the City of Roseville for that portion of certain real property within the City of Roseville known as the Creekview Specific Plan as follows: Community Commercial (CC) from 15.5 acres to 9.3 acres; Community Commercial/Business Professional (CC/BP) from 3.8 acres to zero (0) acres; Medium Density Residential (MDR) from 66.0 acres to 51.2 acres; High Density Residential (HDR) from 18.7 acres to 17.7 acres; and Low Density Residential (LDR) from 157.3 to 182.7 acres (Exhibit B); and

WHEREAS, changing the land use designations necessitates updates to the text related to said property within the Land Use Element of the General Plan of the City of Roseville; and

WHEREAS, the Planning Commission held a public hearing on the proposed amendments to the General Plan on September 12, 2019; and

WHEREAS, on September 12, 2019, the Planning Commission considered an Addendum to the Creekview Specific Plan Environmental Impact Report (EIR); and

WHEREAS, on October 23, 2019, the City Council held a public hearing at which time the proposed amendments were considered; and

WHEREAS, on October 23, 2019, the City Council considered the Addendum to the Creekview Specific Plan EIR; and

WHEREAS, the Council of the City of Roseville desires to approve said amendments to the Roseville General Plan as conducive to public interest, health, safety and welfare, and consistent with the land use practices of the City.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Roseville that the amendments changing the Land Use Map and the text within the Land Use Element (attached as Exhibit B) are hereby adopted.

BE IT FURTHER RESOLVED, that the Development Services Director is hereby directed to retain said General Plan Amendments on permanent public display in the Development Services Department of the City of Roseville.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2019, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

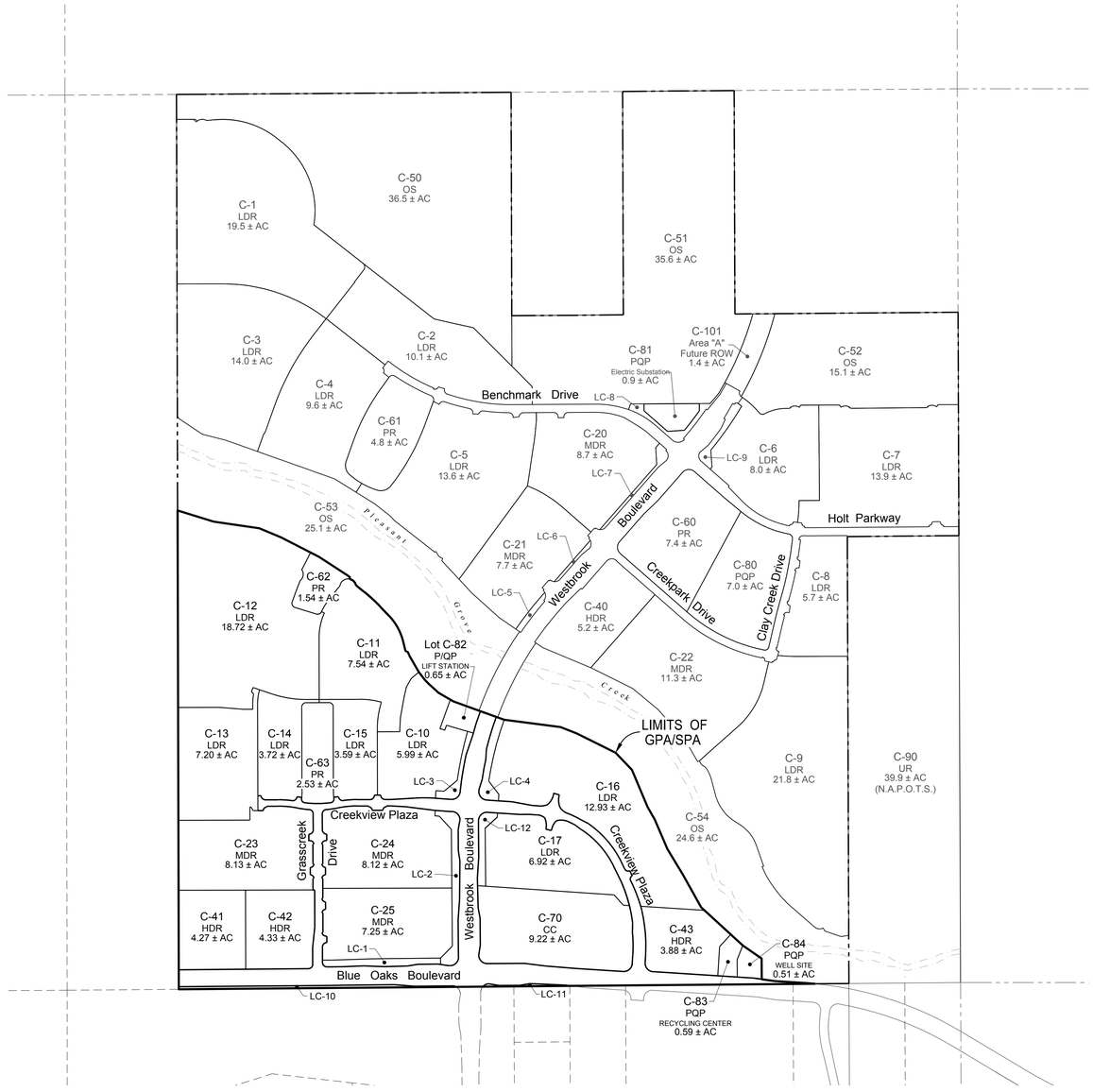
ABSENT COUNCILMEMBERS:

_____

MAYOR

_____

City Clerk



Existing Land Use by Parcel

PARCEL	LAND USE	ACRES	UNITS	DENSITY
C-10	LDR (Low Density Residential)	7.10 ac	44 du	6.2 du/ac
C-11	LDR (Low Density Residential)	6.90 ac	28 du	4.1 du/ac
C-12	LDR (Low Density Residential)	17.10 ac	84 du	4.9 du/ac
C-13	LDR (Low Density Residential)	10.00 ac	65 du	6.5 du/ac
C-23	MDR (Medium Density Residential)	6.70 ac	80 du	11.9 du/ac
C-24	MDR (Medium Density Residential)	7.50 ac	69 du	9.2 du/ac
C-25	MDR (Medium Density Residential)	3.90 ac	25 du	6.4 du/ac
C-26	MDR (Medium Density Residential)	3.10 ac	21 du	6.8 du/ac
C-27	MDR (Medium Density Residential)	4.50 ac	50 du	11.1 du/ac
C-28	MDR (Medium Density Residential)	3.90 ac	39 du	10.0 du/ac
C-29	MDR (Medium Density Residential)	4.30 ac	44 du	10.2 du/ac
C-30	MDR (Medium Density Residential)	4.40 ac	44 du	10.0 du/ac
C-41	HDR (High Density Residential)	6.00 ac	176 du	29.3 du/ac
C-42	HDR (High Density Residential)	7.50 ac	220 du	29.3 du/ac
C-62	PR (Park)	1.60 ac		
C-63	PR (Park)	2.30 ac		
C-70	CC (Community Commercial)	15.50 ac		
C-71	CC/BP (Community Comm/Bus Prof)	3.80 ac		
C-82	PQP (Lift Station)	0.60 ac		
C-83	PQP (Recycling Center)	0.60 ac		
C-84	PQP (Well Site)	0.50 ac		
ROW/LC	ROW (Right of Way/Landscape Corr)	20.90 ac		
TOTAL		138.70 ac	989 du	

GENERAL PLAN AMENDMENT & SPECIFIC PLAN AMENDMENT EXHIBIT

CREEKVIEW

Scale: 1"= 400'

July 26, 2019

MacKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS

Proposed Land Use by Parcel

PARCEL	LAND USE	ACRES	UNITS	DENSITY
C-10	LDR (Low Density Residential)	5.99 ac	36 du	6.0 du/ac
C-11	LDR (Low Density Residential)	7.54 ac	34 du	4.5 du/ac
C-12	LDR (Low Density Residential)	18.72 ac	95 du	5.1 du/ac
C-13	LDR (Low Density Residential)	7.20 ac	50 du	6.9 du/ac
C-14	LDR (Low Density Residential)	3.72 ac	20 du	5.4 du/ac
C-15	LDR (Low Density Residential)	3.59 ac	20 du	5.6 du/ac
C-16	LDR (Low Density Residential)	12.93 ac	71 du	5.5 du/ac
C-17	LDR (Low Density Residential)	6.92 ac	36 du	5.2 du/ac
C-23	MDR (Medium Density Residential)	8.13 ac	61 du	7.5 du/ac
C-24	MDR (Medium Density Residential)	8.12 ac	59 du	7.3 du/ac
C-25	MDR (Medium Density Residential)	7.25 ac	62 du	8.6 du/ac
C-41	HDR (High Density Residential)	4.27 ac	127 du	29.7 du/ac
C-42	HDR (High Density Residential)	4.33 ac	136 du	31.4 du/ac
C-43	HDR (High Density Residential)	3.88 ac	116 du	29.9 du/ac
C-62	PR (Park)	1.54 ac		
C-63	PR (Park)	2.53 ac		
C-70	CC (Community Commercial)	9.22 ac		
C-82	PQP (Lift Station)	0.65 ac		
C-83	PQP (Recycling Center)	0.59 ac		
C-84	PQP (Well Site)	0.51 ac		
ROW/LC	ROW (Right of Way/Landscape Corr)	21.07 ac		
TOTAL		138.70 ac	923 du	

N

0 200 400 800

SCALE: 1"=400'

7-25-2019 09:20:16 acox P:\MKM\LD\PJ\Applications\GPA-SPA-ADN\CV-GPA-EXH.dwg LAST SAVED BY acox PLOTTED: 7-25-2019 09:21:04 AM BY acox XREFs: ADN-ADN.dwg ADN-BORDER.dwg ADN-TITLE.dwg

RESOLUTION NO. 19-451

AMENDING THE CREEKVIEW SPECIFIC PLAN

WHEREAS, a proposal has been submitted to amend the land use designations in the Creekview Specific Plan as follows: Community Commercial (CC) from 15.5 acres to 9.3 acres; Community Commercial/Business Professional (CC/BP) from 3.8 acres to zero (0) acres; Medium Density Residential (MDR) from 66.0 acres to 51.2 acres; High Density Residential (HDR) from 18.7 acres to 17.7 acres; and Low Density Residential (LDR) from 157.3 to 182.7 acres (Exhibit C); and

WHEREAS, changing the land use designation necessitates amendments to the text related to said property within the Creekview Specific Plan (Exhibit D); and

WHEREAS, the Planning Commission held a public hearing on the proposed amendments to the Creekview Specific Plan on September 12, 2019; and

WHEREAS, on September 12, 2019, the Planning Commission considered an Addendum to the Creekview Specific Plan Environmental Impact Report (EIR); and

WHEREAS, the Specific Plan Amendment is consistent with the adopted City of Roseville General Plan, as proposed and revised; and

WHEREAS, on October 23, 2019, the City Council considered the Addendum to the Creekview Specific Plan EIR; and

WHEREAS, the Council of the City of Roseville has reviewed the findings of the Planning Commission recommending approval of the Specific Plan Amendment, and makes the following findings:

The Specific Plan Amendment is consistent with the objectives, policies, general land uses, and programs specified in the City of Roseville General Plan and the Creekview Specific Plan;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Roseville that the amendments changing the specific plan land use designations and specific plan text within the Creekview Specific Plan (attached as Exhibits C and D) are hereby adopted.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2019, by the following vote on roll call:

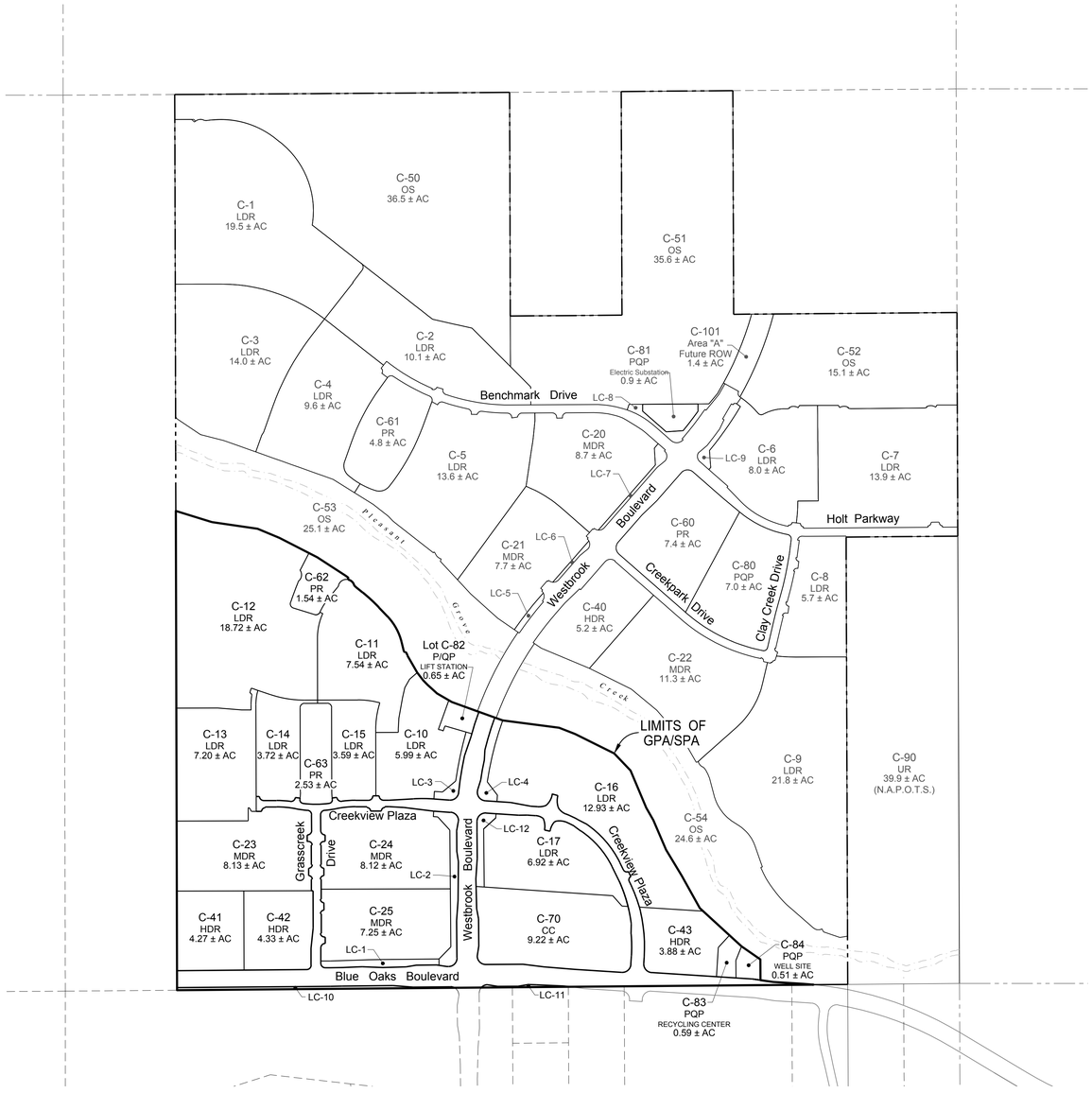
AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

_____
City Clerk



Existing Land Use by Parcel

PARCEL	LAND USE	ACRES	UNITS	DENSITY
C-10	LDR (Low Density Residential)	7.10 ac	44 du	6.2 du/ac
C-11	LDR (Low Density Residential)	6.90 ac	28 du	4.1 du/ac
C-12	LDR (Low Density Residential)	17.10 ac	84 du	4.9 du/ac
C-13	LDR (Low Density Residential)	10.00 ac	65 du	6.5 du/ac
C-23	MDR (Medium Density Residential)	6.70 ac	80 du	11.9 du/ac
C-24	MDR (Medium Density Residential)	7.50 ac	69 du	9.2 du/ac
C-25	MDR (Medium Density Residential)	3.90 ac	25 du	6.4 du/ac
C-26	MDR (Medium Density Residential)	3.10 ac	21 du	6.8 du/ac
C-27	MDR (Medium Density Residential)	4.50 ac	50 du	11.1 du/ac
C-28	MDR (Medium Density Residential)	3.90 ac	39 du	10.0 du/ac
C-29	MDR (Medium Density Residential)	4.30 ac	44 du	10.2 du/ac
C-30	MDR (Medium Density Residential)	4.40 ac	44 du	10.0 du/ac
C-41	HDR (High Density Residential)	6.00 ac	176 du	29.3 du/ac
C-42	HDR (High Density Residential)	7.50 ac	220 du	29.3 du/ac
C-62	PR (Park)	1.60 ac		
C-63	PR (Park)	2.30 ac		
C-70	CC (Community Commercial)	15.50 ac		
C-71	CC/BP (Community Comm/Bus Prof)	3.80 ac		
C-82	PQP (Lift Station)	0.60 ac		
C-83	PQP (Recycling Center)	0.60 ac		
C-84	PQP (Well Site)	0.50 ac		
ROW/LC	ROW (Right of Way/Landscape Corr)	20.90 ac		
TOTAL		**138.70 ac**	**989 du**	

GENERAL PLAN AMENDMENT & SPECIFIC PLAN AMENDMENT EXHIBIT

CREEKVIEW

Scale: 1"= 400'

July 26, 2019

MacKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS

Proposed Land Use by Parcel

PARCEL	LAND USE	ACRES	UNITS	DENSITY
C-10	LDR (Low Density Residential)	5.99 ac	36 du	6.0 du/ac
C-11	LDR (Low Density Residential)	7.54 ac	34 du	4.5 du/ac
C-12	LDR (Low Density Residential)	18.72 ac	95 du	5.1 du/ac
C-13	LDR (Low Density Residential)	7.20 ac	50 du	6.9 du/ac
C-14	LDR (Low Density Residential)	3.72 ac	20 du	5.4 du/ac
C-15	LDR (Low Density Residential)	3.59 ac	20 du	5.6 du/ac
C-16	LDR (Low Density Residential)	12.93 ac	71 du	5.5 du/ac
C-17	LDR (Low Density Residential)	6.92 ac	36 du	5.2 du/ac
C-23	MDR (Medium Density Residential)	8.13 ac	61 du	7.5 du/ac
C-24	MDR (Medium Density Residential)	8.12 ac	59 du	7.3 du/ac
C-25	MDR (Medium Density Residential)	7.25 ac	62 du	8.6 du/ac
C-41	HDR (High Density Residential)	4.27 ac	127 du	29.7 du/ac
C-42	HDR (High Density Residential)	4.33 ac	136 du	31.4 du/ac
C-43	HDR (High Density Residential)	3.88 ac	116 du	29.9 du/ac
C-62	PR (Park)	1.54 ac		
C-63	PR (Park)	2.53 ac		
C-70	CC (Community Commercial)	9.22 ac		
C-82	PQP (Lift Station)	0.65 ac		
C-83	PQP (Recycling Center)	0.59 ac		
C-84	PQP (Well Site)	0.51 ac		
ROW/LC	ROW (Right of Way/Landscape Corr)	21.07 ac		
TOTAL		**138.70 ac**	**923 du**	

N

0 200 400 800

SCALE: 1"=400'

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CC Exhibit D

CREEKVIEW

Specific Plan

REDLINED DOCUMENT

PUBLIC HEARING DRAFT

September 2019

CITY OF ROSEVILLE
TRADITION · PRIDE · PROGRESS

SEPTEMBER 2019

C R E E K V I E W

S p e c i f i c P l a n

Approved September 19, 2012 (Resolution # 12-320)

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311 Vernon Street
Roseville, CA 95678
www.roseville.ca.us/planning

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NO REVISIONS TO THIS SECTION

Section 1

Introduction

The Creekview Specific Plan (CSP) establishes a comprehensive land use and regulatory framework to guide development of an approximately 501.3-acre site located north and west of the West Roseville Specific Plan, north of the future extension of Blue Oaks Boulevard, in the northwest corner of the City of Roseville. The Specific Plan is within the City's Sphere of Influence and is recognized as a logical growth extension for the City.

1.1 Project Objectives

The ultimate development pattern and urban framework for the CSP are guided by the following objectives:

- **Complete Comprehensive Planning for the CSP Area:** Formulate a specific plan and related land use planning documents and regulatory approvals for the CSP as a means of expanding the City in an orderly manner, accommodates Roseville's share of future regional population growth, is compatible with surrounding land uses, complements the pattern and intensity of existing development in the City, and provides new benefits to the City.
- **Mix of Land Uses:** Create a comprehensively planned, residential-based community with a mix of land uses within the CSP to create a balanced community with approximately 2,000 residential units, commercial and business professional uses, parks and open space and supporting public/quasi-public uses.

- **Existing Policies:** Satisfy the City policies, regulations and expectations as defined in the General Plan, City/Placer County Memorandum of Understanding (MOU), City/U.S. Fish and Wildlife Service (USFWS) MOU, Growth Management Visioning Committee recommendations, Council Edge Policy, Zoning Ordinance, Improvement Standards, and other applicable plans, documents, and programs adopted by the City.
- **Blueprint Consistency:** Provide for development which meets the City's nine identified Blueprint implementation strategies to achieve the Blueprint Principles adopted by the City Council in June 2005. Achieve project design characteristics reflective of the general policy direction embodied in the City's adopted General Plan and Blueprint Implementation Strategies, including connectivity among neighborhoods, commercial uses, and schools and parks.
- **Housing Opportunities:** Plan for approximately 2,000 residential units to provide housing choices in varying densities to respond to a range of market segments, including opportunities for rental units and affordable housing consistent with the City's General Plan.
- **Regional Housing Needs Allocation:** Aid the City in meeting its obligation to accommodate a percentage of future population growth in the region (as embodied in the Regional Housing Needs Allocation [RHNA] identified by the Sacramento Council of Governments [SACOG] and the California Department of Housing and Community Development [HCD]) by increasing the residential holding capacity in an area identified as appropriate for such development in the City/County MOU, the SACOG Blueprint Project Preferred Alternative (December 2005), and the Creekview Specific Plan Feasibility Analysis (2007).
- **Community Form:** Shape the physical form and character of development that is functional and creates a sense of place in order to:
  - Create a land use transition and connection from the existing City of Roseville westerly to the Johnson Wildlife Area.
  - Organize neighborhoods to be identifiable and walkable, and to incorporate gathering places such as commercial areas, parks, and schools; and
  - Provide adequate school services to students generated in the CSP area.

- **Area Roadways:** Provide a safe and efficient circulation system that interconnects uses and promotes pedestrian circulation and alternate transportation options. Create a circulation network which complements north/south and east/west circulation routes.
- **Pedestrian and Bicycle Connections:** Provide connections via a system of open space, creek crossings, paseos, and Class IA bikeways. Develop a system of Class I and II bikeway facilities to provide an alternative transportation mode and connect with planned City bikeway facilities on adjacent lands.
- **Public Transportation Options:** Through implementation of City arterial and collector street improvement standards, provide the opportunity to install fixed-route bus stops and transit facilities in support of the City's overall transit planning efforts.
- **Resource Avoidance:** Design a land use plan where the development footprint avoids impacts to wetland resources to the extent feasible. In consultation with resource agencies, develop a plan that avoids and preserves the highest quality wetland resources on-site.
- **Resource Management:** Append the CSP to the City's Open Space Preserve Overarching Management Plan to ensure open space preserve areas are managed consistent with the City's strategy.
- **Contribute to Regional Preserve Planning:** Create open space preserves that provide regional benefit for habitat, resources and open space amenities.
- **Habitat Conservation & Creation:** Balance development with resource protection, including preservation of the creek corridors, sensitive habitat and wetland resources in an inter-connected, permanent open space. Create multi-functional habitat within the open space corridors which provide on-site habitat and contribute to water quality. Develop the CSP and associated on- and off-site mitigation to complement the Placer County Conservation Plan (PCCP).
- **Pleasant Grove Creek Enhancement:** Design improvements to the Pleasant Grove Creek corridor to minimize potential for flood damage by providing for the safe movement of floodwaters through the City and preserve, protect and enhance the natural habitat, open space and recreational values found along the City's floodplain and creek environments.
- **Fiscal Contribution:** Include a mix of land uses and facilities which are fiscally feasible and implement funding mechanisms to maintain a neutral/positive fiscal impact to the City's General Fund.

- **Long Term Growth:** Plan for long-term growth to be positioned to react to market demand. The CSP is intended to guide development over a 20-year horizon.
- **Roseville Energy Park:** Orient land uses in the CSP to be compatible with the Roseville Energy Park facilities and other intensive public uses located adjacent to the Roseville Energy Park.
- **Program-Level Objectives for Urban Reserve Parcel:** The objective for the Urban Reserve (Harris) parcel is to provide a platform for orderly and systematic future development consistent with General Plan policies, Guiding Principles and the natural features of the land. The property is a logical location for future growth as identified in the City of Roseville and Placer County MOU. The program-level analysis in the EIR will provide a basis for the City to carry out a comprehensive planning process to ensure the area ultimately develops to City of Roseville standards. In addition, the inclusion of the Urban Reserve parcel in the CSP will allow the City to adequately plan for and size future infrastructure appropriately. No additional or specific project objectives have been identified for the parcel because there are no specific development plans or proposals for the parcel at this time.

1.2 Specific Plan Tool

A specific plan is a planning and regulatory tool intended to implement a city or county general plan through the development of policies, programs, and regulations which provide an intermediate level of detail between the general plan and individual development projects. The CSP is the primary land use, policy, and regulatory document used to guide the overall development of the site. The CSP establishes a development framework for land use, circulation, utilities and services, resource protection, and implementation. The intent is to promote the systematic and orderly development of the site, consistent with the overarching vision for the community. All subsequent development projects and related activities are required to be consistent with the CSP.

The authority to prepare and adopt specific plans and the requirements for content are set forth in Sections 65450 through 65457 of the California Government Code (Planning and Zoning Law). As a mechanism for the implementation of the goals and policies of the City General Plan, State law stipulates specific plans can only be adopted or amended if they are consistent with the jurisdiction's adopted General Plan. This specific plan is consistent with the policies of the City of Roseville 2025 General Plan, as well as other applicable State and local regulations.

1.3 Specific Plan Organization

The Creekview Specific Plan document is organized into the following chapters:

Chapter 1 Introduction. Summarizes the purpose, organization, authority, and objectives of the specific plan and related documents.

Chapter 2 Context. Describes the site location and setting, and identifies the features and policy objectives which influence the design and location of land uses and project features.

Chapter 3 Vision and Principles. Identifies overarching vision, organizing principles, and community form elements which shape the CSP.

Chapter 4 Land Use Plan. Identifies the land use plan and corresponding land use designations.

Chapter 5 Affordable Housing Plan. Outlines an affordable housing program, identifying the location and distribution of affordable units.

Chapter 6 Circulation Plan. Describes the circulation system for movement of vehicles, pedestrians, bicyclists, and transit.

Chapter 7 Public Services Plan. Identifies public services including parks open space, schools, library, police and fire services.

Chapter 8 Utilities Plan. Describes water, wastewater, recycled water, storm drainage, electric, natural gas, and solid waste services.

Chapter 9 Resource Management. Describes existing resources and approach to protect biological, open space, and cultural resources.

Chapter 10 Implementation. Describes various specific plan-related documents, the phasing plan, financing of public improvements, subsequent approval actions, amendment procedures, and unit and square footage transfers.

Appendix A Development Standards. Describes applicable zoning and development standards for the CSP and identifies residential housing types which could be accommodated in the RS/DS zone.

Appendix B Design Guidelines. Describes design attributes for consistent streetscapes, entry features, walls, fencing, identification signage, and other common landscape elements and other site specific considerations.

1.4 Related Documents

Several documents work in tandem with this Specific Plan to provide policy guidance for implementation of the project. Existing documents including the City's General Plan, Municipal Code, Community Design Guidelines, Design and Construction Standards, Storm Water Design Manual, Open Space Preserve Overarching Management Plan, and various City master plans (i.e., parks, utilities, bikeways, open space preserves, etc.), have been previously adopted by the City and are actively used to plan for, and implement, development projects. In addition, concurrent with adoption of the CSP, General Plan amendments, development agreement, large lot subdivision map, and an environmental impact report, including a mitigation monitoring and reporting plan, were approved, each providing guidance for the ultimate buildout of the CSP.

The application and deviation from these documents and master plans are further discussed in Chapter 10, Implementation.

Section 2

Context

The Creekview Specific Plan (CSP) is located in southwestern Placer County. The CSP is bounded by the planned extension of Blue Oaks Boulevard (along the Phillip Road alignment) within the West Roseville Specific Plan (WRSP) on the south, the Fiddyment Ranch portion of the WRSP to the east, the Amoruso Ranch Specific Plan to the north, and the City of Roseville's Al Johnson Wildlife Area property to the west. ~~Agriculturally-zoned properties within unincorporated Placer County are located north of the CSP.~~ The Roseville Energy Park and the WRSP are located south of the CSP, south of the future Blue Oaks Boulevard alignment. The City of Roseville is located on the Interstate-80 corridor and the CSP is located approximately in the northwest portion of the City, as shown on Figure 2-1, Regional Context and

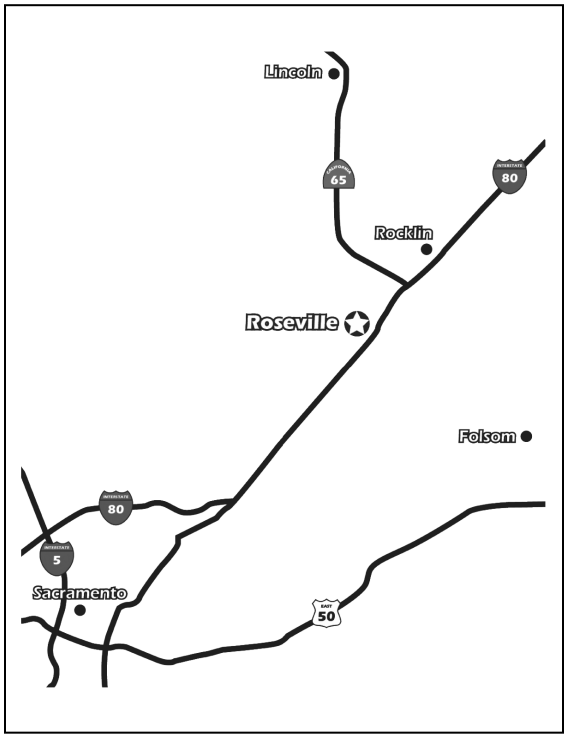


Figure 2-1: Regional Context

Figure 2-2: Plan Area Location [UPDATED EXHIBIT]

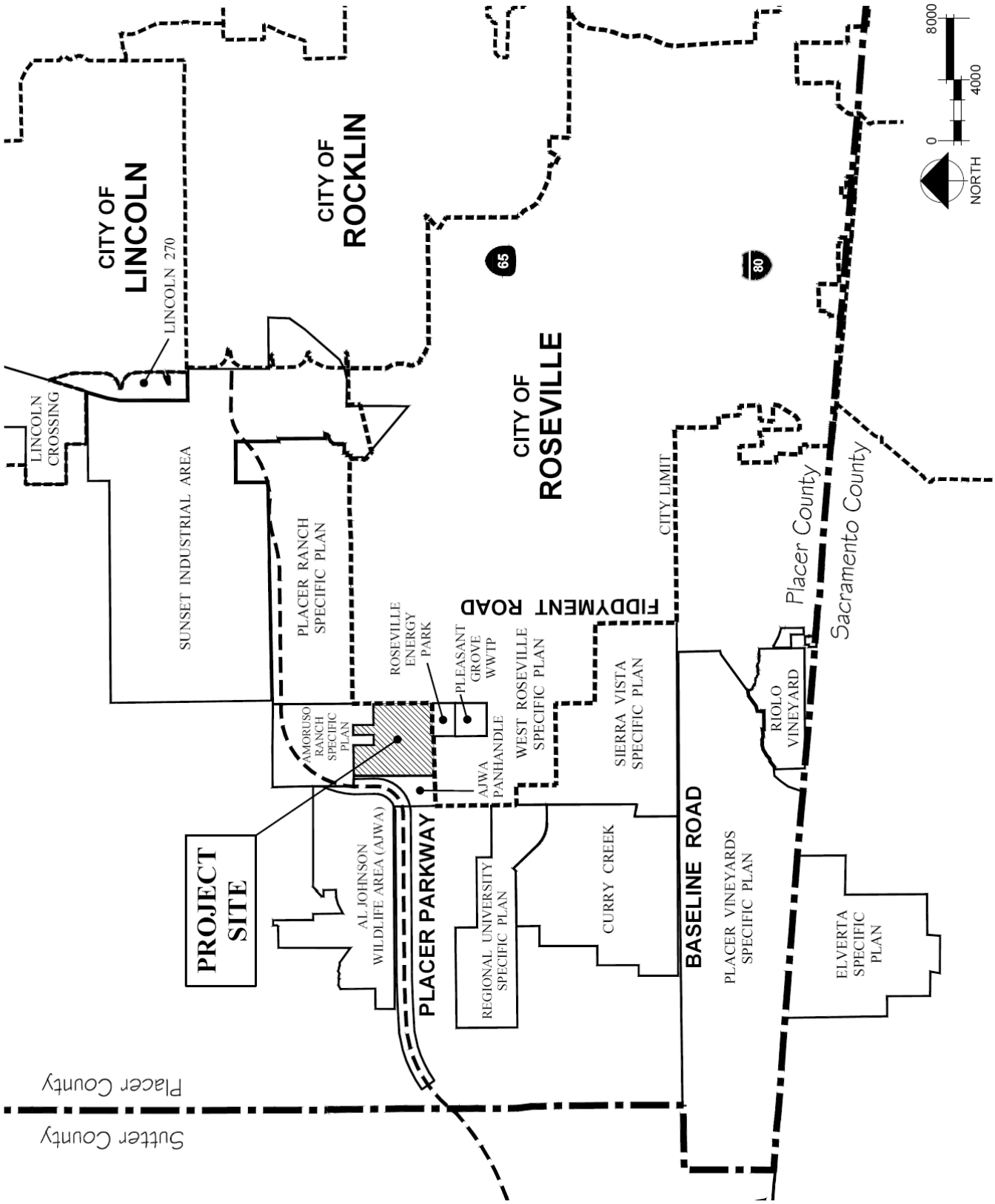


Figure 2-2, Plan Area Location. At the time of specific plan approval, the CSP site was within unincorporated Placer County and within the City of Roseville's sphere of influence.

2.1 Project Setting

A. Regional Setting

During the 1990's and through the mid-2000's, the six-county region including the City of Roseville experienced significant growth. While the pace of new development slowed after 2005, according to the Sacramento Area Council of Governments (SACOG), the region is expected to add over 1-million jobs and 800,000 residential units by the year 2050. A majority of the growth is expected to occur adjacent to existing urbanization, a large portion of which is projected for the cities of Elk Grove, Folsom, Sacramento, and Roseville. As the region grows, there will continue to be strong demand for residential development in the Roseville area, particularly as the City continues its role as a major employment center in the region.

Figure 2-2 shows the location of several other master planned developments in proximity to the CSP. Each development proposal incorporates a mix of land uses, such as residential, commercial, office, park, school, university, and public/quasi-public uses. These include:

- **Placer Vineyards Specific Plan**, a 5,230-acre project located immediately southwest of Roseville, south of Baseline Road. This project was approved by the Placer County Board of Supervisors in July 2007.

- **Regional University Specific Plan**, a 1,157-acre project located southwest of CSP, along the planned extension of Watt Avenue/Santucci Boulevard. This project was approved by the Placer County Board of Supervisors in December 2008.

- **Sierra Vista Specific Plan (SVSP),** a 2,064-acre project located south of the WRSP, north of Baseline Road and west of Fiddyment Road. The project includes 6,650 units and 215.9 acres of commercial and office uses. The SVSP was approved by the City of Roseville in May 2010.

- **Placer Ranch Specific Plan**, a 2,213-acre project located north east of the CSP, adjacent to the Roseville City limits and the WRSP area. It could include a new California State University campus and a mix of residential, office and commercial uses. This ~~plan~~ proposed plan is ~~currently on hold and is not actively~~ being processed by Placer County.

- **Amoruso Ranch Specific Plan (ARSP)~~Study Area~~,** an approximately ~~660~~695-acre land area located immediately north of the CSP area and west of the proposed Placer Ranch Specific Plan area is a mixed-use project

that includes 2,827 residential units and approximately 51 acres of commercial uses. The ARSP was approved by the City of Roseville in 2016 and subsequently annexed in 2018. ~~designated as a future study area. At the writing of this specific plan document, Brookfield Land Company has expressed interest in annexing the Amoruso Ranch area into the City of Roseville.~~

Another future project, not yet planned, but included as geographic areas of interest for development include:

- **Curry Creek Community Plan,** an approximately 4,189-acre land area located in unincorporated Placer County to the west of the SVSP.

In addition to the planned development projects noted above, the WRSP is located west and south of the CSP. The WRSP is a 3,100-acre project with 8,633 units which was approved and annexed by the City of Roseville in 2004 and began construction in 2005. It is partially constructed.

B. Site Conditions and Uses

At the time of CSP approval, the site was primarily undeveloped. The area south of the creek is characterized by flat and open annual grassland areas and north of the creek are grasslands on gently-rolling topography. Pleasant Grove Creek and associated riparian corridor and oak woodland traverse the site diagonally in a northwesterly direction. A tributary of Pleasant Grove Creek, University Creek, is located in the northern portion of the site. Seasonal wetlands, including vernal pools and seasonal drainages are dispersed with a concentration in the northern section of the site.

Trees are concentrated along the Pleasant Grove Creek corridor and scattered in the northern portion of the site near University Creek. Riparian vegetation surrounds Pleasant Grove Creek and native oaks are present along Pleasant Grove and its tributaries. Previous on-site uses consisted of limited agricultural enterprises such as grazing and dry farming. Two residences and out structures associated with past agricultural activities exist on the site, generally in the central portion of the site, accessible from Phillip Road. Two small bridge structures crossing Pleasant Grove Creek are located in the southeast portion of the site. Grass fires have impacted vegetation and structures.

2.2 Factors Influencing the Specific Plan

The CSP development plan was influenced by several factors, which are reflected in the organization and mix of land uses and location of roadways on the land use plan. Some of these factors were physical, with the development plan influenced by existing natural features which create various site constraints or site opportunities. Other factors influencing the Specific Plan were reflective of City policies (General Plan, Blueprint implementation strategies,

etc.), and the City and developer's individual objectives. The following sub-sections summarize the key factors, opportunities, constraints, and regulatory context in which the development plan for CSP was created.

A. Site Opportunities and Constraints

The site's location, natural and man-made features, and proximity to newly urbanizing areas provide significant opportunities for the form and organization of land uses and roadways within the CSP.

- **Pleasant Grove Creek.** Pleasant Grove Creek transects the property diagonally, through the center of the CSP. The creek corridor is an opportunity to create a linear open space amenity to function as a natural feature and connection through the CSP. The creek corridor provides scenic vistas from adjacent land uses and a sense of openness to adjacent neighborhoods. As a linear feature, the creek corridor is ideal for passive recreation including a pedestrian and bicycle path to connect to the City's existing path system in the WRSP and ultimately to the Al Johnson Wildlife Area, west of the CSP.

  Historic farming practices have created a man-made constriction of the creek, immediately downstream of the CSP. The constriction creates a bottleneck in the conveyance of floodwaters that creates a floodplain condition. This setting is an opportunity to reclaim the historic floodplain of Pleasant Grove Creek by constructing a bypass channel immediately adjacent to the creek channel. The bypass channel would improve stormwater conveyance, provide opportunities for stormwater treatment and enhance existing riparian vegetation within the creek corridor.

- **Natural Resources.** A variety of wetland types are located on the CSP including vernal pool complexes, drainage swales and stream corridors. The greatest concentration of resources and the highest quality resources are in the northern portion of the site. These features constrain development of some land uses and provide opportunities for other uses – such as open space. Wetland features in the northern portion of the site have been avoided and preserved within the Northern Preserve and create an open space buffer transition along the northern edge of the CSP. The Northern Preserve offers open space amenities, passive recreation and a pedestrian/bike trail. The limits of the Northern Preserve and the northern alignment of Westbrook Boulevard were identified in consultation with state and federal resource agencies.

- **Al Johnson Wildlife Area.** The City of Roseville's 1,700-acre Al Johnson Wildlife Area (AJWA)

property is located immediately west of the CSP. The AJWA property is undeveloped and planned for a regional flood control project as well as compatible recreation and environmental restoration features. The CSP was designed to relate to planned uses in the AJWA. The CSP includes construction of stormwater conveyance and treatment facilities within the Pleasant Grove Creek corridor which will extend west to AJWA and further the City's overall flood control and restoration goals. Multi-use paths within CSP are located along the creek corridor and streets connect to future path systems in the AJWA. The CSP is the link between existing uses within the City and amenities planned at AJWA. The AJWA will also provide open space along the western edge of the CSP.

- **Blue Oaks Boulevard and Westbrook Boulevard Corridors.** In planning for anticipated growth in western Placer County through the year 2050, Blue Oaks Boulevard and Westbrook Boulevard are components of the area circulation network. Blue Oaks Boulevard is an east/west travel corridor extending from Highway 65, west through Roseville and will ultimately link to future Placer Parkway, west of the CSP. Westbrook Boulevard is a north/south travel corridor extending from Baseline Road, north through the Sierra Vista and West Roseville Specific Plans and through the CSP. The CSP incorporates segments of these corridors and provides land uses and densities compatible with roadways of this scale. The CSP orients higher density and non-residential uses along these roadways, with an emphasis of high-density residential uses and the commercial/employment node at the intersection of Blue Oaks and Westbrook Boulevards.
- **Roadways.** The placement, alignment, and design of roadways within the CSP were influenced by pre-existing conditions. Roadway connections to the CSP respond to existing and planned roadways adjacent to the site, which include Blue Oaks Boulevard, Westbrook Boulevard, Westpark Drive, and Holt Parkway. CSP's major roadways are planned as one component of an overall regional traffic planning solution for western Placer County, enabling future regional connections (i.e. to proposed Placer Parkway) and north/south and east/west links to complete the City's circulation network.
- **Adjacent Neighborhoods.** The WRSP area is located on the eastern edge and a portion of the southern edge of the CSP. The eastern edge of the CSP is adjacent to neighborhoods planned within the Fiddyment Ranch portion of the WRSP. Land uses, residential densities and the circulation pattern along the

eastern edge of the CSP were influenced by the land use pattern of planned neighborhoods in Fiddyment Ranch. The southern boundary of the CSP is defined by the future extension of Blue Oaks Boulevard. The Westpark portion of the WRSP and undeveloped properties owned by the City of Roseville are located in the area south of the future extension of Blue Oaks Boulevard.

- **Roseville Energy Park.** The Roseville Energy Park (REP) is located south of the CSP, south of the planned extension of Blue Oaks Boulevard. The REP is a 160-megawatt power generation facility operated by the City of Roseville. The REP typically provides between 40 and 60 percent of the City's current electricity needs, depending on alternative economic power market opportunities, and is an important part of the City's sustainable infrastructure. The CSP land use pattern was designed with consideration of land uses compatible with the REP. Non-residential land uses (commercial, office, public/quasi-public, open space) are located along Blue Oaks Boulevard to minimize potential incompatibilities.

B. Blueprint

The Sacramento Region Blueprint Transportation Land Use Study was a regional planning effort initiated by the Sacramento Area Council of Governments (SACOG) in 2002 which examined how transportation and land use planning could be better linked to accommodate future growth. Through a two-year process, SACOG, in association with participating jurisdictions in the six-county region (including Roseville), developed a number of land use scenarios, depicting how the region could accommodate an anticipated additional population of 1.7 million people and associated homes and jobs by the year 2050. The effort culminated in December 2004 when SACOG adopted a "Preferred Blueprint Scenario" for growth in the region's six counties. For Placer County, the preferred scenario anticipated a significant portion of future growth would occur in the western portion of the County's "greenfields," between Roseville's western limits and the eastern edge of Sutter County. SACOG's Preferred Blueprint Scenario included six key growth principles, which directly apply to newly-developing greenfield areas:

- **Transportation Choices:** To provide alternative modes of transportation to the automobile and create land use patterns to encourage people to walk, ride bicycles, ride public transit, and carpool.
- **Mixed-Use Developments:** To establish places where mixed-use development can occur in an effort to provide a variety of goods and services in proximity to residential uses, and further, to support

alternative transportation modes such as walking and biking.

- **Compact Development:** To utilize land in a more efficient manner by creating environments that are more compactly built, thereby reducing reliance on the automobile and encouraging walking, biking, and use of public transit.
- **Housing Choices:** To provide residents with opportunities for a mix of housing choices, which include apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes, which collectively respond to multiple demographic, pricing, and market segments.
- **Natural Resource Conservation:** To conserve and preserve natural resource areas, including prominent vernal pool concentrations and drainages, through the designation of permanent open space.
- **Quality Design:** To foster attractive communities with a strong sense of place, to use land efficiently.

In support of this regional effort, in May 2005, the City of Roseville adopted a set of Implementation Strategies to guide both infill and greenfield development projects in Roseville. These strategies are intended to encourage several "smart growth" development principles which were outcomes of the Blueprint effort. The CSP incorporates elements of these smart growth principles in support of the City's adopted Blueprint Implementation Strategies. Specifically, the plan offers higher density neighborhoods, fosters transportation choices with provisions for bikeways and commercial corridors in support of transit, and promotes more compact development with a variety of housing choices for multiple market segments. These strategies are defined in greater detail throughout Chapter 3, Vision and Principles, and Chapter 4, Land Use.

C. General Plan Growth Management Policies

Guiding Principles

The City's General Plan Growth Management Element includes several "Guiding Principles" to direct the City's review of new development proposals located outside the City's corporate boundaries. The intent of these principles is to ensure new development meets or exceeds the City's existing policies, standards, and expectations, and does not unduly impact services to existing City residents. While some of the Guiding Principles address the City's governmental services and long-term fiscal sustainability, other principles address matters that guide the physical form of the CSP land use plan. These include provisions to:

- Maintain the integrity of existing neighborhoods and create a sense of place in new neighborhoods.

- ❑ Aid in regional traffic solutions and in right of way preservation.
- ❑ Incorporate mechanisms to ensure new schools are available to serve the residents and shall not impact existing schools.
- ❑ Include a significant interconnected public open space component/conservation plan in coordination with the City of Roseville/ U.S. Fish and Wildlife Service Memorandum of Understanding.

Western Edge

The City's General Plan Growth Management Element includes several policies intended to provide for a 'distinctive edge' and 'physical and visual transition area' between the City and County lands to the west. These policies state:

> *"Development proposed on the western edge of the City shall provide a distinctive open space transition to create a physical and visual buffer between the City and County to assure that the identity and uniqueness of the City and County will be maintained."*
>
> *"As new development is proposed in City's Sphere of Influence to the west of Fiddyment Road, require project proponents to provide a transitional area between City and County lands, through a system of interconnecting Open Space land areas."*

The CSP supports the City's Growth Management policies related to the Guiding Principles for new development and the creation of a distinctive western edge, which are represented in the final design and form of the new community. The CSP is bound on the west by the City's 1,700-acre AJWA property where the City is undertaking development of a regional stormwater retention project. In addition, there are future opportunities for recreational uses compatible with the retention basin facility. A separate portion of the AJWA property is used as an environmental preserve. The AJWA property creates a natural, distinctive edge to the west side of the CSP.

D. Growth Management Visioning Committee

The Roseville City Council enacted the Growth Management Visioning Committee (GMVC) in August 2004 to develop a vision to guide the City's growth through the year 2025. The committee was formed partially in response to a growing number of large-scale development proposals being considered in unincorporated land areas adjacent to the City. The goal was to gain a high-level understanding of the potential impacts which planned growth could have on the City's character, quality of life, boundaries, and population. Through extensive public involvement and facilitated meetings, the GMVC developed a vision for Roseville's future. The vision was supported by several growth management policy concepts and action steps recommended to implement the vision. The GMVC's report and

recommendations were approved by the City Council in 2005.

E. City/County Memorandum of Understanding

In 1997, the County of Placer and City of Roseville entered into an agreement regarding the future development of a 5,540-acre 'transition area' west of Fiddyment Road and north of Baseline Road, adjacent to Roseville's western city limits in Placer County. The CSP, south of Pleasant Grove Creek, is within the MOU Transition Area. In 2010, the agreement was refined to, among other things, include all of the CSP. This MOU is intended to promote interagency communication and to foster cooperative land use planning within the transition area. The MOU specifies the mutually-agreed-upon requirements for processing development applications within the transition area, and allows development applications to be processed either by the County or the City. Its terms include provisions for City/County consultation and review, application submittal, mitigation of project impacts, and minimum development standards. The CSP was processed in accordance with the City/County MOU.

F. Resource Agency Early Consultation

In August 2000, the City and the United States Fish & Wildlife Service (USFWS) entered into a Memorandum of Understanding (MOU) to prepare a Habitat Conservation Plan (HCP) or equivalent to minimize incidental take of vernal pool species from future City growth. Consistent with this agreement, the City of Roseville, the CSP Landowners, the USFWS, the US Army Corps of Engineers, and the U.S. Environmental Protection Agency (EPA) conducted an extensive early consultation process. The group met on over fifteen occasions and conducted field trips to review on-site resources and off-site mitigation properties with the following objective: to reach basic agreement on a land use plan and mitigation strategy which could be permitted under Section 404 of the Clean Water Act utilizing a Section 7 Consultation process for Endangered Species Act compliance. Feedback received through this process influenced the land use plan and resulted in additional and expanded avoidance areas.

Section 3

Vision and Principles

The vision for the Creekview Specific Plan (CSP) is to create a new community that meets or exceeds the City's development standards through amenities and services, and distinguishes itself through an efficient design and development pattern. The CSP is the smallest of the City's specific plans and is designed as a residential community.

The CSP is bound on the west by the City-owned 1,700-acre Al Johnson Wildlife Area (AJWA) property and on the east and south by the West Roseville Specific Plan (WRSP). In this position, the CSP completes the land use pattern and makes connections between existing development in the City and AJWA. These connections include the creation of urban land uses, expansion of open space preserves, new circulation linkages, and extensions of the City's extensive pedestrian and bicycle network.

Building upon Roseville's established growth patterns, the CSP supports the City's implementation of smart growth principles rooted in SACOG's Regional Blueprint. In addition to advancing the City's efforts to meet its fair share obligation of the region's housing needs, the CSP demonstrates an emerging approach to development which results in a more efficient use of land, with higher densities and significant open space preservation.

The land use plan for CSP includes a diversity of housing types, compact design, a local-serving community commercial node with office and business professional uses, efficient

vehicular, pedestrian and bicycle circulation, resource conservation and proximate access to parks and open space.

3.1 Community Form

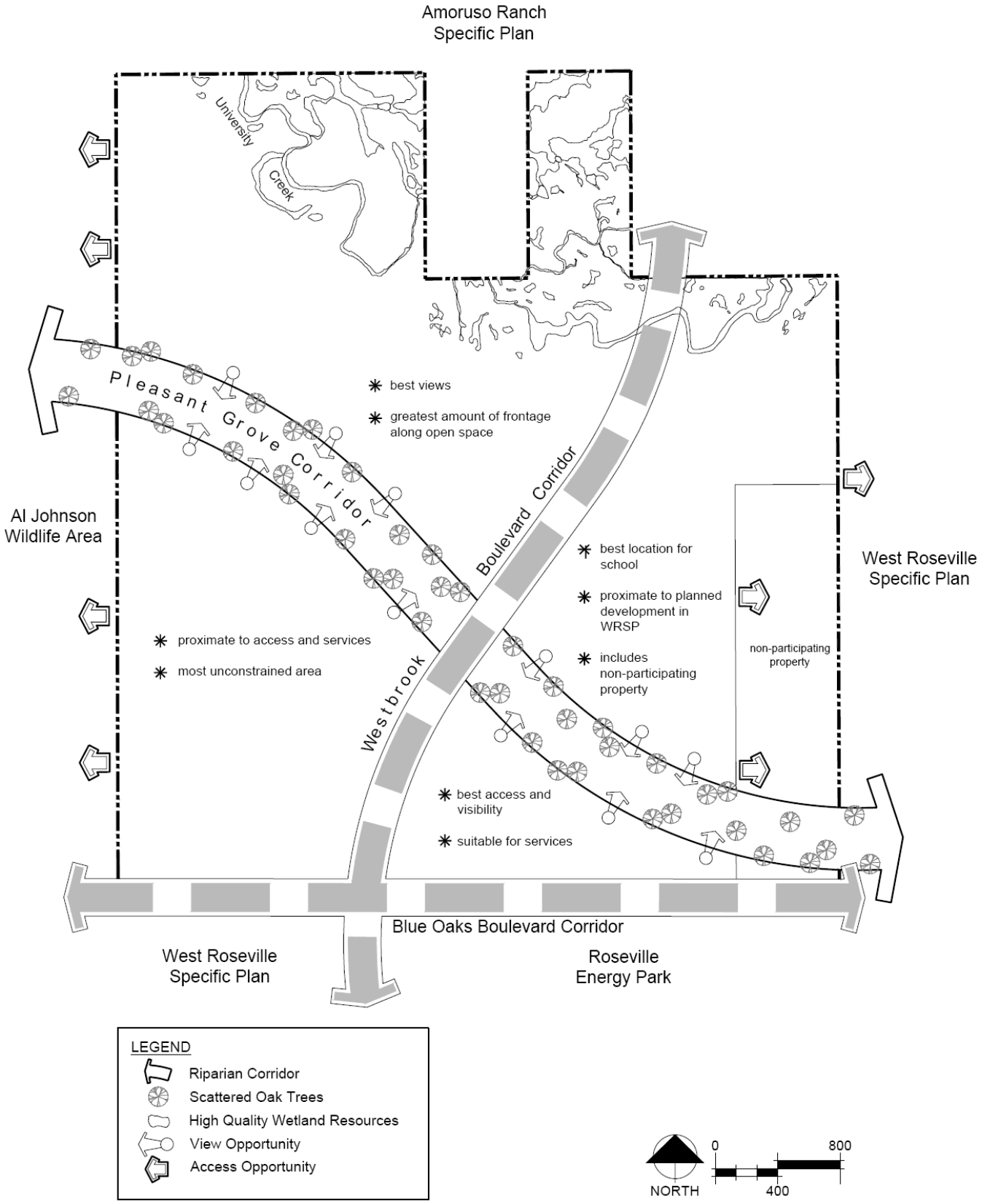
The physical form and development pattern of the CSP is shaped by site opportunities and constraints and policy factors described in Chapter 2, Context. Factors influencing the community's form include existing site features and natural resources (to address feedback from resource agencies regarding resource avoidance), adjacent development patterns and roadways, the City's Guiding Principles for new development west of Fiddyment Road, Blueprint principles, and the Growth Management Visioning Committee's vision.

3.2 Community Form Elements

The overall CSP land use plan is shaped by four overarching form elements. The elements influencing the community form in each of these quadrants are described below and shown on Figure 3-1.

- ❑ Blue Oaks/Westbrook Mixed Use Node
- ❑ Residential Neighborhoods
- ❑ Parks and Open Space
- ❑ Circulation Systems

Figure 3.1: Community Form Elements [UPDATED EXHIBIT]



A. Blue Oaks/Westbrook Commercial

The intersection of Blue Oaks Boulevard and Westbrook Boulevard creates the site's best opportunity for a commercial node featuring ~~community~~ commercial~~, business professional~~ and residential uses. The triangular area is bound by Pleasant Grove Creek and Blue Oaks and Westbrook Boulevard – two arterial roadways.

The Community Commercial ~~and Business Professional~~ site will support approximately ~~190,000~~ 100,000 square feet of uses which ~~will~~ could include local-serving retail and office uses such as a grocery store, drug store, retail services, restaurants, personal services and professional offices.

~~Medium density r~~Residential uses (Parcels C-16, C-17, and C-43 ~~C-24 and C-25~~) are adjacent to ~~wrap around the top of~~ the community commercial site ~~and business professional sites~~ and together they create a mixed use node where ~~higher-density~~ residential uses are proximate to ~~employment and~~ services.

Residents west of Westbrook Boulevard and north of the creek are within a one-quarter mile walk of the commercial area. Neighborhoods in the plan are connected to the mixed use node by a unique system of walking paths and trails, and bridges over Pleasant Grove Creek.

B. Residential Neighborhoods

CSP's residential neighborhoods are a significant element of the community. The design criteria for residential neighborhood development focus on the public realm (the street) and how it relates to the private realm (the home). This is accomplished with a combination of residential development standards, neighborhood design guidelines, and roadway design standards. These standards and guidelines are aimed at achieving the following outcomes in residential neighborhoods:

- ❑ Narrower collector streets with on-street parking, where appropriate, which calm traffic;
- ❑ Opportunities for landscape paseos along collector street edges, planted with trees with tall and wide canopies, which provide shade, define the public realm and create a neighborhood scale for pedestrians;
- ❑ Paseo systems with sidewalks separated from the street with minimal interruptions and provide connectivity among residential neighborhoods;
- ❑ Living spaces and porches which may be oriented to the street and enhance each home's architectural streetscape appearance;
- ❑ Smaller parks within the residential neighborhoods to create places and hubs for activities and gathering;
- ❑ Subdivision walls which open to adjacent streets to allow multiple connections and visual connectivity;
- ❑ Connectivity among all neighborhoods via landscape corridors, paseos, and creek crossings.

The residential neighborhoods are generally divided by the geography of the site into four irregularly-sized quadrants. Each of the four quadrants has constraints of its own including adjacent land uses, natural resources and circulation requirements.

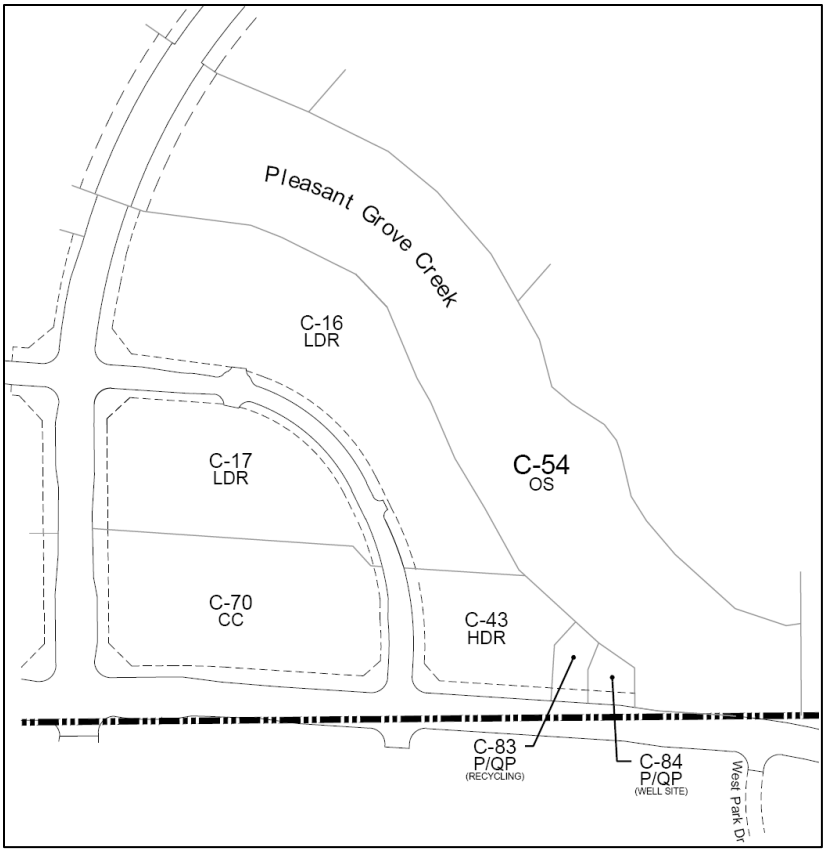
Southeast Quadrant

The southeast quadrant is bounded by Pleasant Grove Creek open space area, Westbrook Boulevard and Blue Oaks Boulevard which create a triangular-shaped area. Creekview Plaza provides access to uses in this quadrant.

Land uses in this quadrant benefit from access and proximity to two arterial roadways – Westbrook Boulevard and Blue Oaks Boulevard. Uses in this area were selected and positioned to be compatible with the Roseville Energy Park, which is located south of Blue Oaks Boulevard.

This mixed use area includes low density (C-16 and C-17) and ~~medium~~ high density (C-43) residential uses ~~(C-23 and C-24)~~ in close proximity to community commercial ~~and business professional~~ uses. The residential ~~is~~ uses are adjacent and oriented to open space with access to the pedestrian/bike trail. A pedestrian bridge crossing creates a link to land uses north of the creek.

[UPDATED EXHIBIT]

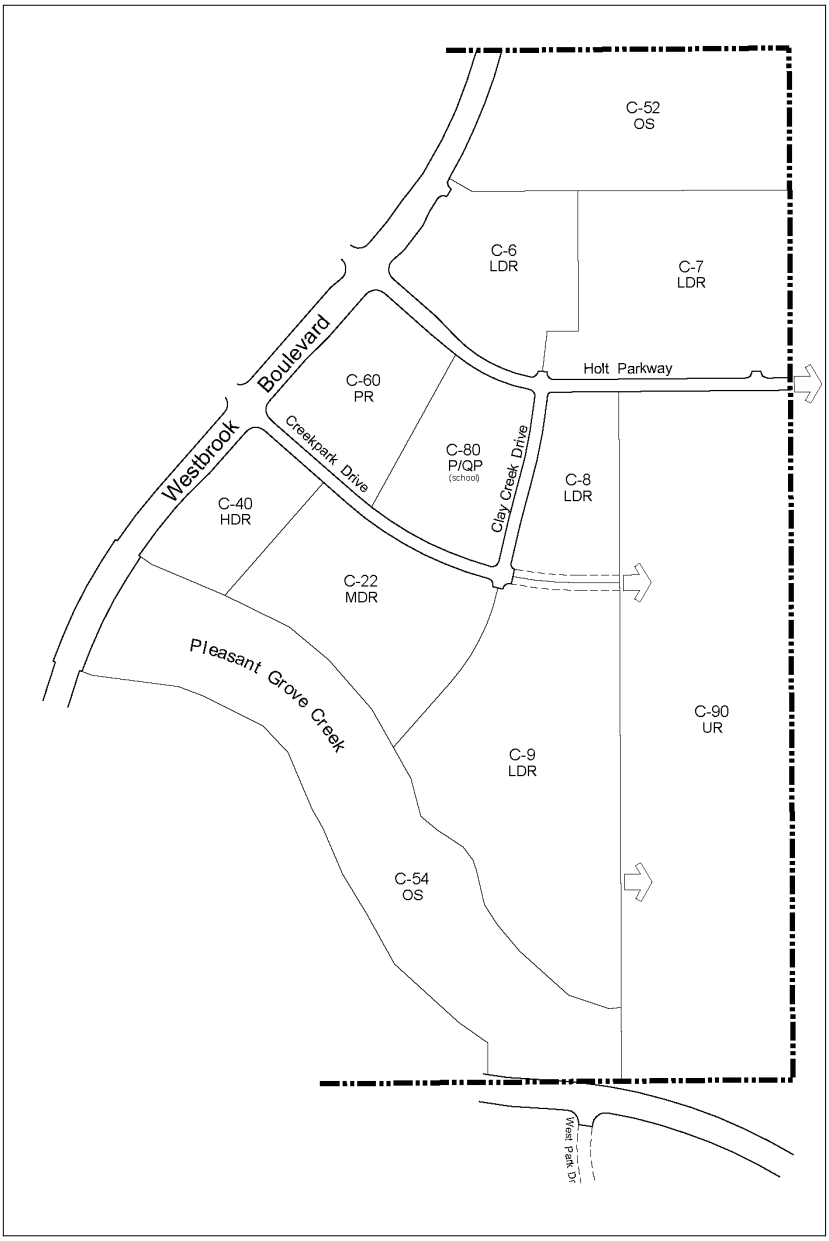


Northeast Quadrant

Most of the eastern portion of the CSP is included in the northeast quadrant. It is bordered by Westbrook Boulevard, Pleasant Grove Creek and the eastern edge of the CSP. The CSP is adjacent to residential uses in the Fiddyment portion of the WRSP and land uses in this area are designed to be compatible. The 39.9-acre Urban Reserve parcel (C-90) is the predominant use along the border of the CSP with Fiddyment and is anticipated to develop in the future with a mix of residential, open space and park uses.

The primary feature is the activity hub created by the elementary school (C-80) and neighborhood park (C-60). The circulation pattern is designed for efficiency as it relates to school and park-related traffic. Access to this portion of the CSP is available from Westbrook Boulevard and Holt Parkway, a limited access collector, which provides access from Fiddyment west to Westbrook Boulevard. Additional connections are made on residential streets.

The northern open space (Northern Preserve) and Pleasant Grove Creek bound this area on the north and south, respectively, and provide opportunities for views and access to open space. The intent is for some single-loaded streets to provide some public views of these open space areas.



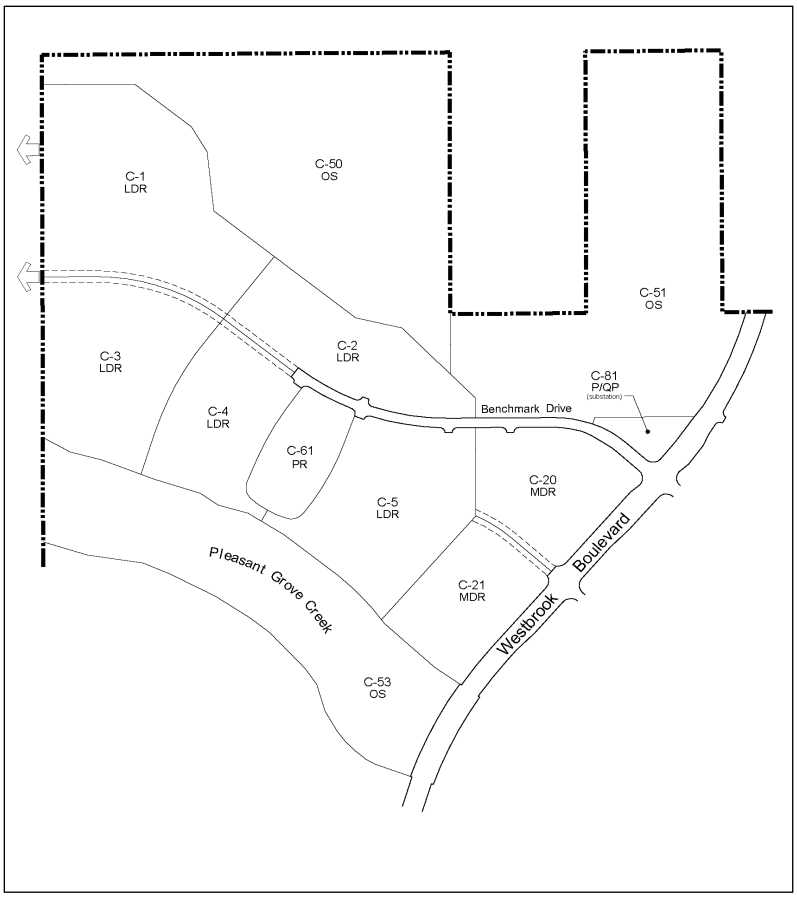
Northwest Quadrant

The northwest quadrant is the largest residential area in the CSP and is predominantly low density residential with two parcels of medium density uses near Westbrook Boulevard and lower densities continuing west.

Located north of Pleasant Grove Creek and Westbrook Boulevard, this area has the greatest frontage along open spaces in the CSP which lends itself to the creation of interesting neighborhoods. Opportunities for views to open space are provided by the Northern Preserve parcels (the largest preserve in the CSP) and Pleasant Grove Creek, as well as the City's AJWA property adjacent to the west of the CSP.

Access to this area is from Westbrook Boulevard and the extension of Parkway One, west of Benchmark Drive. Local circulation will serve residential areas. Low density residential uses along the Northern Preserve will have views of open grasslands with scattered oaks and uses along the creek will have views into the riparian corridor. In addition, incorporation of some single loaded streets will also provide some public views of these open spaces.

A neighborhood park (C-61) north of the creek, south of Parkway One, includes a play field and passive recreation facilities and links to the park (C-62) located south of the creek via a pedestrian bridge crossing of the creek. A pedestrian and bicycle path along the southern edge of the Northern Preserve connects to the AJWA and existing trails in the City.



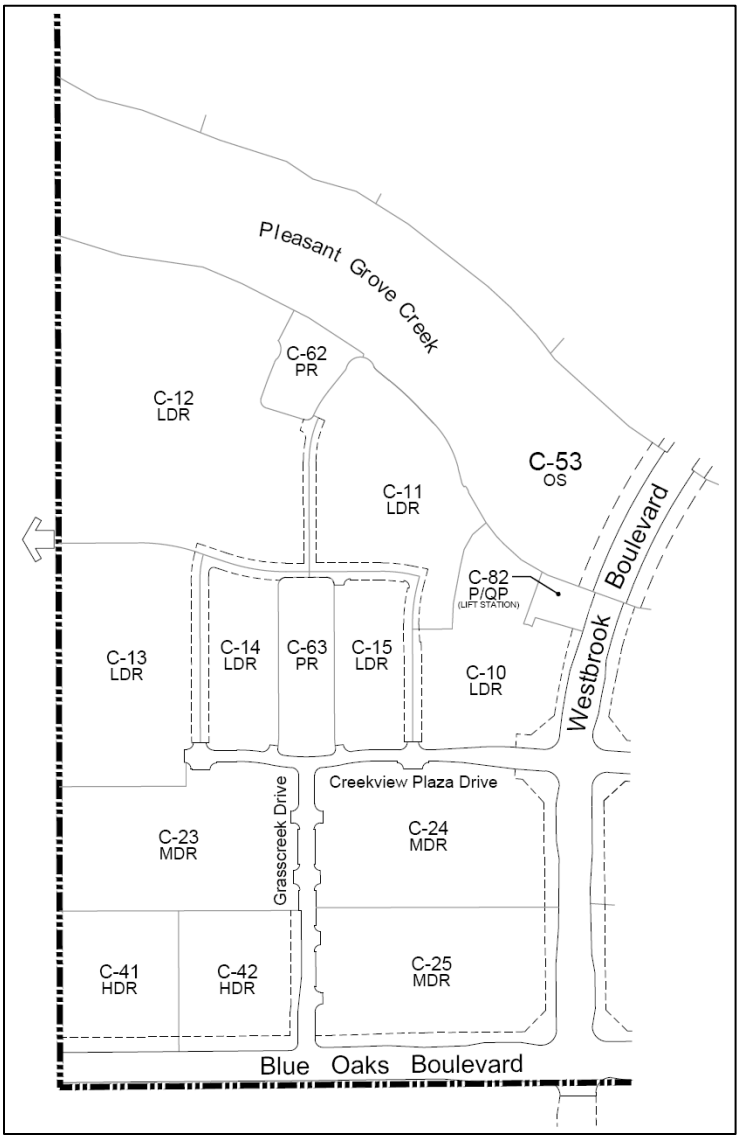
Southwest Quadrant

The southwest quadrant of the CSP is a residential neighborhood and features the highest density mix of residential uses in the Plan Area. Higher density residential uses are located in this area because it is proximate to arterial roadways and commercial~~, office~~ and transit uses.

Westbrook and Blue Oaks Boulevards and smaller roadways such as Creekview Plaza and Grasscreek Drive access this quadrant. Community-serving commercial uses, located east of Westbrook Boulevard, are a short walk away across the signalized intersection at Westbrook Boulevard and Creekview Plaza.

Two small neighborhood parks provide recreation opportunities. One park (C-62) is south of the creek and features passive recreation and views into the riparian corridor along the creek. A pedestrian bridge links the parks on the north and south sides of the creek which, taken together with the creek, creates the sense of a much larger open space area. A second small park (C-63) is designed with active recreation areas to serve surrounding residential areas. A pedestrian and bicycle path located along the southern edge of the Pleasant Grove Creek open space, connecting to future uses at AJWA and to existing trails in the City.

[UPDATED EXHIBIT]



C. Parks and Open Space

Over thirty percent (30%) of the Plan Area is planned for park and open space uses, which is equivalent to 30 ~~28~~ acres of park and open space per 1,000 residents. The open space preserve and park network is the most community-defining element of the CSP, which supports Roseville's long-standing heritage as a City with high-quality parks and open spaces.

The approach for park sites is to include several smaller neighborhood parks ranging from 1.5 to 7.4 ~~7.6~~ acres in size, with the largest park adjacent to the elementary school. The neighborhood parks have been distributed among the four residential neighborhoods and located adjacent to open space where possible to make them feel larger. The park and the school are located adjacent to one another to encourage joint-use which creates efficiencies in design and encourages a broader range of recreational opportunities with the park and school.

Several natural features in the CSP will be within ~~preserved as~~ open space areas, including the Pleasant Grove Creek and University Creek corridors and significant, high-quality natural resources within the Northern Preserve. The 87-acre Northern Preserve creates an open space link among the open space preserve in the Fiddyment portion of the WRSP and the AJWA. The open space area ~~preserve~~ along Pleasant Grove Creek will link the on-site creek corridor upstream in the City with the AJWA.

D. Circulation System

The CSP includes many of the City's Blueprint Implementation Strategies for multi-modal circulation, providing multiple transportation choices to address vehicles, public transit, bicyclists, and pedestrians.

For vehicles, the backbone roadway system includes a combination of arterial and collector streets to provide connections from existing and planned roadways adjacent to the Plan Area. These roadways are designed to accommodate future anticipated local and area traffic demands, with ultimate connections to future planned Placer Parkway and to roadways leading to the City of Lincoln. The design of the backbone roadway system supports the creation of a smaller 'neighborhood' network of local roadways.

Public transit, another transportation choice supported by the plan, may include a combination of bus service systems via Roseville Transit, with connections to Sacramento Regional Transit and Placer County Transit. These services will utilize the CSP's roadway systems to provide local and regional transit connections for community residents. Blue Oaks Boulevard and Westbrook Boulevard are planned to accommodate a future route for bus rapid transit (BRT), which would provide direct regional access from the community to downtown

Sacramento employment centers and other destinations. A bus transfer station is planned adjacent to the community commercial site ~~at~~ along Westbrook Boulevard, immediately north of Blue Oaks Boulevard~~/Westbrook Boulevard~~.

The CSP system of pedestrian and bike paths and paseos add to the mix of transportation choices available for residents. Off-street Class I and Class IA bike paths are included in landscape corridors and open space areas. On-street Class II bike lanes are provided on arterials, collectors, and modified collectors. In places, this system of pedestrian paths and bikeways provides off-street linkages, connecting with Roseville's existing facilities, and with AJWA and the Pleasant Grove Creek corridor via planned bikeway facilities in the WRSP. This system of pedestrian and bike paths are enhanced by street design standards which place priority on pedestrian comfort and safety.

Through these circulation elements, CSP's planned transportation systems are intended to provide multiple choices for community residents and employees, in compliance with the City's adopted Blueprint Implementation Strategies for multi-modal circulation.

Section 4

Land Use Plan

The Creekview Specific Plan (CSP) includes a mix of land uses including low-, medium-, and high-density residential uses; commercial and office uses; public/quasi-public uses for schools and civic facilities; parks and open space uses; and urban reserve land use, which functions as an urban designation for a parcel in the southeastern corner of the CSP. At buildout, the CSP will provide approximately 2,011 dwelling units, accommodate approximately 5,108 residents and add approximately ~~190,000~~ 100,000 square feet of retail and office uses, and provide approximately ~~445~~ 235 permanent jobs.

4.1 Land Use Plan

The CSP land use designations are summarized on Table 4-1 and shown on the Land Use Plan on Figure 4-1.

4.2 Land Use Designations

Land uses within the CSP are implemented through the zoning district applied to each parcel. This includes the application of the Development Standards (DS) and Special Area (SA) overlay zones to provide customized development standards, as allowed by the City's Zoning Ordinance. Specific details related to permitted uses and development standards are included in the City of Roseville Zoning Ordinance. In addition, for projects subject to a Design Review for Residential Subdivision (DRRS) permit, development standards may be defined as part of the City's subdivision review process. The following summarizes the CSP's land use designations, with descriptions for each land use, related density, and applied zoning districts.

Table 4-1: Land Use Summary

Land Use Designation		Applied Zoning District	Acres	% of Total Acres	Units	% of Total Units
Residential						
LDR	Low Density Residential	~~R1/DS~~ RS/DS	182.81 ~~159.20~~	36.47% ~~31.66%~~	951 ~~810~~	47.29% ~~40.28%~~
MDR	Medium Density Residential	RS/DS	51.20 ~~68.31~~	10.21% ~~13.57%~~	513 ~~654~~	25.51% ~~32.52%~~
HDR	High Density Residential	R3	17.68 ~~18.56~~	3.53% ~~3.68%~~	547	27.20%
	Subtotal		251.69 ~~246.07~~	50.21% ~~48.91%~~	2,011	100.00%
Commercial ~~and Office~~						
CC	Community Commercial	CC	9.22 ~~15.52~~	1.84% ~~3.08%~~		
~~CC/BP~~	~~Community Commercial/ Business Professional~~	~~CC/BP~~	~~3.77~~	~~0.75%~~		
	Subtotal		9.22 ~~19.2~~	1.84% ~~3.83%~~		
Open Space and Public						
OS	Open Space	OS	136.90 ~~138.02~~	27.31% ~~27.43%~~		
PR	Parks and Recreation	PR	16.27~~14~~	3.25~~1~~%		
PQP	Recycling Center	P/QP	0.59	0.12%		
PQP	Electric Substation	P/QP	0.90 ~~1.39~~	.18% ~~0.28%~~		
PQP	Elementary School	P/QP	7.00~~7~~	1.40%		
PQP	Lift Station	P/QP	0.65	0.13%		
PQP	Well Site	P/QP	0.51	0.10%		
UR	Urban Reserve	UR	39.90~~8~~	7.96~~1~~%		
ROW	Right of Way		37.67 ~~33.71~~	7.51% ~~6.70%~~		
	Subtotal		240.39 ~~237.88~~	47.95% ~~47.27%~~		
Total			**501.30 ~~503.24~~**	**100.0%**	**2,011**	**100.0%**

Updated July 2019 ~~May 11, 2017~~

Figure 4.1: Land Use Map [UPDATED EXHIBIT]

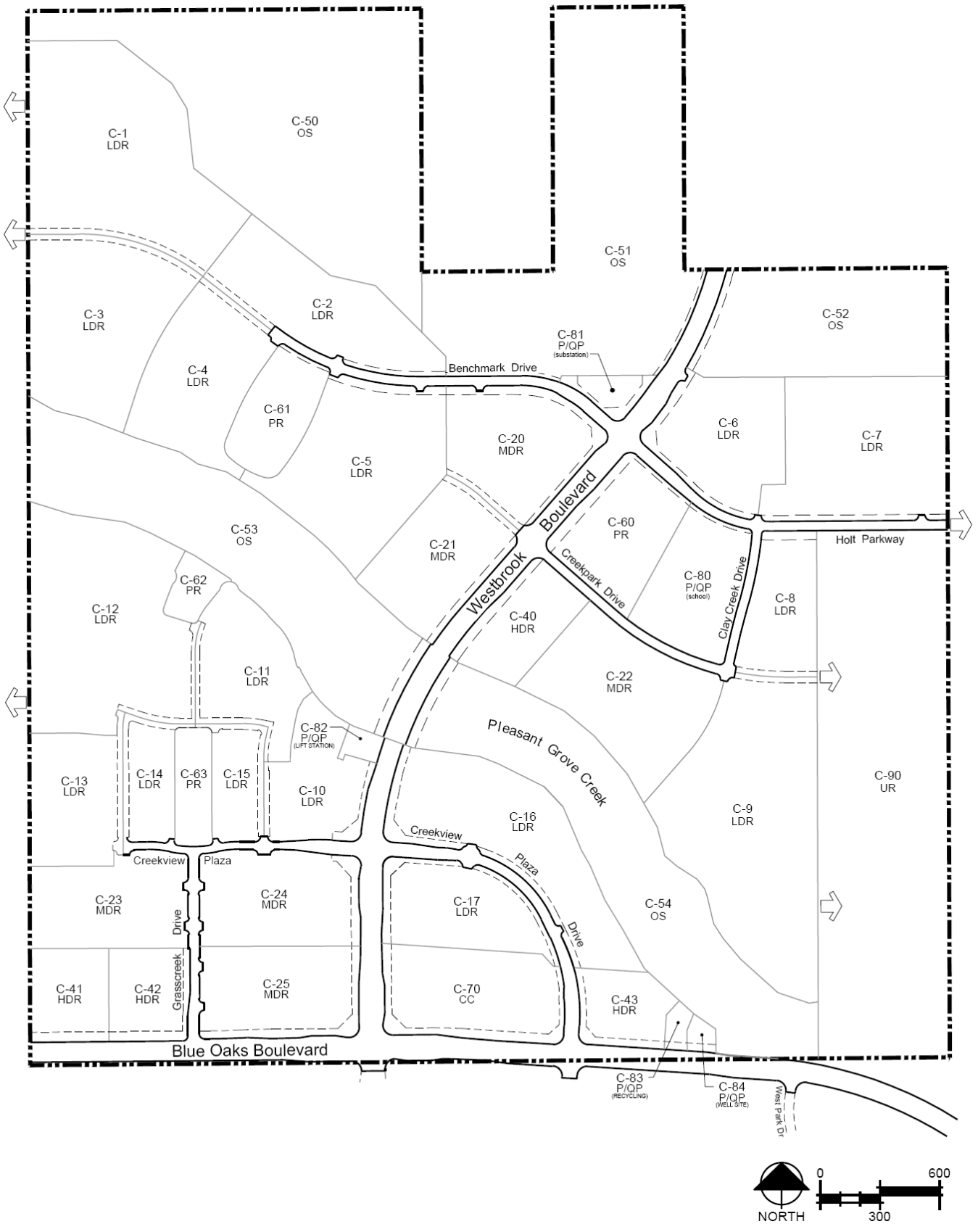


Table 4-2: Land Use, Zoning and Acreage by Parcel [UPDATED TABLE]

Parcel	General Plan Land Use (Specific Plan Land Use)	Zoning	Acres	Allocated Units	Density
C-1	LDR (Residential)	RS/DS	19.50	94	4.8
C-2	LDR (Residential)	RS/DS	10.10	52	5.1
C-3	LDR (Residential)	RS/DS	14.00	67	4.8
C-4	LDR (Residential)	RS/DS	9.60	51	5.3
C-5	LDR (Residential)	RS/DS	13.60	74	5.4
C-6	LDR (Residential)	RS/DS	8.00	48	6.0
C-7	LDR (Residential)	RS/DS	13.90	74	5.3
C-8	LDR (Residential)	RS/DS	5.70	32	5.6
C-9	LDR (Residential)	RS/DS	21.80	97	4.4
C-10	LDR (Residential)	RS/DS	5.99	36	6.0
C-11	LDR (Residential)	RS/DS	7.54	34	4.5
C-12	LDR (Residential)	RS/DS	18.72	95	5.1
C-13	LDR (Residential)	RS/DS	7.20	50	6.9
C-14	LDR (Residential)	RS/DS	3.72	20	5.4
C-15	LDR (Residential)	RS/DS	3.59	20	5.6
C-16	LDR (Residential)	RS/DS	12.93	71	5.5
C-17	LDR (Residential)	RS/DS	6.92	36	5.2
C-20	MDR (Residential)	RS/DS	8.70	106	12.2
C-21	MDR (Residential)	RS/DS	7.70	95	12.3
C-22	MDR (Residential)	RS/DS	11.30	130	11.5
C-23	MDR (Residential)	RS/DS	8.13	61	7.5
C-24	MDR (Residential)	RS/DS	8.12	59	7.3
C-25	MDR (Residential)	RS/DS	7.25	62	8.6
C-40	HDR (Residential)	R3	5.20	168	32.3
C-41	HDR (Residential)	R3	4.27	127	29.7
C-42	HDR (Residential)	R3	4.33	136	31.4
C-43	HDR (Residential)	R3	3.88	116	29.9
C-50	OS (Open Space)	OS	36.50		
C-51	OS (Open Space)	OS	35.60		
C-52	OS (Open Space)	OS	15.10		
C-53	OS (Open Space)	OS	25.10		
C-54	OS (Open Space)	OS	24.60		
C-60	PR (Park)	PR	7.40		
C-61	PR (Park)	PR	4.80		
C-62	PR (Park)	PR	1.54	-	-
C-63	PR (Park)	PR	2.53	-	-
C-70	CC (Community Commercial)	CC	9.22	-	-
C-80	PQP (Elementary School)	P/QP	7.00		
C-81	PQP (Electric Substation)	P/QP	0.90		
C-82	PQP (Lift Station)	P/QP	0.65		
C-83	PQP Recycling Center)	P/QP	0.59		
C-84	PQP (Well Site)	P/QP	0.51		
C-90	UR (Urban Reserve)	UR	39.90		
C-100	ROW (Right of Way)	ROW	37.67		
TOTAL			**501.30**	**2,011**	

Updated July 2019~~May 11, 2017~~

A. Residential

The residential component of the CSP utilizes three residential land use designations: Low Density Residential (LDR), Medium Density Residential (MDR), and High Density Residential (HDR). A range of housing densities is planned which will enable a range of housing types. The CSP supports development of LDR conventional-style, single family, detached units on both large and small lots, including provisions for potential gated, executive, and custom home communities. In addition, higher density residential types (MDR and HDR) on smaller lots can be accommodated, which could include detached cluster housing, detached townhomes, and a variety of detached and attached residential units. Residential neighborhoods also include HDR uses which may include unit types such as apartments, townhomes, or condominiums.

The mix of housing types addresses future growth anticipated in the City of Roseville and neighboring regions. Approximately 73% ~~74%~~ of CSP's units are designated for low and medium densities, and the remaining units, nearly 27, ~~26%,~~ are planned as high-density units.

Residential neighborhoods are enhanced by access to and views into adjacent open space and small, local parks accessible along pedestrian and bicycle paths through landscape corridors, paseos and other open space linkages. Neighborhoods are proximate to an elementary school and commercial services.

Residential Unit Transfers

There may be a desire or need to adjust (reduce or increase) the number of units assigned to some large-lot residential parcels. These adjustments may be permitted, pursuant to the provisions outlined in Section 10.7 (Residential Unit Transfers) of this specific plan.

Custom Homes

Custom homes may be designated for construction in any low density residential subdivision in the CSP. Custom homes are single-family residential units with unique exterior styling and individualized interior floor plans, and each home's architectural design is distinct from others in the subdivision. Typically, custom homes have detailed architectural features and upscale amenities which give them an appearance and character similar to, or qualitatively exceeding individually designed homes found in the City's other custom and/or executive housing neighborhoods.

While the CSP does not pre-determine the location of custom home subdivisions, they may be created subject to market demand and economic conditions. If proposed, custom home subdivisions may be approved through the City's tentative subdivision map process.

	Low Density Residential (LDR)	Medium Density Residential (MDR)	High Density Residential (HDR)
Density	0.5 to 6.9 dwelling units per acre	7.0 to 12.9 dwelling units per acre	13.0 ~~to 30.0~~ dwelling units per acre or greater
Applied Zoning District	~~R1/DS - Single Family Residential/ Development Standards Overlay and~~ RS/DS - Small Lot Residential/ Development Standards Overlay	RS/DS Small Lot Residential/ Development Standard Overlay	R3 Attached Housing
Description	The Low Density Residential (LDR) land use designation supports single-family detached homes on conventional lots within the density range above. Lot sizes range from 3,600 ~~4,500~~ to 7,500 ~~6,000~~ square feet and could be smaller or larger depending on site configuration, features and neighborhood design. A variety of detached, single-family residential housing types are possible in this density range. However, single-family front-loaded housing on conventional lots is anticipated as the primary product type. Half-plexes are permitted.	The Medium Density Residential (MDR) land use designation accommodates both single-family detached and attached residential units. Lot sizes are typically smaller than those in LDR areas. Within this density range, single-family detached housing may be provided on a wide range of lot types including small, standard or alley-loaded lots, courtyard lots, green court lots, auto courts, alley clusters, zero-lot lines, and z-shaped lots. In addition, duet/half-plex homes, townhomes, or condominiums may also be accommodated in MDR areas.	The High Density Residential (HDR) land use designation primarily accommodates attached housing. Depending on the unit type, HDR could also include some detached housing. The types of housing units which could be accommodated in the HDR designation could include, but are not limited to, townhomes, courtyard townhomes, condominiums, garden-style apartments, and podium design apartments or condominiums. Multi-family housing types may be applied to for-sale or rental units. The R3 zone also allows other similar and compatible uses including community care facilities.
Permitted Uses	As specified in the City of Roseville Zoning Ordinance.	As specified in the City of Roseville Zoning Ordinance.	As specified in the City of Roseville Zoning Ordinance.
Development Standards	Development standards as specified in the City of Roseville Zoning Ordinance or established or established by the subdivision map and a Design Review for Residential Subdivision approval. As further described in Appendix A, the ~~R1/DS~~ RS/DS (Small Lot Residential/Development Standard Overlay) zone district is applied to provide the potential for variation to development standards. ~~at the lower end of the LDR density range (less than 5.0 units/acre). The RS/DS zone district provides the potential for variation in development standards at the upper end of the LDR density range (greater than 5.0 units/acre).~~ Design standards are the Community Design Guidelines and the Creekview Design Guidelines (Appendix B).	Development standards as specified in the City of Roseville Zoning Ordinance or established by the subdivision map and a Design Review for Residential Subdivision approval. As further described in Appendix A, the RS/DS (Small Lot Residential/Development Standard Overlay) zone district provides the potential for variation in development standards. Design standards are the Community Design Guidelines and the Creekview Design Guidelines (Appendix B).	As specified in the City of Roseville Zoning Ordinance, Community Design Guidelines and Creekview Design Guidelines (Appendix B).

B. Commercial ~~and Office~~

~~Employment~~ Retail and service uses are planned within the CSP Community. Commercial ~~and employment center~~ uses are located in the northeast quadrant of Blue Oaks and Westbrook Boulevards. This location takes advantage of the visibility and access provided by projected traffic volumes along these corridors.

	Community Commercial (CC)	~~Community Commercial/ Business Professional (CC/BP)~~
Typical FAR	Up to 0.4 FAR	~~Up to 0.4 FAR~~
Applied Zoning District	CC – Community Commercial	~~CC/BP – Community Commercial/Business Professional~~
Description	The Community Commercial (CC) land use designation provides a broad range of neighborhood serving retail goods and services such as a grocer, drug store, restaurants, cafes, offices, personal services, and shops. One 9.22~~15.5~~-acre parcel (Parcel C-70~~40a~~) is planned at the northeast quadrant of Westbrook Boulevard and Blue Oaks Boulevard. Located at the intersection of two arterial roadways, this site is suitable for retail and has excellent access needed for a commercial site. Pedestrians and bicyclists from the north and west can access the commercial site via the Pleasant Grove Creek crossings and paseo system throughout the Plan. Creekview Plaza creates the northern and eastern edge of the site and provide access to Blue Oaks and Westbrook Boulevard. A transit transfer station is planned along Creekview Plaza, north of Blue Oaks Boulevard~~east of Westbrook Boulevard~~. The site is planned for a commercial center of approximately 100,000 ~~150,000~~ square feet. See Figure B-8 for a concept plan of the CC site.	~~The Community Commercial/Business Professional (CC/BP) – Commercial/Office Mixed Use land use is a combined designation which accommodates a mixture of non-residential uses. One 3.8-acre CC/BP site is planned north of Blue Oaks Boulevard, east of the Community Commercial site and Creekview Plaza. The site is intended to accommodate approximately 40,000 square feet of commercial and/or business professional uses.~~ ~~The parcel may develop with a mixture of commercial and office, or may be solely commercial or office.~~
Permitted Uses	As specified in the City of Roseville Zoning Ordinance.	~~As specified in the City of Roseville Zoning Ordinance.~~
Development Standards	As specified in the City of Roseville Zoning Ordinance, Community Design Guidelines, and meeting the design concepts identified in Figure B-8 of the Creekview Design Guidelines.	~~As specified in the City of Roseville Zoning Ordinance, Community Design Guidelines.~~

C. Parks and Open Space

~~Nearly~~ Over 30% of the CSP is planned for parks and open space. The CSP features four neighborhood parks and two significant open space corridors which contribute to the regional open space landscape.

The CSP was designed to enhance and maximize views and access to the open space. Open space accounts for one quarter of the CSP.

	Parks & Recreation (PR)	Open Space (OS)
Applied Zoning District	PR – Parks & Recreation	OS – Open Space
Description	The Parks and Recreation (PR) land use designation is applied where formal, developed park facilities are planned. A combination of active and passive recreation facilities is planned within four neighborhood parks. Four neighborhood parks ranging from 1.5 to 7.43 acres in size are distributed throughout the plan. **School Park.** The largest park (C-60) is located adjacent to the elementary school to maximize joint-use opportunities for outdoor recreation facilities. **Parks Adjacent to Open Space.** Two neighborhood parks adjacent to Pleasant Grove Creek complement open space uses along the creek corridor and include viewing opportunities into the open space. A creek crossing links two neighborhood parks located on opposite sides of the Pleasant Grove Creek. **Neighborhood Park ~~for Higher Density Neighborhood~~.** The neighborhood park in the southwest quadrant of the CSP is designed to provide additional outdoor recreation opportunities to higher density neighborhoods with residential units with less private yard space. Park sites are linked to other land uses through a system of paseos. Parks and recreation facilities are further described in the Public Services Plan (Chapter 7).	The Open Space (OS) land use designation is generally applied to lands which are environmentally sensitive or otherwise significant due to habitat and floodplain. In the CSP, the OS land use designation is applied to natural features (Pleasant Grove Creek, Northern Preserve) which provide opportunities for views, passive recreation, pedestrian/bike paths, water conveyance and detention, stormwater quality/treatment and resource avoidance and preservation. **Northern Preserve.** The most significant and highest-quality wetland resources are located in the northern portion of the CSP. The Northern Preserve is a 87.2-acre (Parcels C-50, C-51 and C-52) open space preserve created to avoid impacts to and preserve these features. The Northern Preserve creates a natural edge, a transition to agricultural land uses north of the CSP, and adjoins the open space preserve in the northern portion of the WRSP. It also provides an opportunity to create a bicycle/pedestrian pathway through the northern portion of the CSP. The Northern Preserve is planned for permanent preservation as open space and would complement open space preservation in surrounding areas **Pleasant Grove Creek.** Pleasant Grove Creek transects the property diagonally, through the center of the site. The creek corridor (Parcels C-53, C-54) is an opportunity to create a heavily wooded, linear open space amenity which offers a bicycle/pedestrian pathway through the CSP connecting the WRSP and the Al Johnson Wildlife Area. In addition to the crossing of Pleasant Grove Creek at Westbrook Boulevard, two additional creek crossings planned within the open space corridor connect the north and south areas of the Plan. ~~The creek is planned for permanent preservation as open space.~~
Permitted Uses	As specified in the City of Roseville Zoning Ordinance.	As specified in the City of Roseville Zoning Ordinance.
Development Standards	As approved by the City Council for individual parks. Conceptual park plans are shown in Figures 7-2, through 7-5.	As specified in the City of Roseville Zoning Ordinance.

D. Public/Quasi-Public

Five parcels are designated and sized for Public/Quasi-Public (P/QP) uses, consistent with General Plan policies and standards.

	Public/Quasi-Public (P/QP)
Applied Zoning District	P/QP – Public/Quasi-Public
Description	The Public/Quasi-Public (P/QP) land use designation accommodates public-serving uses and facilities. In the CSP, P/QP is the designation for an elementary school (C-80), electric substation (C-81), sewer lift station (C-82), solid waste recycling center (C-83) and well site (C-84). Municipal services and school facilities are discussed in more detail in Public Services Plan and Utilities Plan (Chapters 7 and 8). Conceptual site plans for Parcels C-81, C-82, C-83 and C-84 are shown on Figures B-10, B-11 and B-12.
Permitted Uses	As specified in the City of Roseville Zoning Ordinance.
Development Standards	As specified in the City of Roseville Zoning Ordinance and the Creekview Design Guidelines (Appendix B).

E. Urban Reserve

One 39.9-acre parcel (C-90), located in the southeastern portion of the CSP, is designated for Urban Reserve.

	Urban Reserve (UR)
Applied Zoning District	UR – Urban Reserve
Description	The Urban Reserve (UR) land use designation is applied to lands anticipated to receive urban land use entitlements in the future. While no development is proposed within the Urban Reserve area, it is anticipated these areas may ultimately develop with land uses and densities similar to the balance of the CSP.
Permitted Uses	As specified in the City of Roseville Zoning Ordinance.
Development Standards	As specified in the City of Roseville Zoning Ordinance and the Creekview Design Guidelines (Appendix B).

Section 5

Affordable Housing Plan

State law (California Government Code Section 65584) requires each city and county plan accommodate a fair share of the region's housing needs through zoning and land use. In urban areas, state law provides for councils of governments to prepare regional housing need allocation plans that assign a share of the region's housing need to each city and county. In the six-county greater Sacramento region, the Sacramento Area Council of Governments (SACOG) is the entity authorized to determine the future housing needs for the region. SACOG adopted the most recent Regional Housing Need Allocation Plan (RHNAP) in February 2008. Each city and county receives a total number of housing units it must plan for within a 7.5 year time frame. Each housing allocation includes a distribution for housing affordable to very-low, low and moderate income households.

The City of Roseville General Plan Housing Element, which is consistent with the SACOG RHNAP, establishes a citywide goal to provide decent, safe, adequate and affordable housing in sufficient quantities for all economic segments of the community. Given the nature of the housing market in Roseville and the South Placer area, it is a challenge to create housing opportunities affordable to middle-, low-, and very-low income households. Typically, such affordable housing opportunities require market restriction and/or subsidies.

In an attempt to maximize efforts to meet affordable housing needs and to provide a mechanism whereby the City, property owners, and business community can actively work together in developing new affordable housing, the City's Housing Element specifies an Affordable Housing Goal of ten percent (10%) of all new housing units in the City be affordable to middle-, low- and very-low income households.

Housing in the Creekview Specific Plan (CSP) is planned to have a mix of housing types in low, medium, and high-density residential neighborhoods. Similar to existing low-density residential (LDR) areas of Roseville, it is anticipated the CSP's LDR neighborhoods will provide market-rate housing affordable predominantly to moderate- and above-moderate income households. The CSP's medium-density (MDR) and high-density (HDR) residential areas will provide greater opportunities for creating affordable housing for all income ranges. As outlined later in this chapter, the CSP affordable housing plan focuses on MDR and HDR parcels, and is structured to be consistent with the General Plan's affordable housing goals.

5.1 Definition of Housing Affordability

Housing affordability is based on household income categories defined by the U.S. Department of Housing and Urban Development (HUD). These five income categories are used for comparative purposes and are based on a percentage of the county median income, adjusted for household size (Table 5-1).

Table 5-1: Definition of Household Income Categories

Income Category	Percent of Median Income
Very Low-Income	Less than 50% of Median
Low-Income	50% to 80% of Median
Middle-Income	80% to 100% of Median
Moderate-Income	100% to 120% of Median
Above Moderate-Income	120% + of Median

All jurisdictions within Placer County, including Roseville, use the same basic income calculations regardless of actual income level distribution in the community.

Based on sales and rental prices, and the definition of affordability, the City's Housing Element includes the following housing assistance needs identified for each income group:

- **Very Low-Income Households** not currently owning their own home will not be able to qualify for home ownership without substantial subsidies, unless their incomes rise significantly. Rental subsidies for very-low income households are needed to maintain affordability.
- **Low-Income Households** not currently owning their own home will require loan subsidies to afford and qualify for homeownership. Rental subsidies for low-income households are needed to maintain affordability.
- **Middle- and Moderate-Income Households** may require some assistance in purchasing a home, since the price range of new homes in Roseville may exceed their ability to pay. This group is likely to afford rental units without financial assistance.
- **Above Moderate Income Households** are considered financially able to find affordable units, both for purchase and rent, within Roseville's housing market.

Numerous assumptions are required to translate household income to affordable rental rates and purchase prices. Lenders ultimately determine the actual purchasing power of household income at a given point in time. A household can qualify to purchase a home based on annual income, down payment, level of other long-term financial obligations and interest rates.

For planning purposes, the City of Roseville assumes for rental units, low- and very-low income households should not spend more than thirty percent (30%) of their monthly gross income on housing costs, including utilities. For middle-income households, thirty-five percent (35%) of monthly gross income is used to determine housing affordability. Purchase housing costs include payment of principal, interest, taxes, insurance, and any homeowner's association dues.

It is recognized that various factors which determine affordability continually change, and project-specific affordability standards need to be established and adjusted as development occurs. To that end, the 10% affordable housing goal is calculated for each specific plan area based on the total residential units mapped.

5.2 Affordable Housing Program

Consistent with the General Plan affordable housing goal, ten percent (10%) of the units in the CSP have been designated for middle-, low- and very low-income households. This includes a mix of purchase housing affordable to middle-income households, and rental housing affordable to low- and very low-income households pursuant to the provisions of the Development Agreement. Approximately twenty percent (20%) of the affordable housing goal will be available to middle-income residents, forty percent (40%) to low-income residents and forty percent (40%) to very low-income households. The CSP affordable housing goal is summarized in Table 5-2.

5.3 Allocation of Affordable Housing Units

The affordable housing units within the CSP have been allocated to specific MDR and HDR parcels as identified in Table 5-3, with designated parcels reflected on Figure 5-1. The intent is to distribute affordable units throughout the CSP.

Table 5-2: Affordable Housing Goal

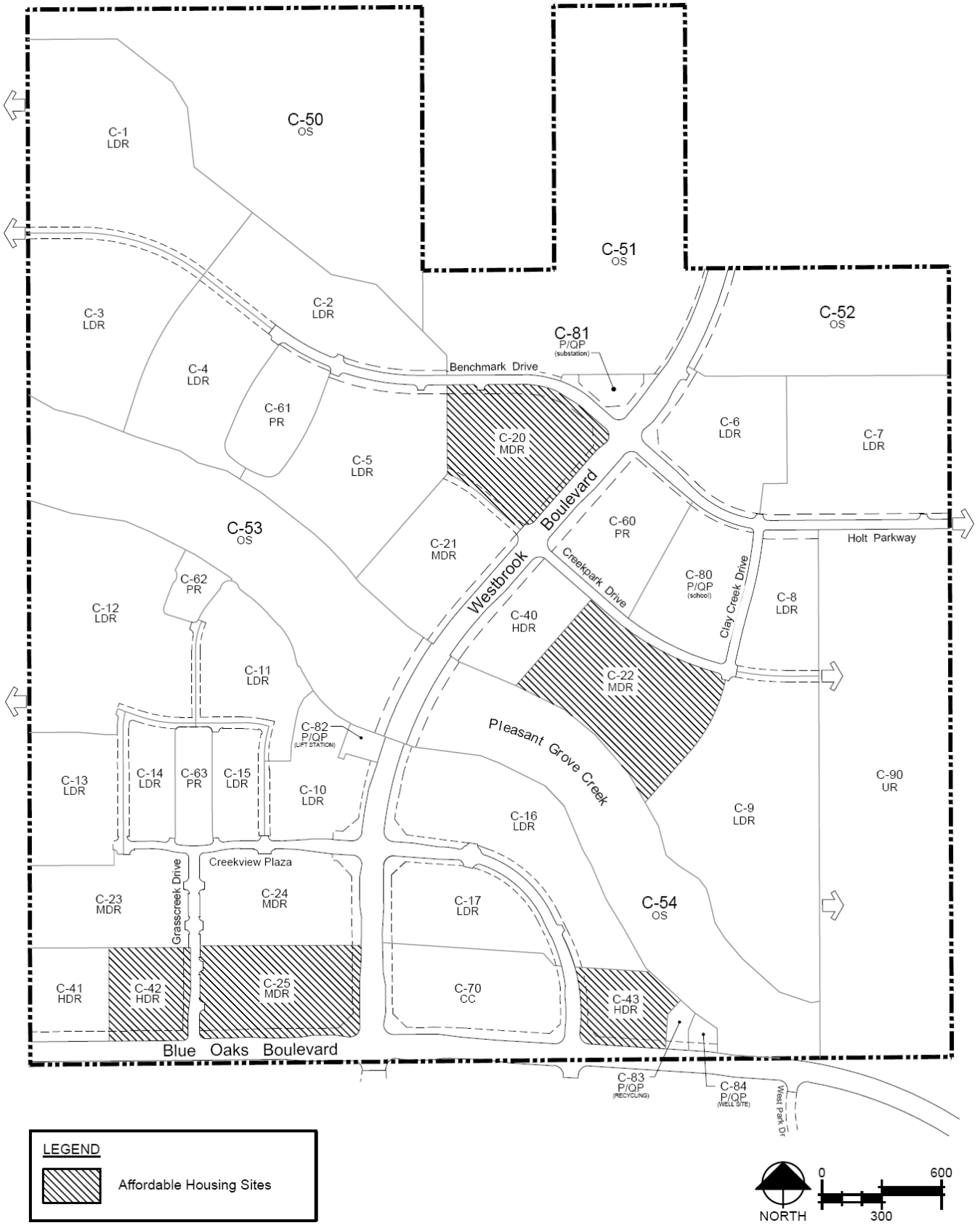
Total Dwelling Units	2,011 units
10% Affordable Housing Goal	201 units
Middle-Income (purchase)	40 units (20%)
Low-income (rental)	80 units (40%)
Very-Low income (rental)	81 units (40%)

Table 5-3: Affordable Housing Allocation

Parcel	Land Use	Total Units in Parcel	Total Affordable Allocation	Very Low Income Rental	Low Income Rental	Middle Income Purchase
C-20	MDR	106 ~~75~~	10			10
C-22	MDR	127 ~~105~~	20			20
C-25~~30~~	MDR	62 ~~40~~	10			10
C-42	HDR	136 ~~220~~	80 ~~161~~	40 ~~81~~	40 ~~80~~	
C-43	HDR	116	81	41	40	
Total			201	81	80	40

Note: The CSP Section 5.4 allows for the transfer of affordable units. Check with the Housing Division to confirm current affordable housing allocations.

Figure 5-1: Affordable Housing Sites [UPDATED EXHIBIT]



5.4 Administration and Implementation

Residential builders are encouraged to explore creative approaches in providing a range of housing opportunities to meet the needs of middle-, low-, and very-low income households. Over time, housing markets, income categories, funding programs, and other factors change, and it is important to retain some level of flexibility to ensure affordable housing goals are achieved. The City's affordable housing goal is intended to be flexible in recognition of the actual number of affordable units constructed depends on the level of available subsidies.

The options outlined below may be considered to assist in achieving the CSP affordable housing goal. The City reserves the right to consider alternatives to achieve affordable housing within the CSP should the cost of producing the affordable housing preclude the City from accessing federal and state financing programs, or if legislation mandates the City alter its approach to affordable housing.

A. Transfers and Credits

Subject to approval by the director of the City's Housing Division, the affordable housing allocations identified on Table 5-3 may be transferred among parcels within the CSP. In addition, to the extent the number of affordable units produced on a parcel exceeds the number of affordable units allocated to the parcel, the excess units may be credited toward meeting the CSP affordable housing goal assigned to other parcels. Transfer and/or credits may be approved by the director of the City's Housing Division without the need for amendments to this Specific Plan or related Affordable Housing Regulatory Agreements or Development Agreement if it is determined:

- ❑ The transfers/credits are applied to parcels within the CSP and covered by the same Development Agreement; and
- ❑ The transfers/credits improve the ability to produce affordable units and achieve the CSP affordable housing goal.

Requests for transfers and/or credits shall include information as deemed necessary by the City to ensure consistency with the CSP's affordable housing program. In addition, a revised affordable housing allocation (Table 5-3) shall be provided reflecting adjusted affordable unit allocations.

The City's Housing Division shall maintain all revisions to Table 5-3 as the official CSP affordable housing allocation record. The affordable housing unit transfer shall be memorialized with a recorded Memorandum of Understanding (or substitute form as specified by the City).

B. Density Bonus

The City may, in accordance with its Density Bonus Ordinance (Zoning Ordinance, Chapter 19.28) assign additional residential units to projects for the purpose of achieving the affordable housing goal. The increase in units provided by a density bonus is intended to reduce average per unit development costs.

In the CSP, a density bonus is implemented by City approval of an Affordable Regulatory Agreement (or substitute form as specified by the City) to individual projects on a case-by-case basis, and may constitute a portion of the subsidy (if required) for the provision of affordable units.

C. In-Lieu Fee

To the extent an in-lieu affordable housing fee is adopted on a citywide basis, a portion of the affordable housing allocations identified on Table 5-3 may be satisfied with an in-lieu fee subject to approval by the director of the City's Housing Division.

D. Affordable Housing Regulatory Agreement

An Affordable Housing Regulatory Agreement (or substitute form as specified by the City) is required for each parcel with an affordable housing allocation to detail and secure specific requirements and obligations. Among other provisions, the Affordable Housing Regulatory Agreement will:

- ❑ Specify the number of affordable units to be reserved at each income level.
- ❑ Specify the term of the affordability obligation.
- ❑ Set initial rent or purchase prices for the designated affordable units.
- ❑ Establish criteria and a basis for annual rent or purchase price increases.
- ❑ Provide the City with a mechanism to monitor actual rents and purchase prices paid.
- ❑ Identify any City or other subsidies required to assist in meeting the affordability requirement and, if applicable, the basis and terms for refunding such subsidies.

Affordable Housing Regulatory Agreements require City approval prior to the issuance of building permits, or recordation of a final small lot map where a subdivision map is required, for any large-lot parcel with an affordable housing allocation. The total number of affordable units required is to be calculated based on the number of final units mapped.

Section 6

Circulation Plan

The circulation system for the Creekview Specific Plan (CSP) includes a hierarchy of roadways and other improvements designed to link with existing and planned City and regional facilities. These facilities address mobility within the CSP and include roadways, bikeways, pedestrian paths, and public transit, which, collectively, are intended to provide multiple transportation options and encourage people to rely less on automobile travel.

The design of CSP's mobility systems emphasizes connectivity among uses, transportation choices, and the provision of a safe and efficient circulation system for automobile drivers, bicyclists, and pedestrians.

This chapter discusses each element of the circulation plan including roadways, bikeways, pedestrian paths, paseos, public transit, park and ride lots, as well as other transportation system management tools.

6.1 Roadways

A. Existing System and Connections

At the time of Specific Plan approval, several existing and planned roadways provided access to the CSP. These include:

- **Westbrook Boulevard**. Westbrook Boulevard is a north/south six-lane arterial roadway. The planned alignment of Westbrook Boulevard begins at Baseline Road and extends north to intersect the future extension of Blue Oaks Boulevard, at the southern boundary of the CSP. Westbrook Boulevard is located between and parallel to Fiddyment Road and the planned extension of Santucci Boulevard.
- **Blue Oaks Boulevard.** Blue Oaks Boulevard, a six-lane arterial which provides east/west circulation through the City, lies along the southern boundary of the CSP. Existing Blue Oaks Boulevard extends from Highway 65 west to approximately Hayden Parkway.
- **Phillip Road**. Phillip Road is a paved rural roadway located along the southern edge of the CSP. Phillip Road extends west in unincorporated Placer County and provides another access to the site.

Each of the above-described roadways provides or will provide access to the CSP and demonstrate how the existing circulation systems link to the Plan Area, to Roseville and the western portion of Placer County.

B. Planned System and Improvements

The CSP roadway system includes arterial, collector, and local roadways, which are illustrated on Figure 6-1, with lane capacity, right-of-way, and landscape requirements summarized in Table 6-1. Typical roadway design sections are illustrated in this chapter, with corresponding landscaping standards and related design details included in the CSP Design Guidelines (Appendix B). Construction of arterial and collector roadways will be phased as described in the CSP Development Agreement. All public roads will be constructed to City of Roseville standards.

Off-site neighborhood connections (as shown on Figure 4-1, Land Use Plan and Figure 6-1, Roadway System) will be made to the east and west of the CSP. These connections will be further identified and detailed with small lot development in the future.

Table 6-1: Roadway Summary

Roadway Type/Name	Roadway		Landscape Corridor		Landscape Median	Parking	Figure
	Reserved Lane Capacity	Right of Way	Adjacent to LDR & MDR [1]	Adjacent to Other Uses [2]			
Arterial Roadways [3]							
Blue Oaks Boulevard - East of Westbrook Boulevard	6	100’	35’	50’	14’	None	6-2
Blue Oaks Boulevard - West of Westbrook Boulevard	6	100’	35’	50’	14’	None	6-3, 6-4
Westbrook Boulevard	6	100’	35’	50’	14’	None	6-5
Westbrook Boulevard - Adjacent to OS (C-51 and C-52)	6		-		8’	None	6-6
Collector Roadways [3]							
Holt Parkway	2	48’	30’/45’ [4]	-	14’	None	6-7
Benchmark Drive - West of Westbrook Blvd to C-61	2	48’	25’/45’ [5]	-	14’	None	6-8
Creekview Plaza – West of Westbrook Blvd to East Edge of Park C-63	2	72’~~70’~~	30’/45’	-	10’~~8’~~	None	6-9
Creekview Plaza - Westbrook to Blue Oaks Boulevard	2	52’~~48’~~	25’/35’ ~~20’/40’~~	25’/35’ ~~20’/35’~~	12’~~14’~~	None	6-10
Local Roadways							
Primary Residential - Attached Walk	2	46’	-	-	-	on street	6-11
Primary Residential - Detached Walk [6]	2	58’	-	-	-	on street	6-12
Minor Residential - Attached Walk	2	42’	-	-	-	on street	6-13a
Minor Residential - Detached Walk	2	54’	-	-	-	on street	6-13b
Minor Residential - Park Couplet (One-Way)	1	32’	-	-	-	on-street	6-14
Alley	2	22’	-	-	-	Varies	6-15

1. Landscape corridors adjacent to LDR and MDR along arterial and collector roadways will be incorporated within the right of way.

2. Landscape corridors will not be constructed adjacent to parks. Adjacent to open space, a PUE/LSE is provided (width varies) with post and cable fencing constructed 3’ from back of walk. At bridge crossings, sidewalk is monolithic. On Blue Oaks Boulevard, adjacent to the WRSP open space preserve (W-81), landscape corridor width varies and street and landscape corridor improvements do not extend beyond the south edge of pavement of existing Phillip Road. See Figure 6-4.

3. Auxiliary lanes, turn lanes, bus turn-outs, and standard tapers are permitted reductions to the landscape corridors (PUE/LSE) or paseos. See Figure 6-16. Minimum landscape corridor width of 20’ shall be maintained behind bus shelters.

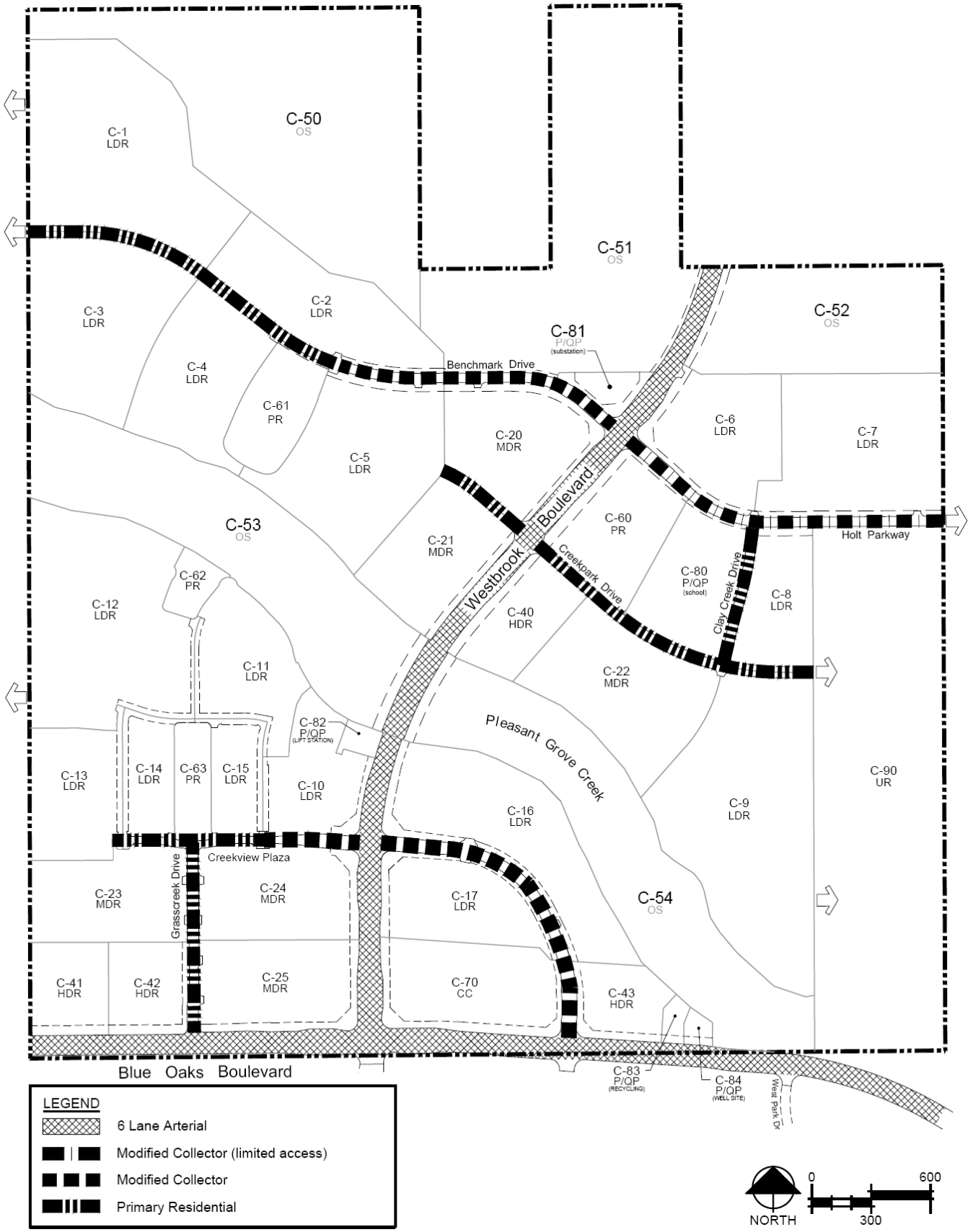
4. Standard paseo geometry varies at Park (C-60) and School (C-80) to 10’ planter and 10’ detached sidewalk.

5. On Benchmark Drive west of Westbrook Boulevard at Open Space (C-51) and P/QP-electric substation (C-81) a 10’ detached walk will be constructed.

6. Rolled curb and gutter is permitted with detached walks where residential unit driveways access the street.

Figure 6.1: Roadway System

[UPDATED EXHIBIT]



Arterial Roadways

Arterial roadways are primary circulation routes which provide linkages between sections of the City and the regional circulation system. Arterial roadways carry relatively high traffic volumes and do not permit on-street parking. In the CSP, arterials are six (6) lanes and include landscape medians, on-street bike lanes, and adjacent landscape corridors with eight-foot (8') detached sidewalks. The eight-foot (8') sidewalks along arterial streets also function as Class IA paths, which provide an option for bicyclists to ride on a street-separated path versus riding on the street. Figures 6-2 through 6-6 depict CSP arterial roadway design. Where adjacent to LDR and MDR land uses, the right-of-way dedication will include the landscape corridor.

The CSP includes two arterial roadways:

- ❑ Blue Oaks Boulevard
  Figures (6-2, 6-3, 6-4)
- ❑ Westbrook Boulevard
  Figures (6-5, 6-6)

- **Blue Oaks Boulevard.**
  (Figures 6-2, 6-3 and 6-4)
  Blue Oaks Boulevard will be constructed and improved in phases, with an ultimate section of six lanes (100-foot right-of-way). Blue Oaks Boulevard includes a 14-foot landscaped median, portions of which can be used for left turn pockets where appropriate. On the north side of Blue Oaks Boulevard, the landscape corridor width is 50 feet. On the south side of Blue Oaks Boulevard, the future landscape corridor is 50 feet east of Westbrook Boulevard, off-site.

Figure 6-2
Blue Oaks Boulevard
East of Westbrook Boulevard

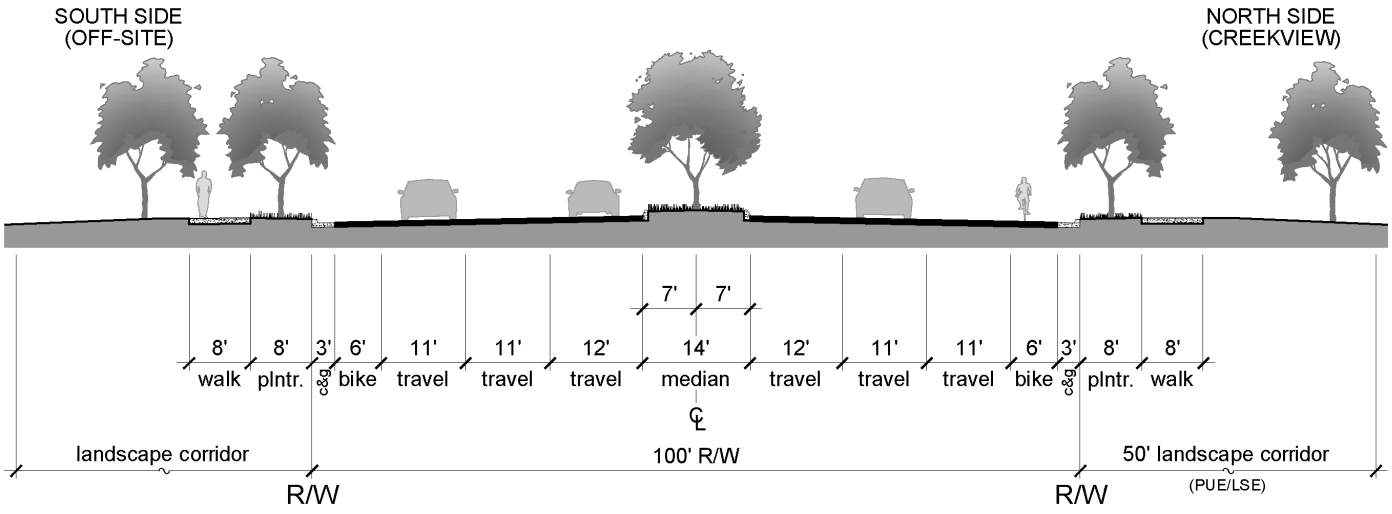


Figure 6-3
Blue Oaks Boulevard
West of Westbrook Boulevard

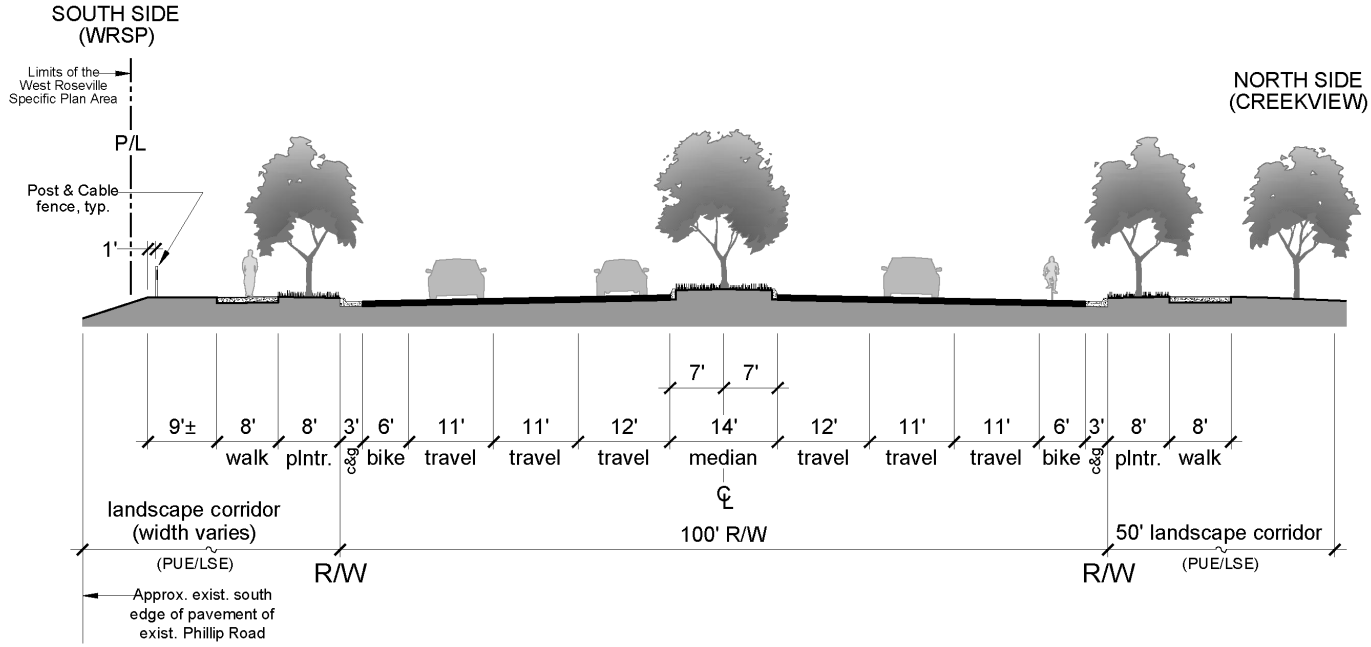
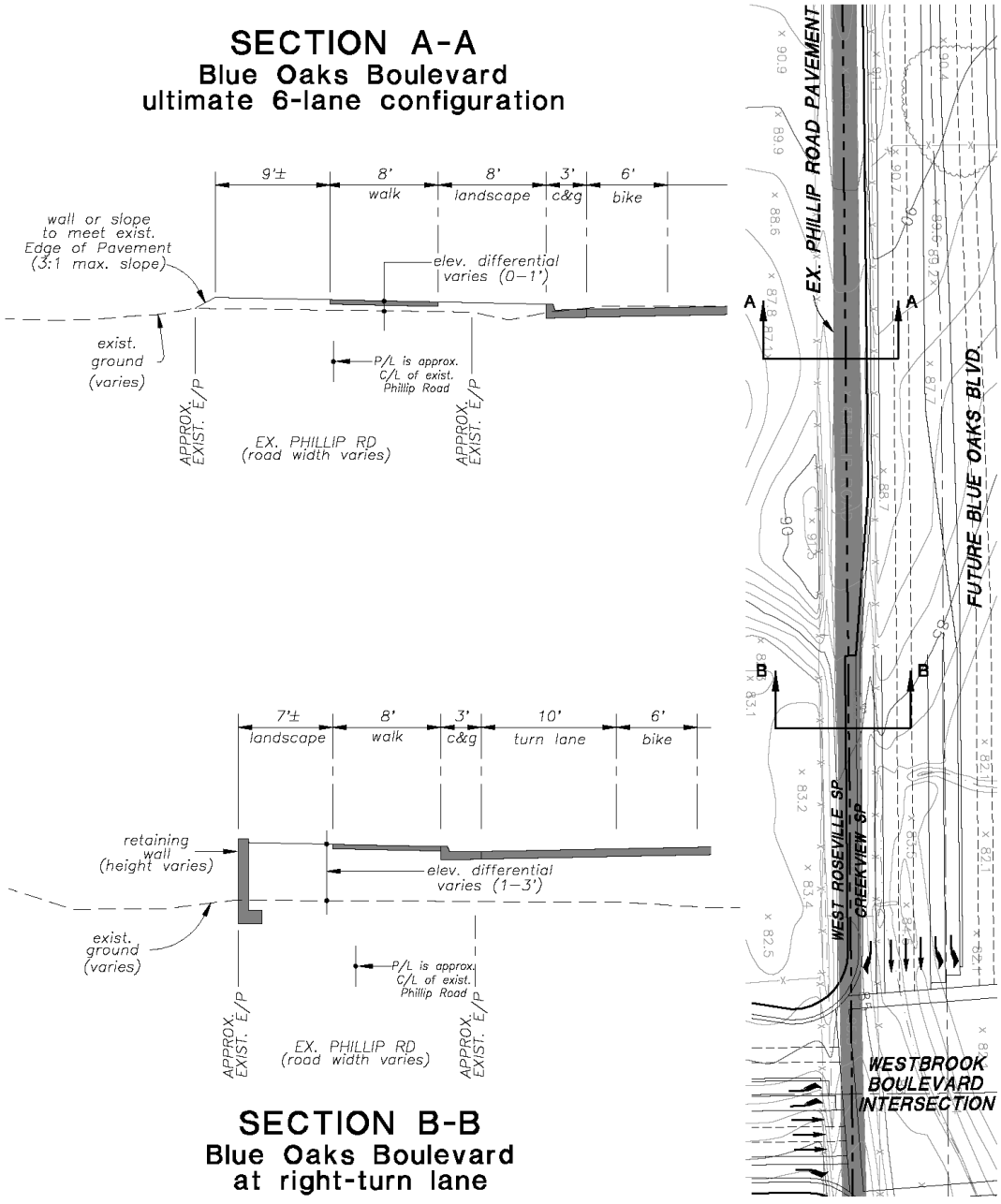


Figure 6-4 illustrates the geometry of the south side of Blue Oaks Boulevard, west of Westbrook Boulevard and adjacent to Open Space Parcel W-81 in the West Roseville Specific Plan. Sections A-A and B-B are relative to the paved portion of existing Phillip Road and the existing conservation easement on Open Space Preserve (Parcel W-81).

Figure 6-4
Blue Oaks Boulevard
Interface with WRSP Open Space W-81



- **Westbrook Boulevard**. (Figures 6-5 and 6-6) Westbrook Boulevard will be constructed and improved in phases, with an ultimate section of six lanes (100-foot right-of-way). Westbrook Boulevard includes a 14-foot landscaped median, portions of which can be used for left turn pockets where appropriate. Landscape corridors are located on both sides of the right of way.

  To accommodate 60kV power lines, the landscape corridor on the east side of Westbrook Boulevard~~, north of the Pleasant Grove Creek crossing~~ will be 50 feet ~~for all land uses~~. Where Westbrook Boulevard is located adjacent to or crosses resources, the design shall be coordinated with 404 permit requirements.

  At the Pleasant Grove Creek crossing, there is no landscape corridor and an 8-foot (8') walkway is on the bridge structure and the 60kV powerlines are within open space. At the creek crossing, the landscape median is replaced by an opening mid-way on the bridge structure.

Figure 6-5
Westbrook Boulevard

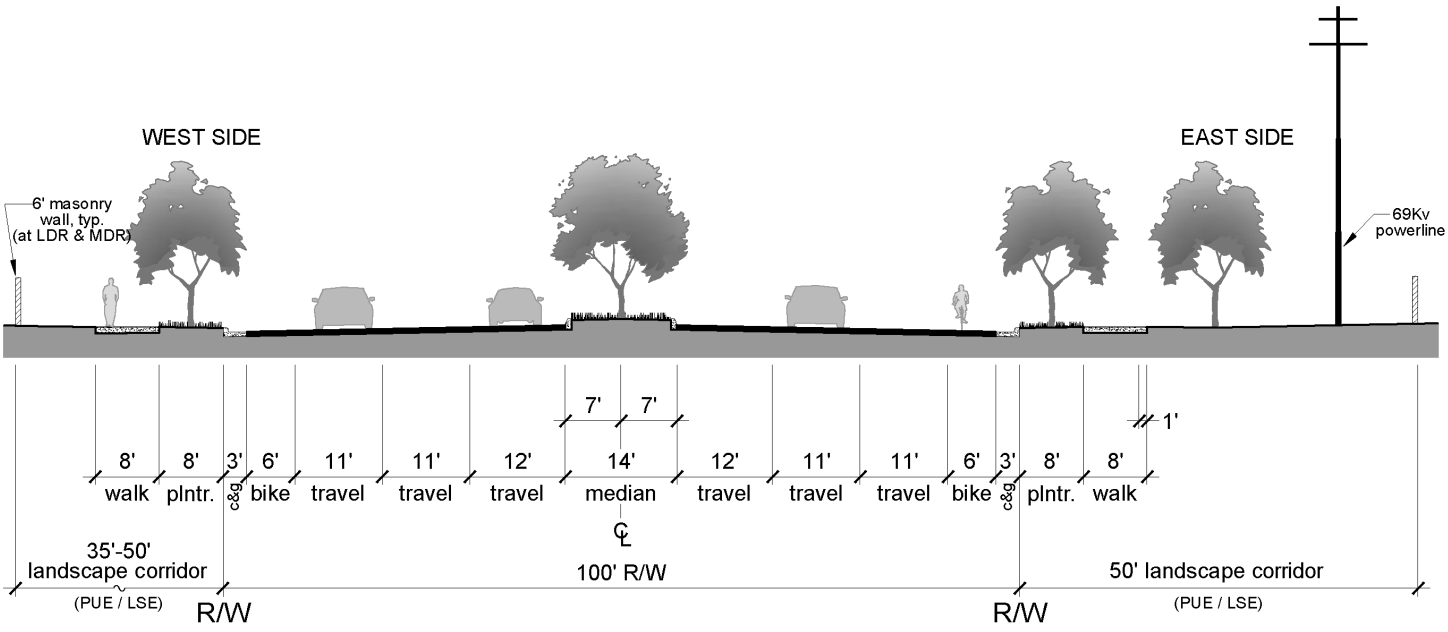
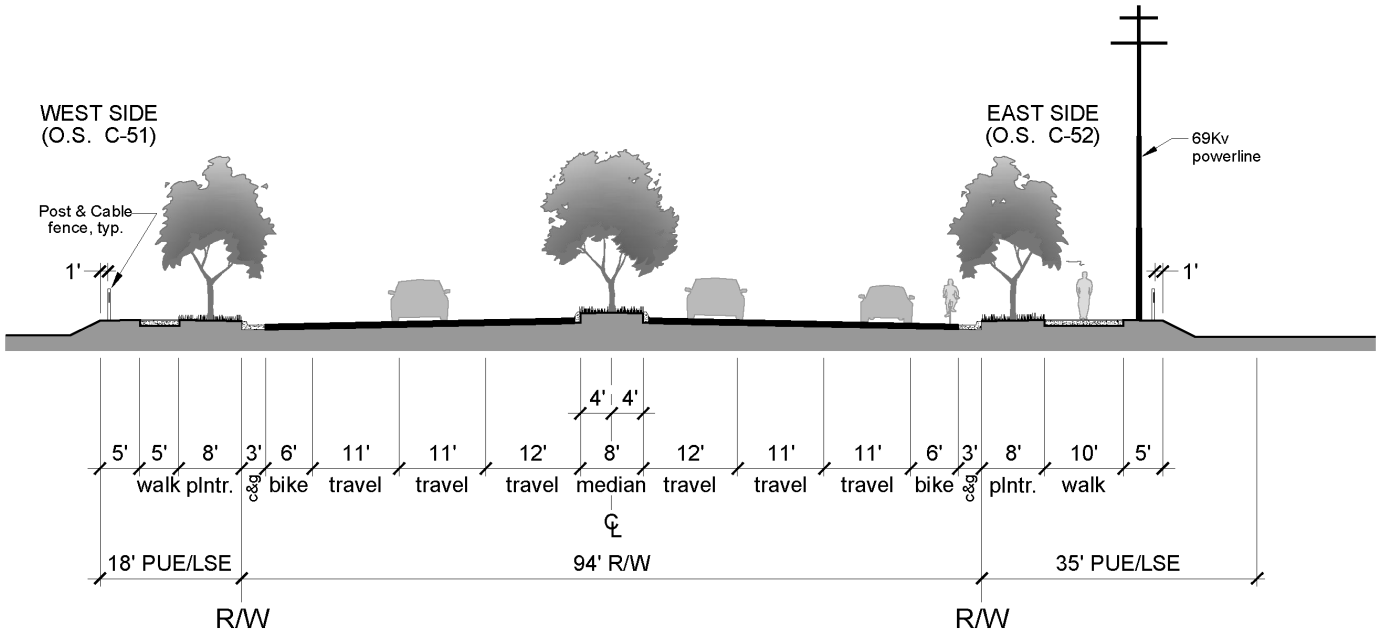


Figure 6-6
Westbrook Boulevard
Adjacent to Open Space Parcels C-51 and C-52



Collector Roadways

Collector streets are secondary circulation routes which distribute trips from the arterial street system to the local street system. Consistent with the City's improvements standards, collector streets provide two travel lanes and on-street Class II bike lanes. A modification to the City's standard collector street design is incorporated in the CSP, which reduces the pavement and travel lane widths to accommodate neighborhood design objectives~~by fourteen feet (14')~~.

This modification, in combination with an enhanced landscape corridor (i.e. paseos) is intended to reduce travel speeds and create more walkable street corridors for pedestrians.

Where adjacent to LDR and MDR land uses, the right-of-way dedication will include the landscape corridor. Design standards for collectors in the CSP include paseos along the street edge.

Design standards for each street are illustrated in Figures 6-7 through 6-10.

Figure 6-7
Holt Parkway

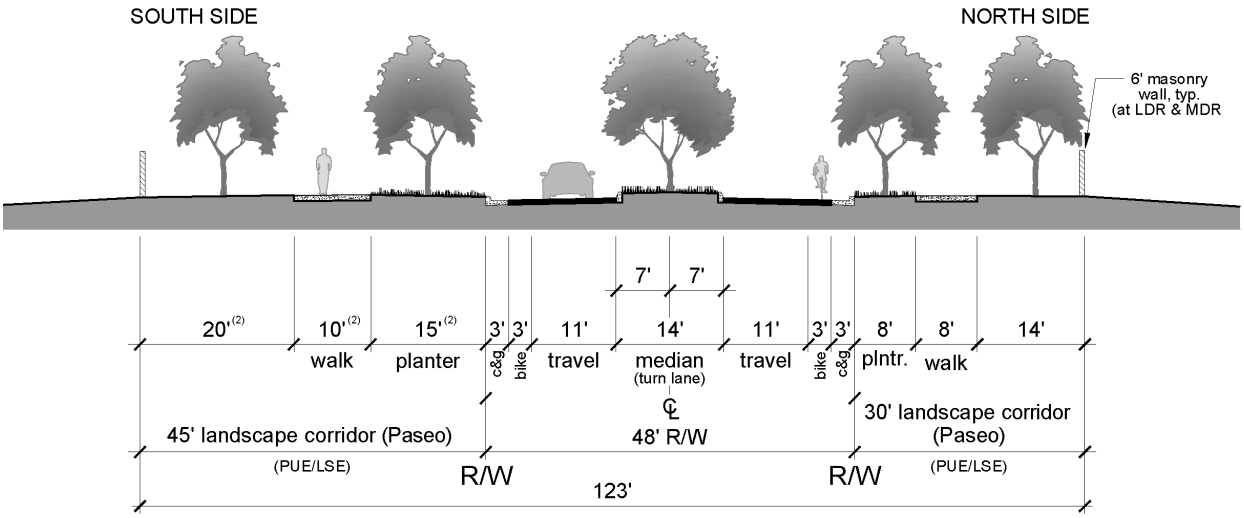


Figure 6-8
Benchmark Drive
Westbrook Boulevard to Park (C-61)

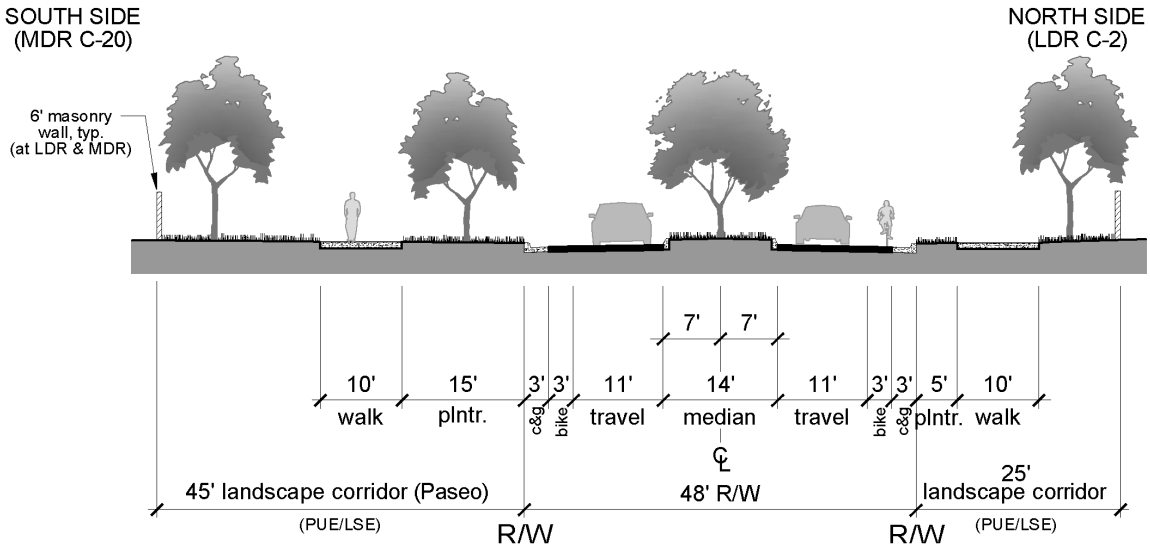


Figure 6-9 [UPDATED EXHIBIT]
Creekview Plaza
West of Westbrook Boulevard to East Edge of Park (C-63)

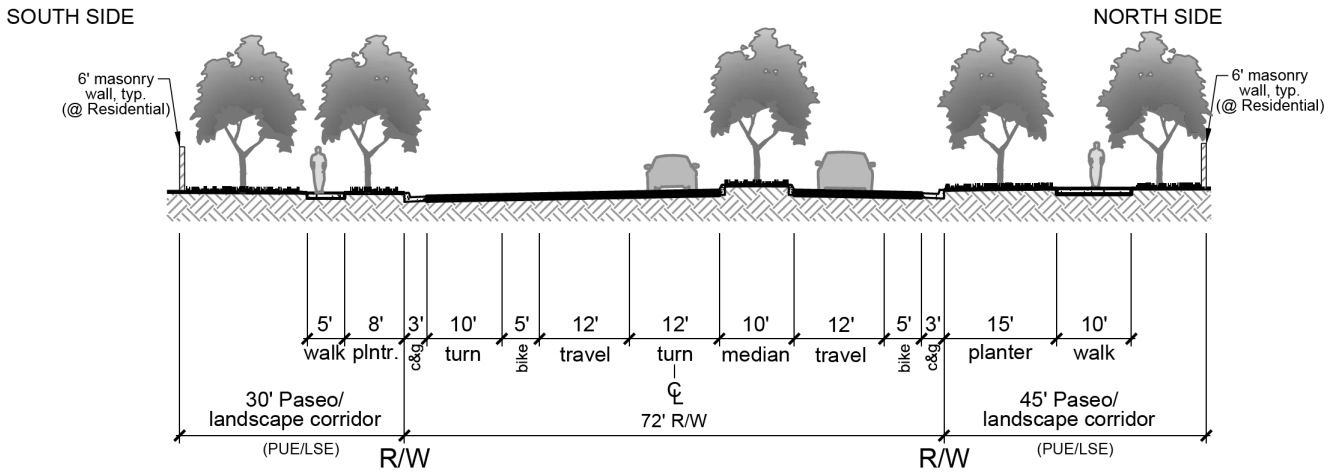
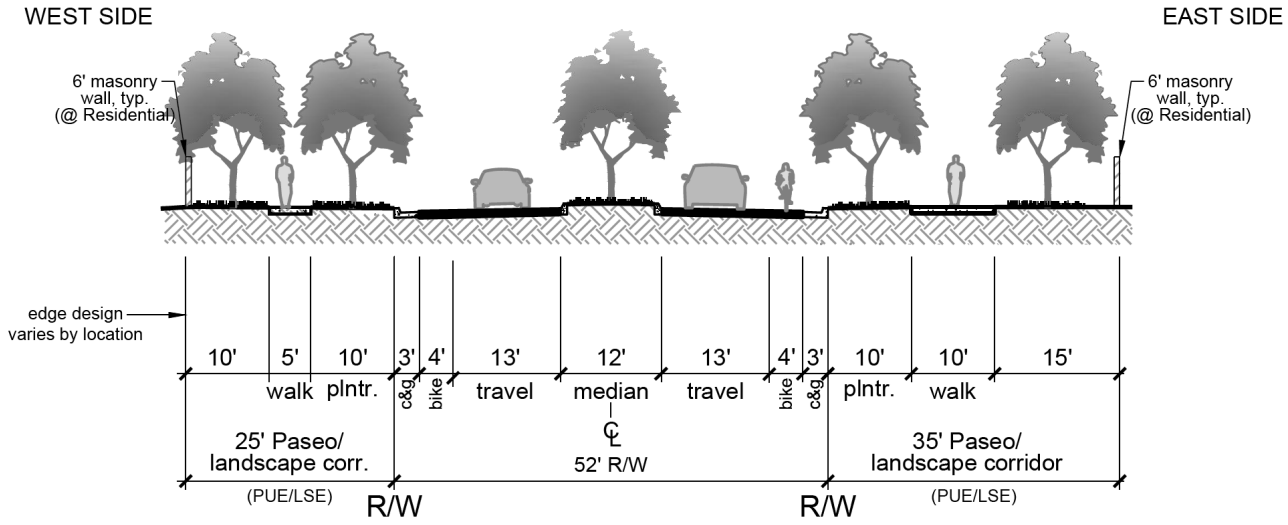


Figure 6-10 [UPDATED EXHIBIT]
Creekview Plaza
Westbrook Boulevard to Blue Oaks Boulevard



Local Roadways and Alleys

Local roadways provide direct access from collector streets through neighborhoods to residential units. The typical design standards for local streets include two travel lanes with space for on-street parallel parking and an adjacent attached or detached sidewalk. The CSP plans several types of local roadway design standards, depending on the location and desired interface between homes and the street. The CSP provides options for the design of local streets, which allow use of either detached or attached sidewalks. These street types are provided in several classifications as summarized below:

- **Primary Residential Street.** (Figures 6-11 and 6-12) Primary Residential Streets are used to accommodate higher traffic volumes and are placed adjacent to schools and parks, consistent with the City's roadway improvement standards. Type 2 (vertical) curbs are used adjacent to open space areas, schools, and parks. The sections differ in the right-of-way width to accommodate attached and detached sidewalk conditions. The CSP provides two design standards, one with an attached four-foot (4') wide sidewalk, and one with a five-foot (5') wide sidewalk separated from the curb by a five-foot (5') wide planter.

Figure 6-11
Primary Residential Street
Detached Walk

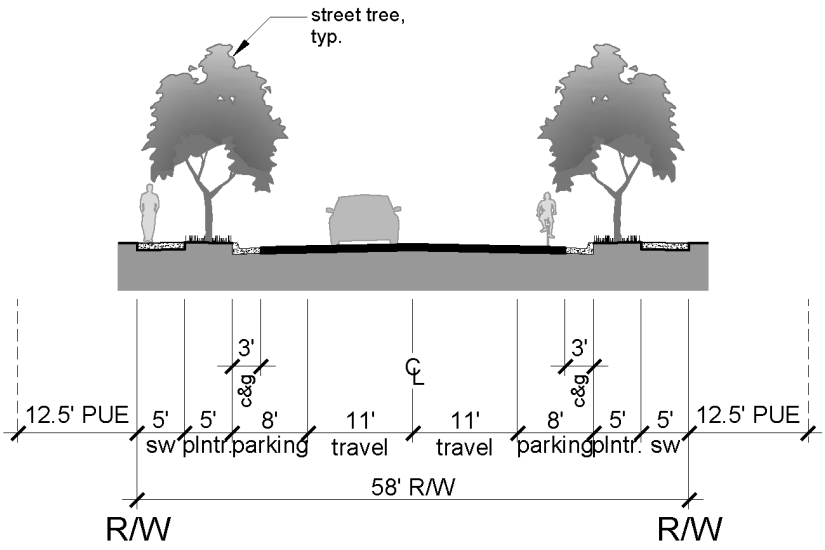
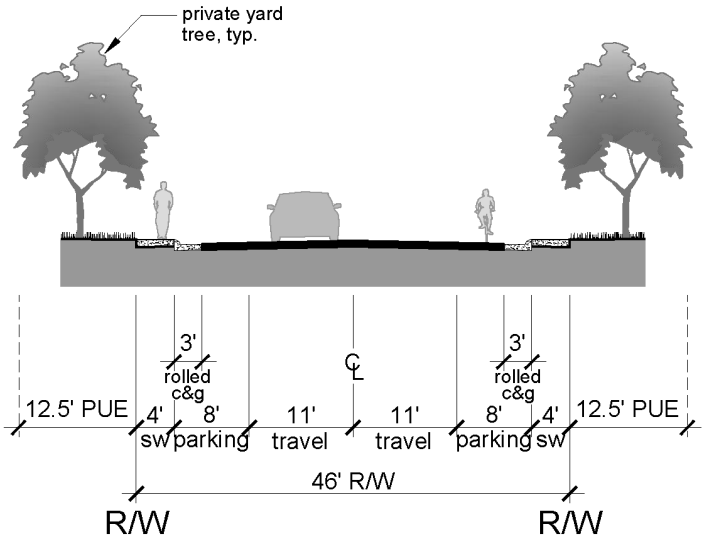


Figure 6-12
Primary Residential Street
Attached Walk



❑ **Minor Residential Street.**
(Figures 6-13 and 6-14)

Minor Residential Streets are used to carry lower traffic volumes than Primary Residential Streets, consistent with the City's roadway improvement standards. ~~Two~~ Three design sections are provided, ~~both~~ two of which include two travel lanes and on-street parallel parking. These sections differ in their right-of-way width to accommodate attached and detached sidewalk conditions. Additionally, a design section for a one-way street at Park Parcel C-63 is included, which includes one travel lane and on-street parking for one side of the street.

The CSP provides ~~two~~ three design standards, one with an attached four-foot (4') wide sidewalk, ~~and~~ one with a five-foot (5') wide sidewalk, separated from the curb by a five-foot (5') wide planter, and one with a five-foot (5') wide attached sidewalk along Park Parcel C-63.

Figure 6-13a
Minor Residential Street
Detached Walk

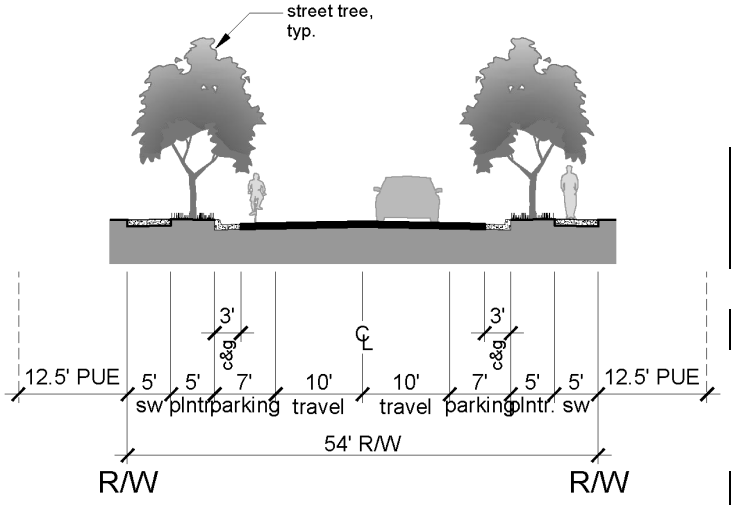


Figure 6-13a
Minor Residential Street
Detached Walk

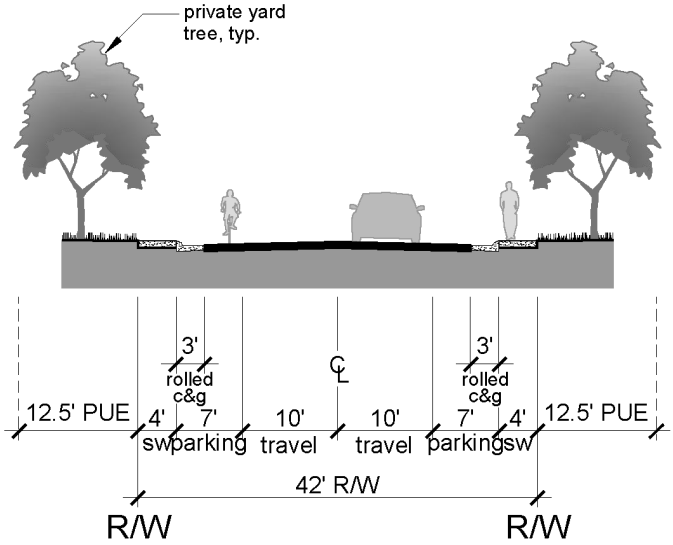
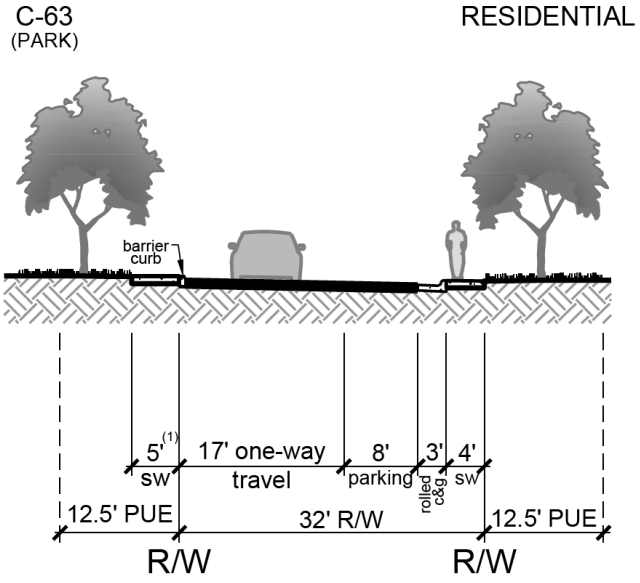


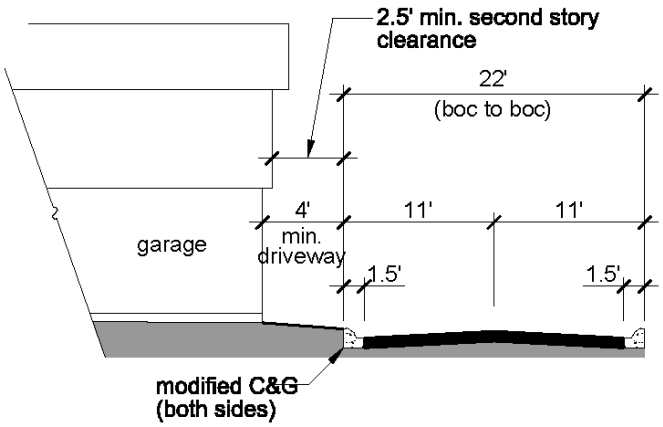
Figure 6-14
Minor Residential Street
Park Couplet (one-way)

[NEW STREET SECTION]



- **Alley.** (Figure 6-15) Alleys are used to provide automobile access and service areas for residential lots with rear-loaded garages. The design standard for this street type provides a 22-foot wide back-of-curb to back-of-curb dimension to allow two-way travel.

Figure 6-15
Alley



C. Additional Street Standards

Intersection Corner Clips

As noted in the design standards for arterial and collector streets, standard City turn lanes such as turn pockets, acceleration/deceleration lanes/tapers, and bus turn outs must be accommodated at street intersections. A design standard for corner clips will compensate for width reduction of landscape corridors at street intersections. The corner clip design accommodates landscaping at major roadway intersections to ensure a high-quality streetscape, while accommodating the additional lanes needed for efficient automobile travel. The minimum design standard for intersections, including a typical design for a corner clip, is illustrated in Figure 6-16.

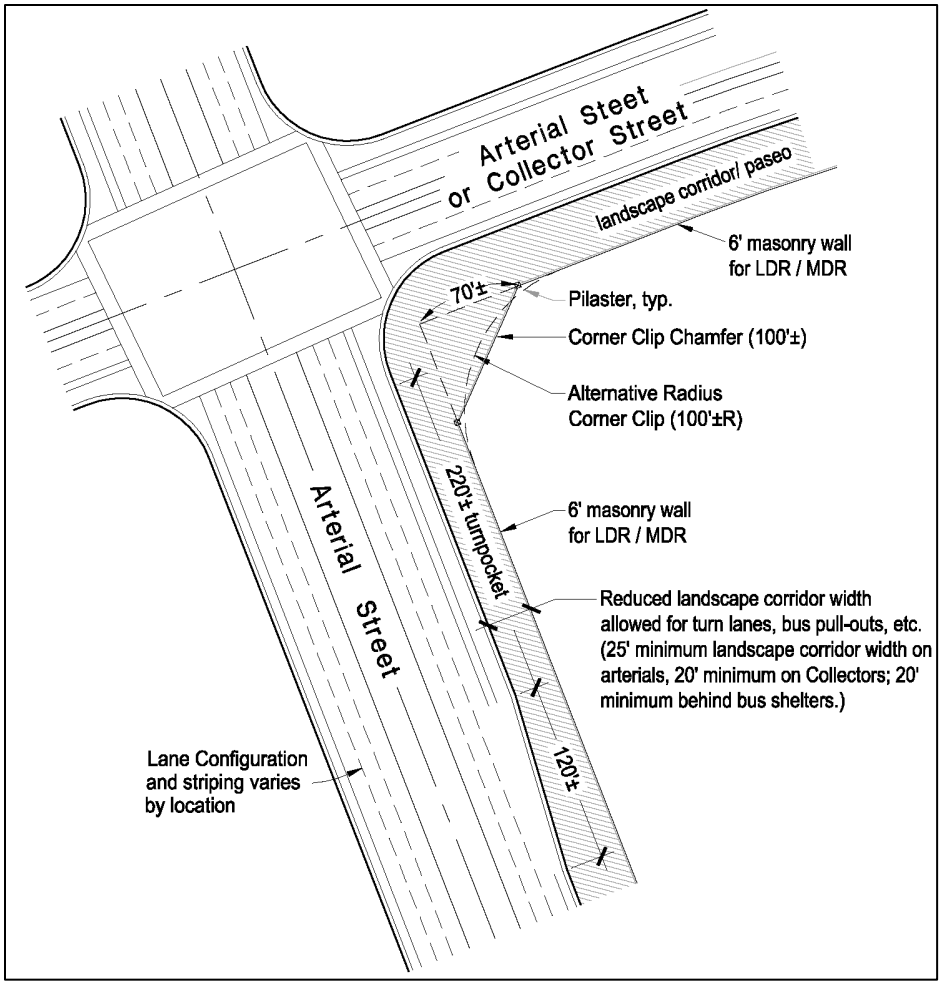


Figure 6-16: Corner Clip Design Standard

Traffic Signals, Roundabouts, and Median Breaks

The arterial and collector roadway circulation system is designed to maximize efficiency for automobiles and enable safe movement for bicyclists and pedestrians. Locations of traffic signals, roundabouts, and median breaks are identified to plan for left turn movements along arterial roadways, thereby enhancing the efficiency of traffic flow and minimizing interruptions to landscaped medians. Additional median breaks may be allowed without amending this Specific Plan subject to approval by the Public Works and Planning Departments. Locations of signals and median breaks are illustrated on Figure 6-17.

6.2 Bikeway and Pedestrian Network

A comprehensive system of multi-use paths and bikeways is planned throughout the CSP, complementing the transportation choices available for residents, employees, and visitors. This network is an important component in providing connectivity for non-vehicular travel within the CSP. The system of bikeways and multi-use paths provides off-street linkages and connects with Roseville's existing facilities, and with facilities planned in the Al Johnson Wildlife Area and with the Pleasant Grove Creek corridor via planned bikeway facilities in the West Roseville Specific Plan.

For the CSP, this network consists of the following components:

- Paseos
- Class IA Paths
- Class I and II Bikeways
- Sidewalks

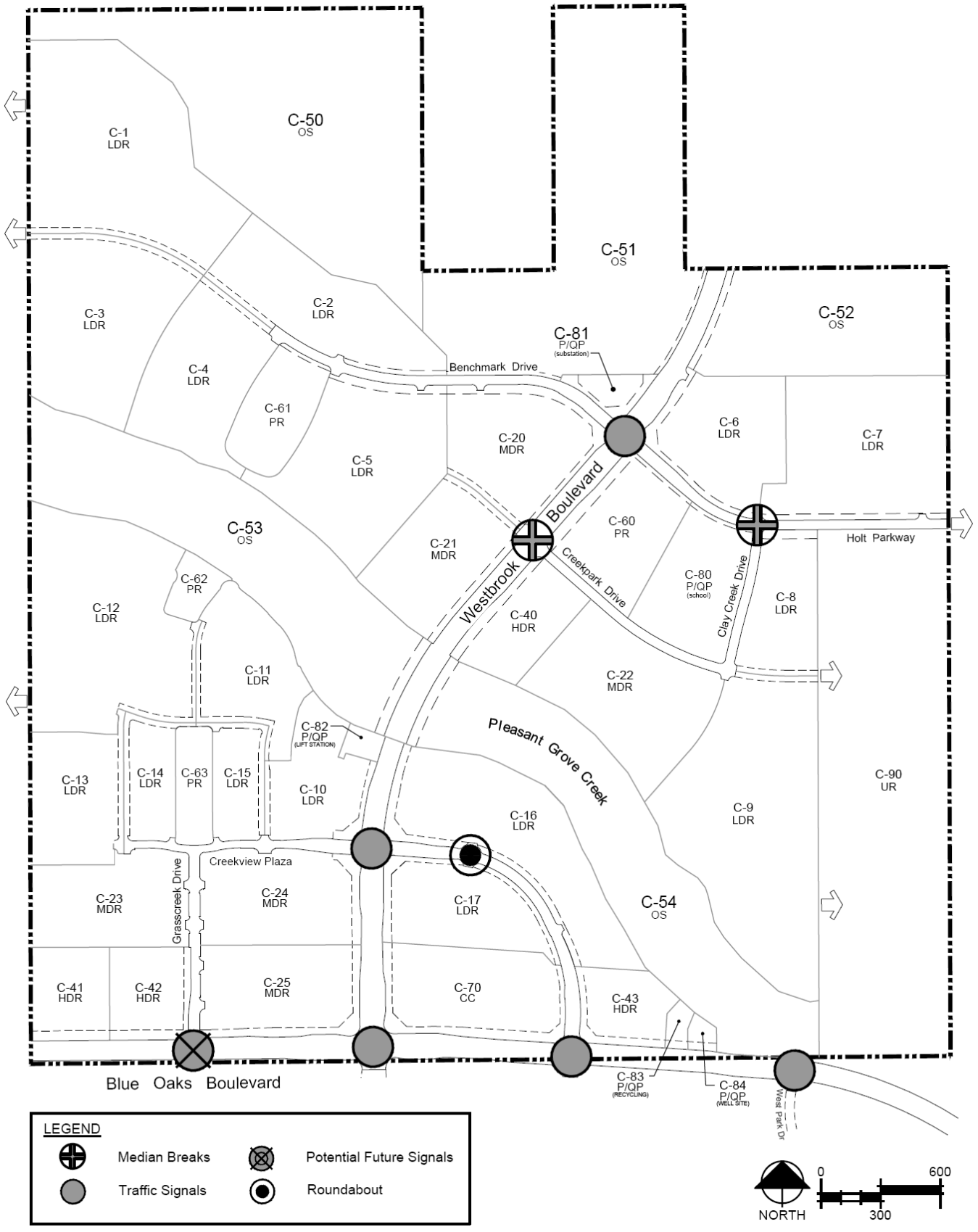
Enhanced pedestrian paths consist of two key elements: the multi-use pathways located in the system of paseos, and Class 1A paths located along arterial roadways. These features are the most prominent elements of the bikeway and pedestrian network, providing street-separated linkages throughout the community.

A. Paseos

Paseos are specially-designed landscape corridors, along key roadways which form a plan-wide network of street-separated pathways for bicycle and pedestrian circulation. Within the paseo corridors, pathways are ten (10') feet wide and serve both bicycles and pedestrians. They are also a significant component of CSP's circulation system which enhances neighborhood design and streetscape and enhances the quality of life for future residents.

Paseos are planned along collector streets and through some neighborhoods along primary residential streets for cross

Figure 6-17: Traffic Signals, Roundabouts, and Median Breaks [UPDATED EXHIBIT]



connectivity. Neighborhood paseos link to the two pedestrian/bicycle bridges located east and west of the Westbrook Boulevard bridge. Paseos range in width, depending on the location. Improvements typically include water conserving landscaping, recycled water for irrigation, efficient low water use irrigation systems and controls, and security lighting.

Details regarding paseo design and interfaces with residential areas and use application in the CSP are provided in Section B.5 of the CSP Design Guidelines (Appendix B).

B. Class IA Paths

A principal component of the pedestrian path system is the Class IA paths within the landscape corridors of arterial roadways. These pathways typically consist of an eight-foot (8') wide sidewalk and are multi-use, providing connections among parks, schools, open space areas, and residential neighborhoods within the CSP. The Class IA paths also connect to the natural open space areas, linking with the Class I bikeway system to provide enhanced connections among land uses. Class IA paths are illustrated in the various street sections for arterial roadways in Section 6.2.

C. Class I and II Bikeways

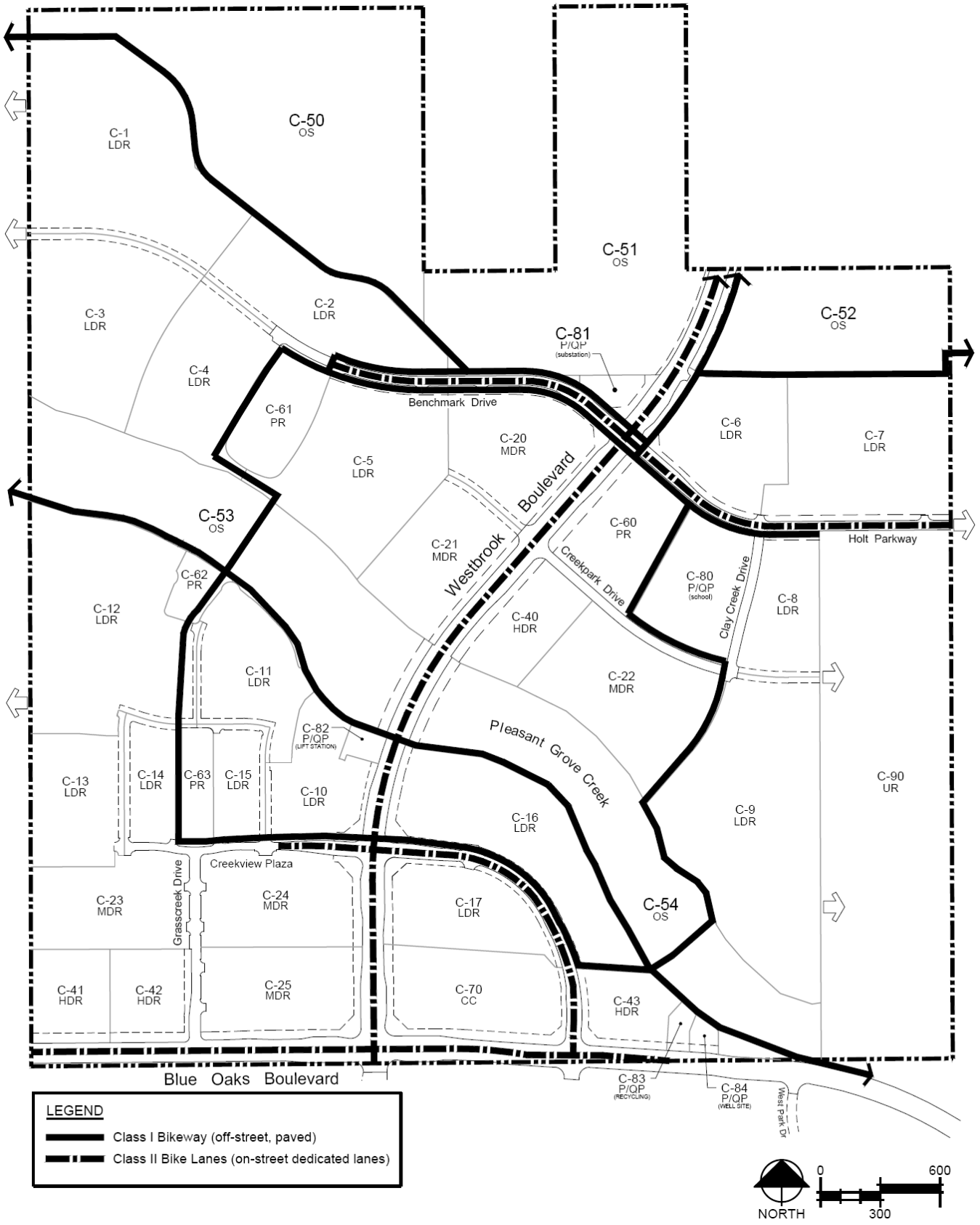
The bikeway network consists of approximately 3.5 miles of Class I and Class II bikeways, as shown on Figure 6-18. The bikeway system encourages pedestrian and bicycle movement within the CSP and provides linkages among land uses and to existing and planned pedestrian and bicycle facilities in the City and region.

The planned network of bikeways consists of two components: Class I bike paths located in or adjacent to open space corridors with no vehicular interruptions, and Class II bikeways within arterial and collector streets. Together, these components provide a comprehensive system of on and off-street bikeways to link all neighborhoods of the community.

Class I bike paths are located along the south side and portions of the north side of the Pleasant Grove Creek corridor and along the south side of the Northern Preserve (Parcels C-50, C-51 and C-52). These corridors provide east/west connections through the CSP which connect on the east with paths in the West Roseville Specific Plan and on the west to future facilities in the Al Johnson Wildlife Area. Per City standards, these facilities typically consist of a ten-foot (10') wide paved path with lane striping and two-foot (2') decomposed granite/gravel shoulders on each side. Where paths are adjacent to resources, the design shall be coordinated with the 404 Permit requirements to avoid resources.

Class II bikeways are designated bike lanes located on arterial roadways and collector streets. The width of these lanes varies depending on the roadway type and bike lanes are delineated with signage and painted

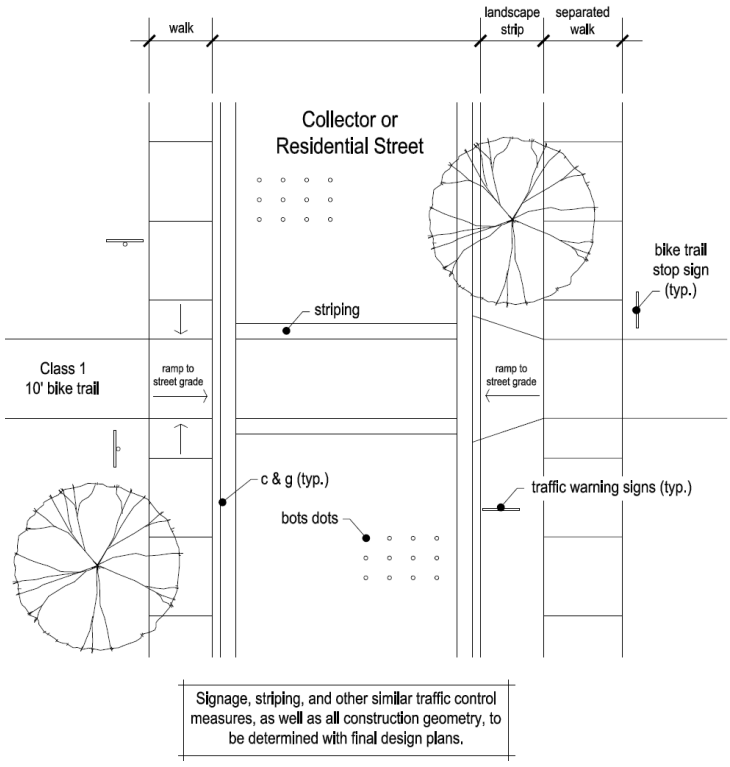
Figure 6-18: Class I and II Bikeways [UPDATED EXHIBIT]



stripes. Locations of Class II bikeways are identified in street sections on Figures 6-2 through 6-10.

The Class I bikeway system is designed to minimize barriers and reduce potential travel disruptions. At grade crossings of streets will occur where Class I paths intersect at or near signalized intersections. Signage and delineation of bikeway crossings will be provided at these crossings, per City standards, as shown on Figure 6-19.

Figure 6-19
Bike Path Street Crossing



The CSP promotes frequent connections between the Class I system and adjacent uses. Where a single loaded street abuts open space, park or paseos, the Class I path (separated from street) may replace the standard sidewalk on the open space side of the street and paved links to the Class 1 bikeway will be provided. Where a cul-de-sac or loop street, multi-family or non-residential project abuts the Class I path, a paved link may be provided to the path when feasible. The Class I system within an open space area may meander to minimize impacts and to create visual interest.

Barriers (bollards, rail fence, vertical curbs, post and cable, posts, etc.) will be used along bike paths to separate the pathways from open space preserve areas, if required by a Section 404 permit issued under the federal Clean Water Act. Such barriers shall comply with the 404 permit regarding use of the preserve area, and with City design, maintenance and public safety requirements.

D. Sidewalks

Sidewalks are required along all CSP public roadways (except alleys). For local streets, sidewalks consist of either a four-foot (4') wide attached sidewalk or a five-foot (5') wide detached sidewalk. Collector streets include an eight to ten foot (8-10') wide detached sidewalks within landscape corridors. Where a paseo is located along a collector or primary residential street, the sidewalk is ten feet (10') wide and is designed to be shared by pedestrians and bicyclists. (refer to CSP Design Guidelines in Appendix B for more information). The typical eight-foot (8')

wide detached sidewalks within landscape corridors along arterial streets are considered Class IA enhanced pedestrian paths, which are also shared by bicyclists and pedestrians.

6.3 Public Transit

Public transit, another transportation choice supported in the CSP, may include a combination of bus service systems via Roseville Transit with connections to Sacramento Regional Transit and Placer County Transit. These services will utilize CSP's roadway systems to provide local and regional transit connections for community residents.

Roseville Transit provides fixed route and Dial-A-Ride services within the City, as well as fixed route commuter services between Roseville and downtown Sacramento, and between Roseville and the Highway 50 corridor. The fixed route local and commuter systems operate on regularly scheduled routes, with the Dial-A-Ride system providing demand responsive curb-to-curb service. Roseville Transit users connect to Placer County Transit and Sacramento Regional Transit at transfer points at the Roseville Galleria and Orlando Avenue at Louis Street.

Blue Oaks Boulevard and Westbrook Boulevard are planned to accommodate future bus rapid transit (BRT) routes. BRT transit stops are planned at the intersection of Creekview Plaza and Westbrook Boulevard, as shown on Figure 6-20. BRT would provide an express bus commuter service throughout western Placer County and to downtown Sacramento employment centers. This service would also provide connections to other transit hubs, including light rail facilities in Sacramento County.

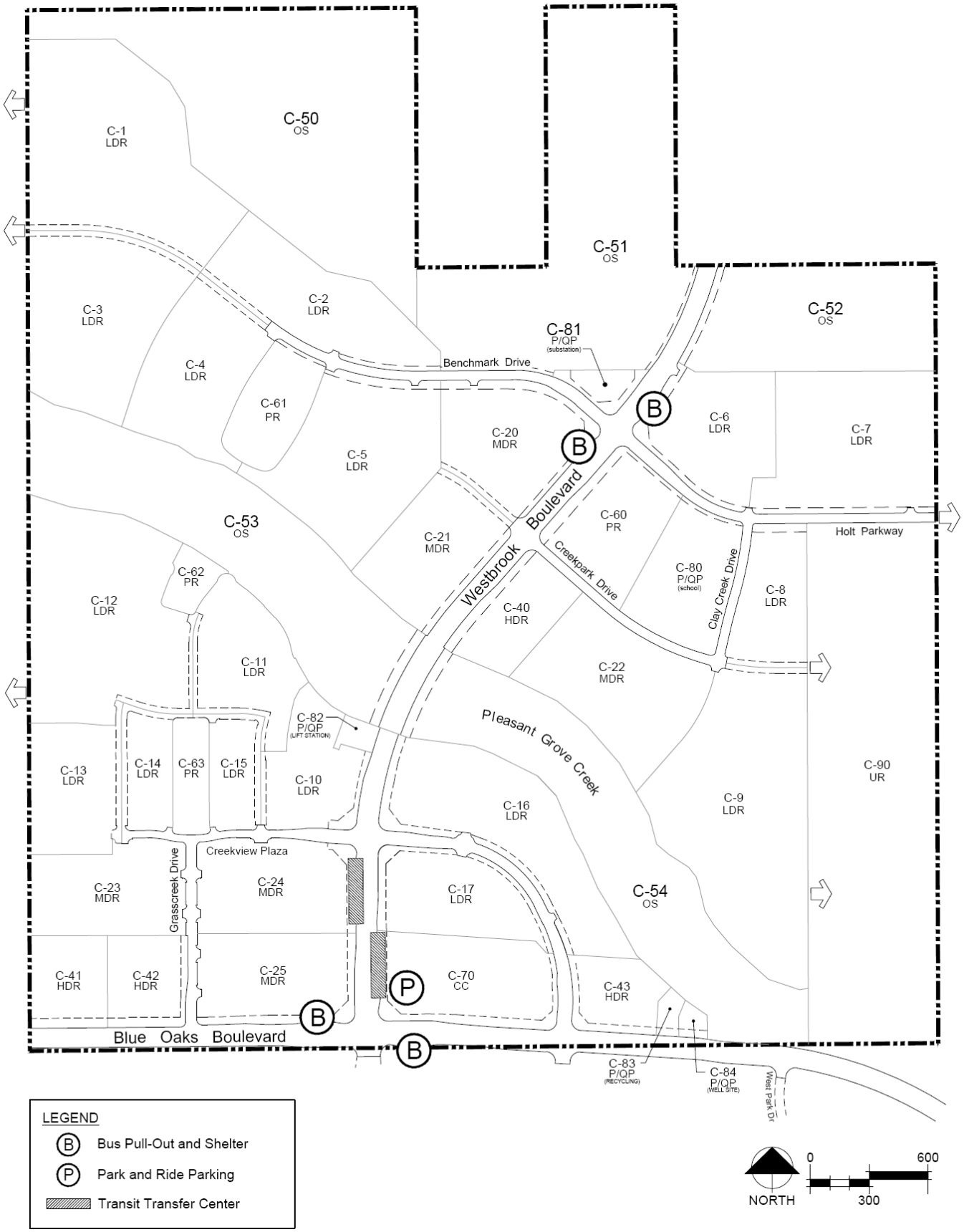
To facilitate the expansion and use of transit, higher-intensity land uses are planned near transportation corridors and transit stops. These uses include high density residential and, commercial ~~and employment~~ uses located south of the creek. ~~along the Westbrook Boulevard corridor.~~

A ~~bus~~ transit transfer center is planned on Westbrook Boulevard, between Blue Oaks Boulevard and Creekview Plaza, ~~east of the intersection at Westbrook Boulevard~~. The transfer center will include queuing space for buses, a pedestrian shelter area, and other amenities as described in the Development Agreement and show on Figure B-9 of the Creekview Design Guidelines.

The transit transfer center would enable riders of BRT and Roseville Transit to transfer routes. Bus turnouts and shelters will be located and constructed in accordance with City Improvements Standards and as otherwise required by the Public Works Director for specific projects.

Figure 6-20: Transit Facilities

[UPDATED EXHIBIT]



6.4 Park and Ride Facilities

Park and ride lots provide parking for commuters to leave their vehicles to meet carpools, vanpools or access transit services. In the CSP, a park and ride lot is planned at the commercial center (Parcel C-70 ~~C-40~~) located at Westbrook Boulevard and Blue Oaks Boulevard. The park and ride facilities will include twenty-five (25) park and ride spaces of which two spaces will provide electric car charging stations. The site designated to provide park and ride facilities is identified on Figure 6-20.

Park and ride lots are intended to be made available to commuters during normal commute hours on a daily basis. Park and ride spaces will be provided in addition to the minimum required parking spaces for the project development and maintained by the project developer. Additional information regarding the obligations for the construction of park and ride lot, including related facilities, is included in the CSP Development Agreement.

6.5 Transportation Systems Management

Transportation System Management (TSM) measures are designed to reduce the number and length of home-to-work commute trips through actions such as ridesharing, flexible work hours, and support of public transportation. Any project site, common work location, or employer with fifty (50) or more employees is required to comply with the City of Roseville TSM Ordinance and shall incorporate TSM measures to the degree required by the Ordinance.

Section 7

Public Services

The following is an overview of the public services and facilities required to meet the needs of Creekview Specific Plan (CSP) residents, in accordance with the City's General Plan. Services addressed include parks and recreation, schools, libraries, police and fire protection/emergency services. Phasing and financing obligations relating to public services are outlined in the Creekview Development Agreement and in Chapter 10, Implementation. Table 7-1 summarizes the public service providers to the CSP.

Table 7-1: Public Service Providers

Service	Provider
Parks and Recreation	City of Roseville
Schools	Roseville City School District Roseville Joint Union High School District
Library	City of Roseville
Police Protection	City of Roseville
Fire and Emergency Services	City of Roseville

7.1 Parks and Recreation

The CSP features a system of neighborhood parks and open space which provides active and passive recreation, open space amenities, and pedestrian linkages.

A. Parks and Open Space Requirements

The CSP's park and recreational facilities as well as open space areas comply with the policies and requirements of the City's General Plan Parks and Recreation Element. For new development areas, the General Plan requires nine acres of parkland provided for every 1,000 residents. This requirement is satisfied through three land-dedication components: three acres each of citywide park, neighborhood park, and open space.

Table 7-2: General Plan Park Dedication Requirements

Park Type	General Plan Standard	Credited Acreage Required
Citywide Park	3 acres per 1,000 residents	15.3 acres
Neighborhood Park	3 acres per 1,000 residents	15.3 acres
Open Space	3 acres per 1,000 residents	15.3 acres
Total Requirement		45.9 acres

The 2,011 dwelling units in the CSP generate an estimated population of 5,108 residents based on an average household size of 2.54 residents. With this estimated population, the City's provision of nine acres per 1,000 residents requires 45.9 acres of parkland in the Plan Area. The City's General Plan parkland dedication requirements are summarized below in Table 7-2.

Parks and Open Space Provided

Over 150 acres of the CSP is designated for neighborhood parks, and open space. Specifically, the CSP designates approximately 16.2 ~~15.7~~ acres for neighborhood parks and 136.9~~2~~ acres for open space areas. CSP's parklands are summarized in Table 7-3 and shown on Figure 7-1.

Credited Parks and Open Space

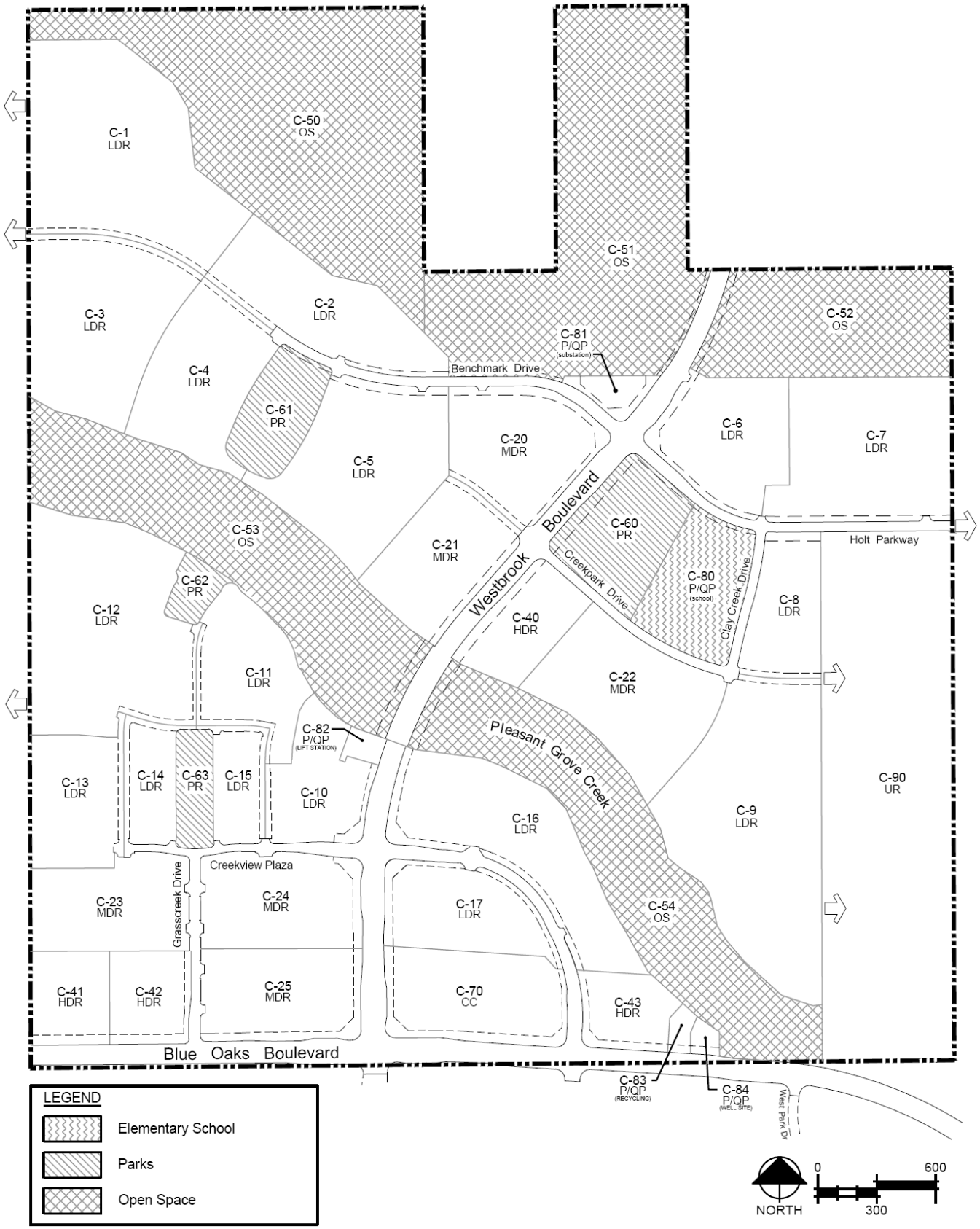
Each acre set aside for active park use is credited as a full acre towards meeting the General Plan park dedication requirement. Depending on the ultimate use, recreational value, or application of CSP's open space parcels, full or partial credit may be granted for open space land containing informal recreational facilities, open space amenities, or natural features.

Parkland credits for park and open space parcels are outlined in Table 7-3. The credits applied are reflective of each parcel's recreational value as a park or open space amenity.

Table 7-3: Park and Open Space Lands and Credit by Parcel

Parcel	Type	Acreage	Credit Ratio	Credited Acreage
Neighborhood Parks				
C-60	Neighborhood Park (Joint Use)	7.4 ~~3~~	1:1	7.4 ~~3~~
C-61	Neighborhood Park	4.8 ~~7~~	1:1	4.8 ~~7~~
C-62	Neighborhood Park	1.5	1:1	1.5
C-63	Neighborhood Park	2.5 ~~2.2~~	1:1	2.5 ~~2.2~~
	Subtotal	16.2 ~~15.7~~		16.2 ~~15.7~~
Open Space				
C-50	Open Space – Northern Preserve	36.5 ~~4~~	0.2:1	7.30 ~~28~~
C-51	Open Space – Northern Preserve	35.6 ~~8~~	0.2:1	7.12 ~~6~~
C-52	Open Space – Northern Preserve	15.1 ~~0~~	0.2:1	3.02 ~~0~~
C-53	Open Space – Creek Corridor	25.1 ~~4.8~~	0.5:1	12.55 ~~40~~
C-54	Open Space – Creek Corridor	24.6 ~~2~~	0.5:1	12.30 ~~10~~
	Subtotal	136.9 ~~2~~		42.29 ~~1.94~~
	Total	153.1 ~~151.9~~		58.49 ~~57.64~~

Figure 7-1: Parks, Open Space and School Site [UPDATED EXHIBIT]



As shown on Table 7-4, CSP satisfies the City's open space and neighborhood parkland dedication requirements. The Citywide parkland dedication requirement will be satisfied using the City's park in-lieu fee, pursuant to General Plan policy and the In-Lieu Park Fee Ordinance.

Table 7-4: Park Credit Summary

Park Type	Credited Acreage Required	Total Acreage Provided	Credited Acreage Received	Surplus/ Shortfall
Citywide	15.3 acres	Satisfied through in-lieu Citywide park fees for land dedication		
Neighborhood	15.3 acres	16.2 ~~15.7~~ acres	16.2 ~~15.7~~ acres	+ 0.9 acres
Open Space	15.3 acres	136.9 ~~2~~ acres	42.29 ~~41.94~~ acres	+ 26.99 ~~64~~ acres

In addition to park and open space areas, the CSP includes a comprehensive system of paseos. Paseos are landscaped features with walkways and bike paths in an enhanced pedestrian environment. The portions of paseos in excess of landscape corridor requirements are eligible to receive a 1:1 acre open space parkland credit. The CSP includes adequate open space to meet the General Plan open space parkland requirement. Paseos are described in Chapter 6, Circulation and in the Creekview Design Guidelines (Appendix B).

B. Park and Open Space Concept Plans

CSP's park and open space system is designed to provide linkages and recreational opportunities within proximity to all residents and employees. Park designs include reduced turf areas as a water conservation consideration focused on active recreational uses. Park designs target a 60% turf goal based on total park acreage in the CSP. Park designs will increase the use of water conserving landscapes, utilize recycled water for irrigation, and include water efficient irrigation systems and controls.

Neighborhood Parks

CSP's park system features four neighborhood parks, responsive to the recreational needs of the neighborhoods in which they are located. All of the parks are linked via the planned system of paseos and open space corridors which enhances pedestrian and bicycle access through the CSP and provides connections to existing and planned facilities throughout the City. Neighborhood parks range in size from 1.5 to 7.4 ~~3~~ acres. All parks will incorporate water conservation measures including turf limitations (60% on average), recycled water use for irrigation, low water use plantings and smart irrigation systems or centrally controlled irrigation systems. Below are conceptual plans for each of the park sites. The park plan concepts are subject to change based on funding, environmental conditions or other factors.

Neighborhood Park/School Parcel C-60

The largest neighborhood park is the ~~7.3~~ 7.4-acre park (C-60) adjacent to the elementary school on the southwest corner of Holt Parkway and Westbrook Boulevard. School adjacency allows joint-use opportunities for outdoor recreation facilities.

Facilities in the park include active ball fields for baseball and soccer as well as a turfed play area, play structure and seating areas. Pedestrian and bicycle paths will connect through the park.

Although Park C-60 and the adjacent elementary school are located at the intersection of Westbrook Boulevard and Holt Parkway, vehicular access will be provided from Creekpark Drive on the south side of the park. Parking will be shared by the park and school.

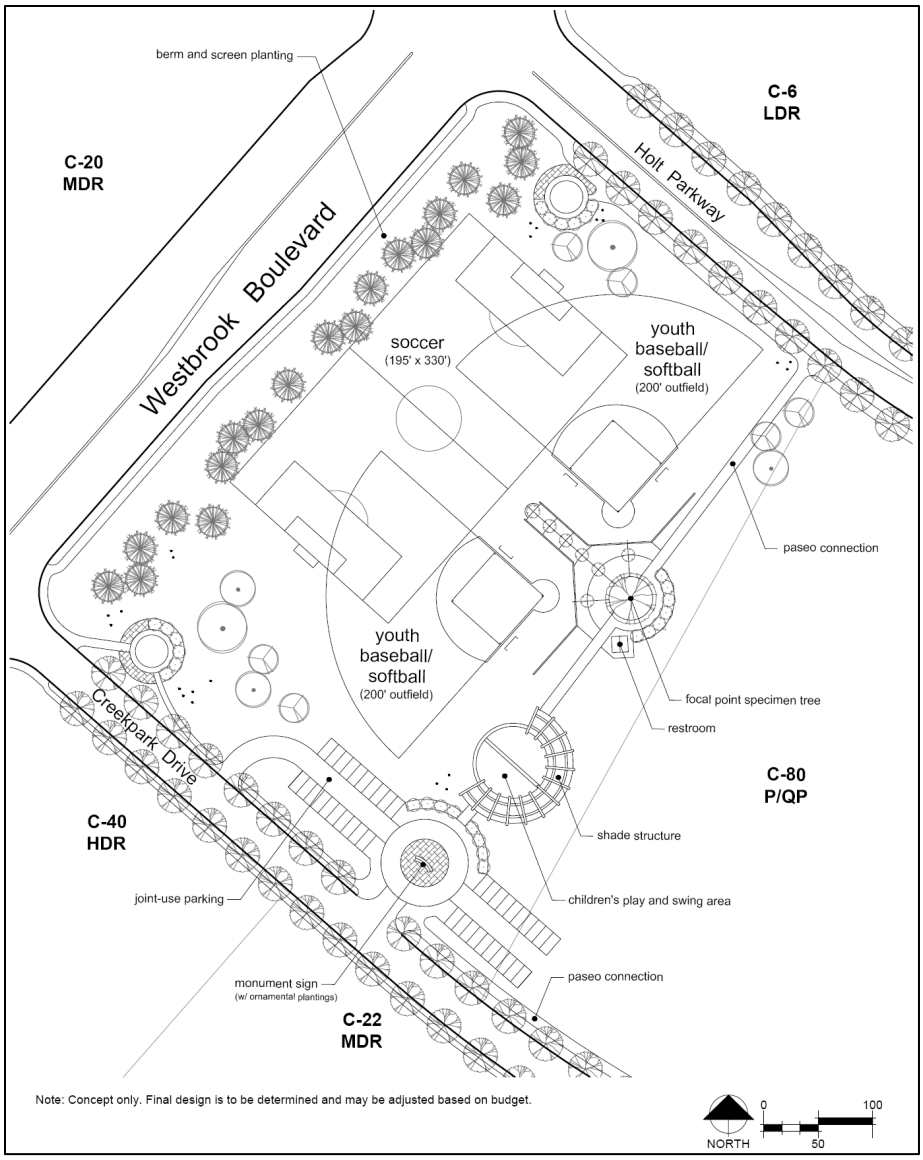


Figure 7-2: Concept Plan for Neighborhood Park/School (C-60)

The park is accessible from surrounding residential neighborhoods. Berms and screen plantings are planned along the western edge of the park to screen Westbrook Boulevard, creating a barrier to the street. Final park design may change based on the available funding and costs.

Neighborhood Park
Parcel C-61

The second largest park (C-61) is ~~4.7~~ 4.8 acres, located north of the creek and south of Benchmark Drive, in the western portion of the CSP.

The park is intended to serve the northwest quadrant of the CSP. The park is accessible to adjacent neighborhoods via Benchmark Drive and from the south by way of the pedestrian and bicycle crossing of Pleasant Grove Creek. Parking for the park will be on-street. A soccer field is the primary feature in this park as well as a play structure and seating areas.

Pedestrian and bicycle paths will extend into the park from the bridge crossing, through the park to the paseo on Benchmark Drive.

Where the creek crossing enters the park, a hardscape feature will create a viewing area for seating and vistas to the creek. Final park design may change based on available funding and costs.

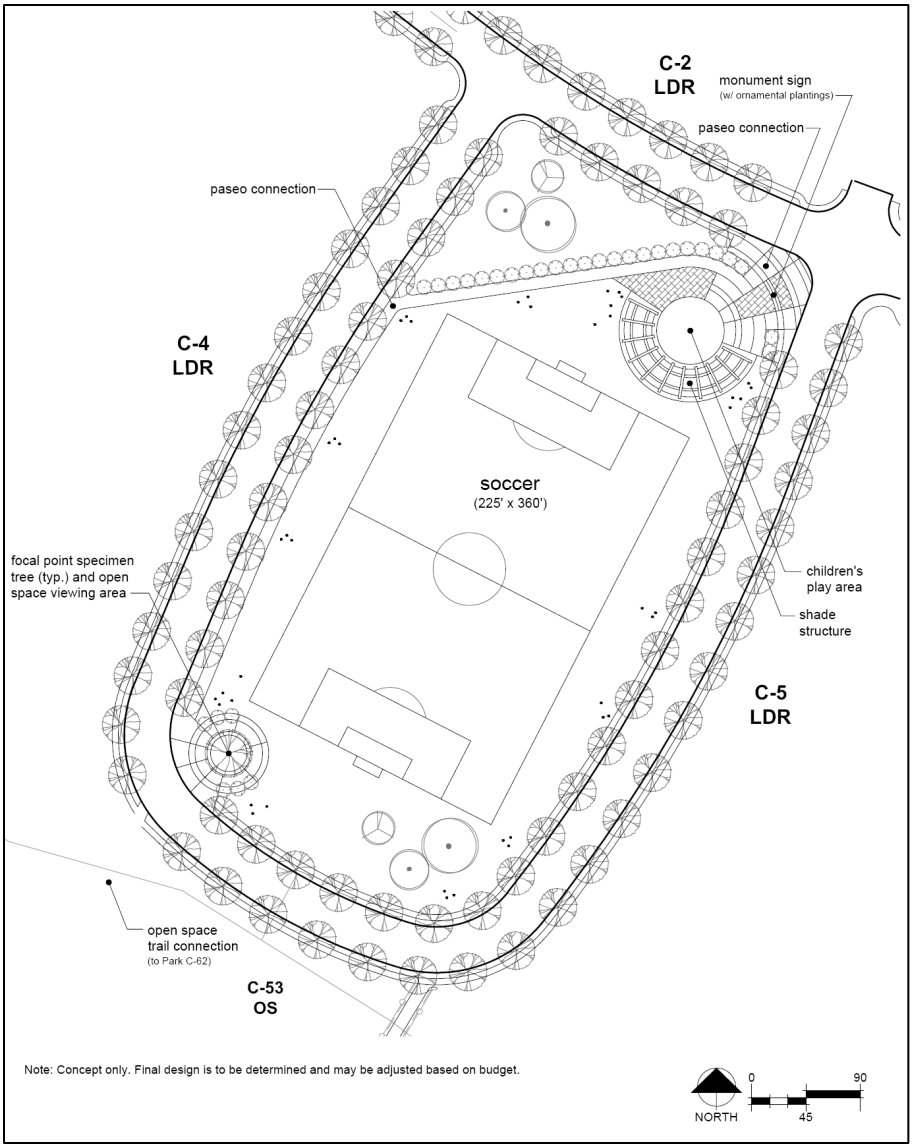


Figure 7-3: Concept Plan for Neighborhood Park (C-61)

Neighborhood Park
Parcel C-62

In the southwest quadrant of the CSP, a small, 1.5-acre park (C-62) is planned south of the creek. It will connect to the Pleasant Grove Creek open space and to the park (C-61) north of the creek via the pedestrian/bicycle creek crossing.

Park C-62 is planned with informal recreation facilities oriented toward the creek. Facilities will include a multi-use turf area, children's play area, shade structures and seating areas. Where the creek crossing enters the park, a hardscape feature will create a viewing area for seating and vistas to the creek.

The park is accessible from adjacent residential neighborhoods south of the creek. Pedestrian and bicycle paths will connect through the park and on-street parking will be available. Final park design may change based on the available funding and costs.

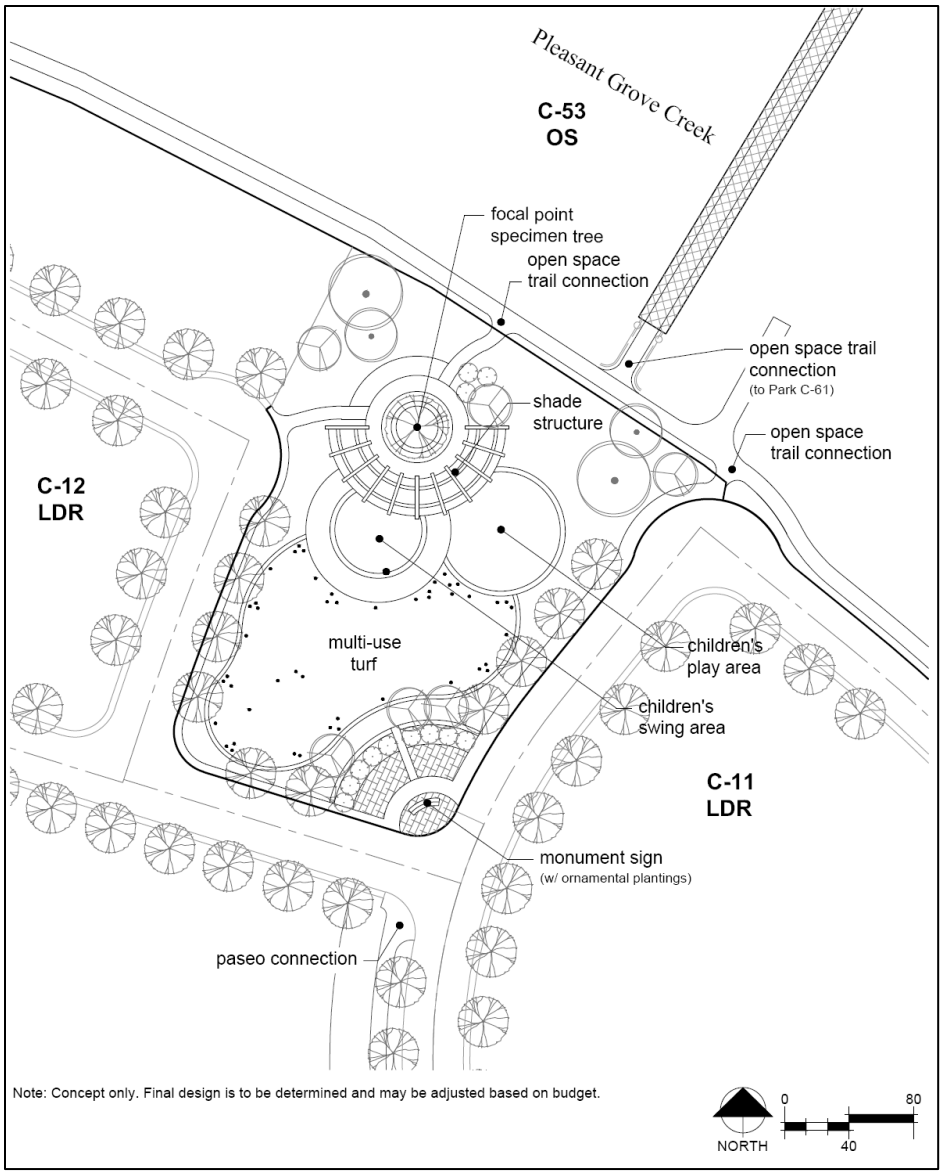


Figure 7-4: Concept Plan for Neighborhood Park (C-62)
[UPDATED EXHIBIT]

Neighborhood Park
Parcel C-63

A ~~2.2~~ 2.5-acre park site (C-63) is located north of Creekview Plaza in the southwest quadrant of the CSP.

This neighborhood park is intended to provide recreation facilities in the portion of the Plan Area where residential densities are the highest and active play areas may be of greater demand. The park is accessible to adjacent neighborhoods from Creekview Plaza and Grasscreek Drives. Parking for the park will be on-street.

Active recreation facilities are planned such as sand volleyball courts and half-courts for basketball. A children's play area, shade structure and seating areas are also provided. Pedestrian and bicycle paths will extend through the park to link adjacent paseos. Final park design may change based on the available funding and costs.

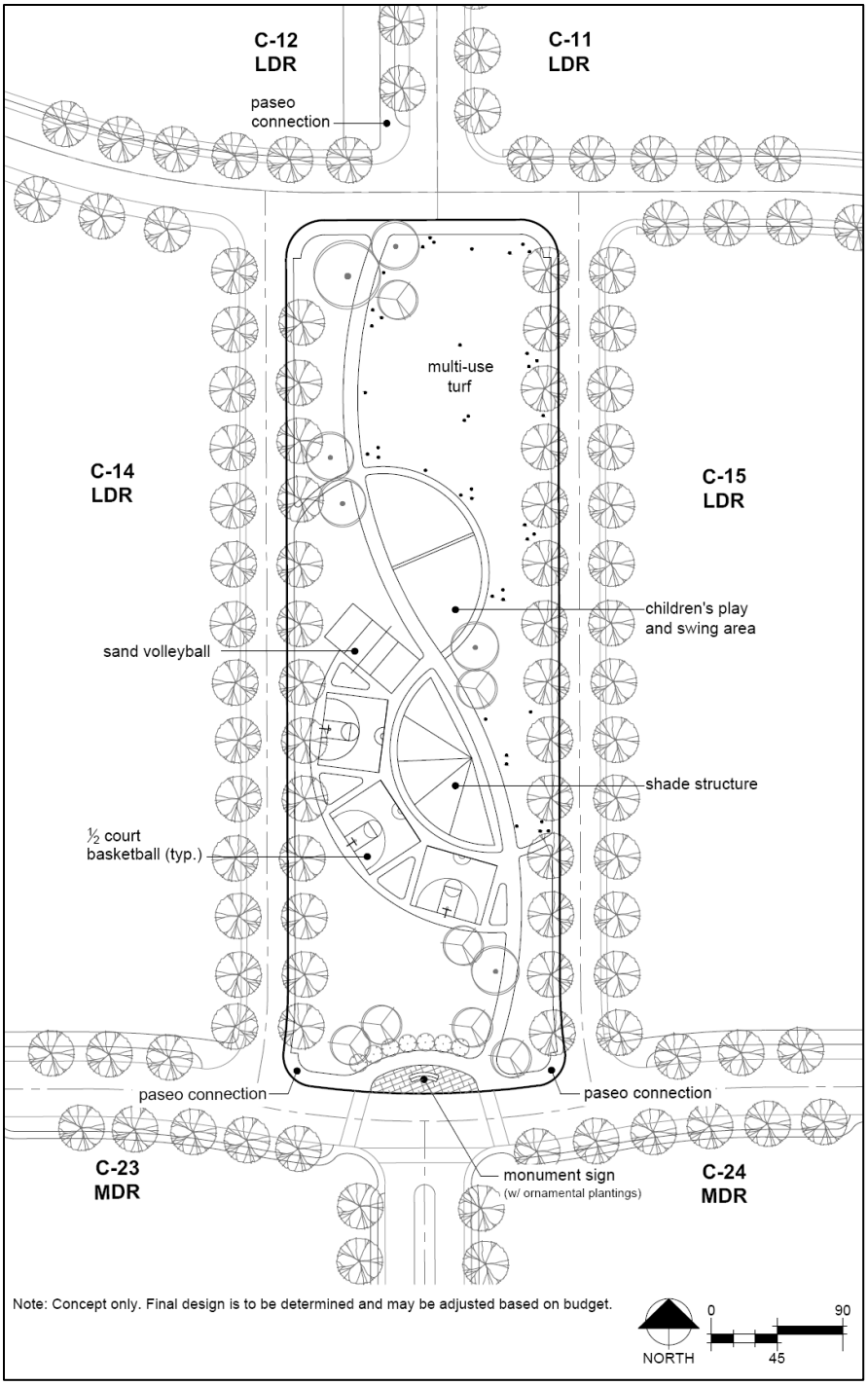


Figure 7-5: Concept Plan for Neighborhood Park (C-63)
[UPDATED EXHIBIT]

Open Space Areas ~~Preserves~~

Open space areas within the CSP total approximately 136.2 acres, nearly thirty percent (30%) of the CSP. In general, environmentally sensitive or significant land due to the presence of habitat, resources, natural features, or man-made features is designated as an open space preserve. The CSP open space ~~preserve~~ system was planned and designed in consultation with state and federal resource agencies. The open space system consists of two main components: the Northern Preserve and the Pleasant Grove Creek Corridor. Both the Northern Preserve and Pleasant Grove Creek Corridor provide opportunities for scenic vistas, passive recreation, pedestrian/bike paths, water conveyance and retention, stormwater quality/treatment, and resource avoidance and preservation.

The most significant and highest-quality wetland resources are located in the northern portion of the CSP. The Northern Preserve is an 87-acre (Parcels C-50, C-51 and C-52) open space preserve created for impact avoidance and preservation of wetland resources. The Northern Preserve includes scattered oak trees and a small tributary of Pleasant Grove Creek, known as University Creek, runs from east to west, near the southern edge of the Northern Preserve. The Northern Preserve creates a natural edge to the CSP and transition to agricultural land uses north.

The Northern Preserve is planned for permanent preservation as open space. Open space parcels C-51 and C-52 of the Northern Preserve are separated by the Westbrook Boulevard corridor, including the roadway and landscape corridor. Bicycle and pedestrian pathways are planned on the southernmost edge of the Northern Preserve to connect east and west of the site. The Northern Preserve will contribute to a much larger regional open space area when combined with open space at the Al Johnson Wildlife Area, open space parcels preserved within the West Roseville Specific Plan (WRSP) and open space opportunities north of the City.

The second component of the CSP's open space system is the Pleasant Grove Creek corridor (Parcels C-53 and C-54). Pleasant Grove Creek transects the property diagonally, through the center of the site. The creek flows in a northwesterly direction continuing through the Al Johnson Wildlife Area, west of the site. The creek is a riparian corridor, lined with trees, including oaks. Flood control improvements planned for the project will create additional riparian habitat opportunities.

The creek corridor creates a linear open space amenity which functions as a natural feature and connection for a bicycle/pedestrian pathway through the CSP. The bicycle trail will be grade separated as it crosses under Westbrook Drive. In addition to the Westbrook Boulevard crossing of Pleasant Grove Creek, two pedestrian/bicycle creek crossings are planned within the open space corridor. Management of open space ~~preserve~~ areas is discussed in Chapter 9, Resource Management.

7.2 Schools

A. School Requirements

The CSP is located within the Roseville City School District (RCSD) and Roseville Joint Union High School District (RJUHSD). The RCSD serves students in grades K-8 and the RJUHSD serves students in grades 9-12. At buildout, the CSP generates an estimated 605 ~~508~~ elementary school (K-5) students and 207 middle school (6-8) students in the RCSD, and 259 high school (9-12) students in the RJUHSD, as shown on Table 7-5.

B. School Facilities Provided

The number of elementary school students (K-5) generated creates sufficient demand for one elementary school in the CSP. One 7.0-acre elementary school (Parcel C-80) is planned in the northeast quadrant of the CSP. The school is located south of Holt Parkway, east of Westbrook Boulevard, and adjacent to a neighborhood park site to create opportunities for joint use of recreation facilities. The school site will be accessed from the southerly or easterly directions on Clay Creek Drive or Creekpark Drive, respectively, with access prohibited from Holt Parkway. The school is planned to be a two-story facility. Students in the CSP in grades K-5 will attend the elementary school within the CSP. The elementary school site is shown on Figure 7-1.

Middle school students in the CSP will attend RCSD middle schools outside of the CSP, such as Cooley Middle School or Chilton Middle School. High school students will attend the RJUHSD high school planned in the WRSP, on Hayden Parkway.
The elementary school site within the CSP is reserved for the RCSD. Facility planning and the timing of development of the site will be determined by the RCSD.

The CSP is required to enter into mutual benefit impact fee agreements and to fully mitigate school impacts in accordance with the Creekview Development Agreement and funding agreements with the respective school districts.

Table 7-5: Student Generation

	LDR/MDR Factor	HDR Factor	Students Generated	School Capacity	Schools Required
Roseville City School District					
Grades K-5	0.3620 ~~0.2930~~	0.1365	605 ~~508~~	600	1.01 ~~0.85~~
Grades 6-8	0.1247	0.0407	207	1,000	0.21
Roseville Joint Union High School District					
Grades 9-12	0.161	0.036	259	1,800	0.14

7.3 Library

The City of Roseville operates a public library system consisting of three individual facilities. The City's original main library is located in the downtown Roseville area, a branch library facility is located in Maidu Regional Park and the Martha Riley Community Library is located at Mahany Park. The libraries provide print and online access library services to all City residents. The Martha Riley Community Library is a joint-use facility which includes a community TV studio and Utility Exploration Center.

7.4 Police Protection

The Roseville Police Department serves the CSP. The Police Department provides all operations and patrols out of its central station located on Junction Boulevard, approximately four miles from the CSP's eastern boundary. The CSP will comply with City of Roseville Police Department requirements regarding safety and security.

7.5 Fire and Emergency Services

The Roseville Fire Department provides fire protection, suppression, emergency medical services, and hazardous materials management to the CSP. ~~The planned fire station~~ Fire Station #9 on Hayden Parkway and Fire Station #5 on Sun City Boulevard, both located southeast ~~west~~ of the CSP, will provide primary and secondary response.

Section 8

Utilities Plan

The Creekview Specific Plan (CSP) includes utility infrastructure required to serve the Plan. Each component of the utility infrastructure system is designed to accommodate build out of the CSP. Phasing of infrastructure improvements and funding obligations are detailed in the Specific Plan Development Agreement. Table 8-1 summarizes the utility providers to the CSP.

Utility infrastructure will be constructed, dedicated, and easements provided consistent with this Specific Plan, the CSP Development Agreement, and other applicable standards and requirements of the City of Roseville.

Table 8-1: Utility Providers

Service	Provider
Potable Water	City of Roseville
Wastewater	City of Roseville
Recycled Water	City of Roseville
Drainage and Flood Control	City of Roseville
Electric Service	City of Roseville
Natural Gas	Pacific Gas & Electric
Communications	AT & T Surewest Comcast Wave Broadband
Solid Waste Disposal	City of Roseville

8.1 Potable Water

The City of Roseville will provide potable water service (supply, treatment, and conveyance) to the CSP. Water will be delivered to the site via the City's backbone system at connection points along Blue Oaks Boulevard and Westbrook Boulevard.

A. Water Supply and Demand

Water demand for the CSP is approximately 1,102 ~~1,105~~ acre feet per year (AFY). Water demand is reduced to 898 ~~900~~ AFY through the implementation of water conservation measures described in Section B. Water demand, after conservation measures, will be satisfied with a combination of both potable and non-potable (recycled) water sources. The recycled water component will be utilized for irrigation purposes as outlined in Section 8.2, Recycled Water. The City identified a strategy to reliably supply water to the CSP. The City's existing water supply is sufficient to serve the CSP. To supplement water supply during "dry" years when the City's contracted surface water may be reduced, the CSP includes provisions for one on-site groundwater well on Parcel C-41. The well will be capable of providing up to 1,800 gallons per minute (gpm).

B. Water Conservation Measures

The CSP includes significant water-saving measures aimed at reducing overall water demands for potable and/or recycled water to the extent feasible and practicable. The following water conservation measures will be implemented in the CSP in an effort to reach the City's water conservation goals:

- **Turf Reductions in Residential Areas.** This measure involves limiting the amount of turf in the front yards of residential properties and using a higher percentage of low-water use plant species in lieu of turf. Typically, about 70% of a total residential front yard is assumed to consist of landscaping, with the balance consisting of driveways, planter, or walkways. For the CSP, limitations will be placed on the landscaped portion of each front yard, allowing up to 42% of the total landscaped area to be turf, with the remaining landscaped area comprised of low water use plant species which use between 65-75% less water than an average lawn.
- **Turf Reductions in Parks, Paseos, and Landscape Corridors.** This measure involves limiting the use of turf on non-residential parcels, with a focus on water efficiencies at parks, paseos, and landscape corridors. For these areas, landscape design will reduce the area of turf and increase the area of low-water-use plant species, as compared to the design of these features in other specific plan areas. To achieve the desired water conservation, the following criteria will be implemented:

- **Parks.** It is assumed approximately 80% of a typical park's square footage consists of turf. The CSP parks will have a maximum aggregate turf area of 60%, with the remaining 20% area comprised of low water use plant species. Less than 60% turf is acceptable provided it is compatible with the amenities planned for the park.
- **Paseos and Landscape Corridors.** It is assumed paseos and landscape corridors are typically comprised of 80% turf area. The CSP paseos and landscape corridors will have a maximum of 30% turf area, with the remaining 50% of the area comprised of low water use plant species.

- **Smart/Centrally Controlled Irrigation Controllers.** Smart and centrally controlled irrigation controllers restrict irrigation to times and water application rates necessary to maintain landscaping. They account for changes in the demand for water, which varies with weather patterns and seasonal influences. In the CSP, smart irrigation controllers will be required for residential, commercial, and quasi-public parcels subject to turf reduction measures, and centrally controlled irrigation controllers for larger commercial and publicly maintained parcels.
- **Re-circulating Hot Water Systems.** Re-circulating hot water systems feature a pump on a residential hot water line system which reduces time necessary to receive hot water at any hot water faucet. This type of system will be included on all residential units to generate additional water conservation.

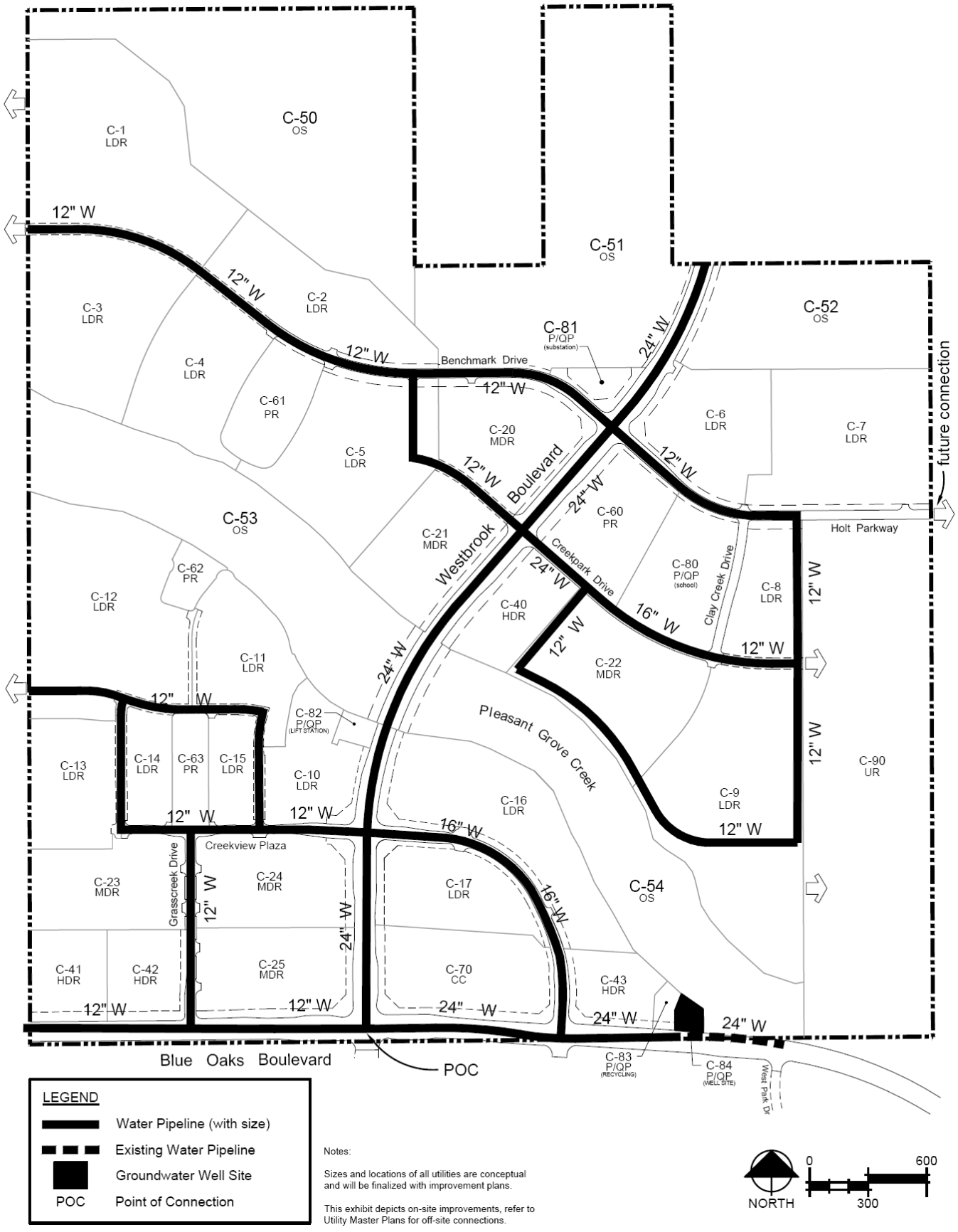
With full implementation, the water conservation measures outlined above will reduce the CSP's overall water demand by approximately 204 ~~205~~ AFY.

C. Water Transmission System

The CSP will tie into the City's existing Pressure Zone 4 for potable water. Pressure Zone 4 includes the Del Webb – Sun City area, the North Roseville Specific Plan, the West Roseville Specific Plan (WRSP), Sierra Vista Specific Plan and areas west of the pressure-reducing valves connecting Pressure Zones 1 and 4. Zone 4 has an approximate elevation range of 75-140 feet, and includes the CSP.

The City distribution system will supply water to the CSP through connection points with Pressure Zone 4 at various locations needed to provide a reliable water network. These planned connections include 24-inch mains in Blue Oaks Boulevard and Westbrook Boulevard, immediately south of the site, and a 12-inch main in Holt Parkway, east of the CSP. The planned water transmission system is shown on Figure 8-1.

Figure 8-1: Water Facilities [UPDATED EXHIBIT]



Water will be distributed within the CSP via looping systems which parallel collector and arterial roadways on a transmission main grid. The transmission and distribution system consists of 12 to 24-inch diameter mains, as illustrated on Figure 8-1.

All water improvements will be constructed to the City's standards using a phased approach. The CSP includes one groundwater well (Parcel C-41) which will provide the City with a backup water supply during dry years or during emergency conditions.

Water storage for the CSP will be located within the WRSP at the City's planned Westside Tank and Pump Station site, south of the CSP on Westpark Drive. The storage tank will serve the CSP during high flow periods (i.e. peak hour) and emergency fire flow demand periods and will refill during periods of low demand.

Details regarding the water facilities are contained in the CSP Master Water Study on file with the City.

8.2 Recycled Water

The City will ultimately provide the CSP with recycled water from the Pleasant Grove Wastewater Treatment Plant (PGWWTP). The CSP will use recycled water to irrigate landscaping at parks, schools, commercial, business professional, and multi-family projects, as well as publicly landscaped areas (including roadway landscape corridors and medians). The estimated annual recycled water demand in the CSP is 182 ~~198~~ AFY. Through implementation of water conservation measures described in Section 8.1B, this demand is reduced by 73 ~~79~~ AFY to 109 ~~122~~ AFY (182 ~~201~~ AFY – 73 ~~79~~ AFY). The use of recycled water for irrigation purposes offsets potable water demand typically needed for irrigation.

Recycled water will be supplied to the CSP by expanding the WRSP distribution system to include the CSP. This would be accomplished by adding storage and pumping capacity at the existing WRSP recycled water storage tank and pump station site, and connecting the WRSP to the CSP at the 36-inch transmission main planned on Blue Oaks Boulevard.

During the initial phases of development, the CSP, with approval from the City, may utilize potable water on an interim basis for irrigation. As the CSP develops and recycled water infrastructure is added to the system, landscape areas which may utilize potable water will be transitioned to recycled water.

The planned distribution system within the CSP will be a looped system, with interties to the recycled water system within the WRSP. Pipelines in the CSP, ranging in size from 6 to 16 inches, are planned in roadways with pipes extending to parcels requiring recycled water service.

An additional 0.56 million gallons of storage is necessary for the CSP and can be accommodated at the existing WRSP storage tank site, located south of the CSP. The recycled water backbone distribution system is illustrated on Figure 8-2.

All recycled water improvements will be constructed to the City's standards using a phased approach. Specific details regarding the recycled water facilities and supplies, including technical analysis, are contained in the CSP Recycled Water Study on file with the City.

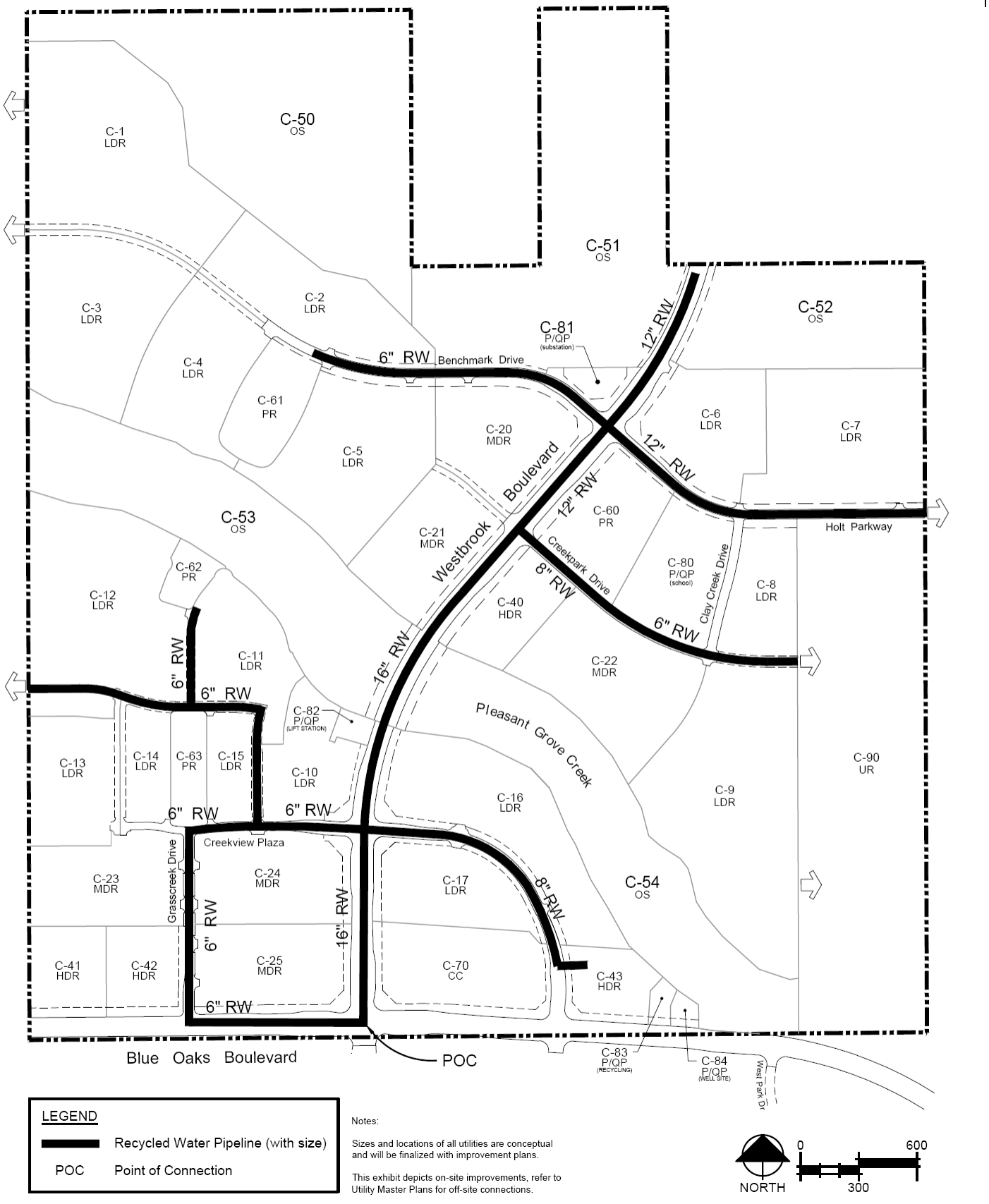
8.3 Wastewater

Sanitary sewer service will be provided by the City of Roseville with treatment at the Pleasant Grove Wastewater Treatment Plant (PGWWTP). This facility is located south of the CSP adjacent to the WRSP area. The CSP is estimated to generate approximately 0.36 ~~0.37~~ million gallons per day (mgd) average dry weather wastewater flow.

The backbone wastewater collection system is illustrated on Figure 8-3. Wastewater flows from the CSP will be directed to the PGWWTP by a network of pipes installed within street rights of way or easements. Sewer collection pipes will range in size from 8 inches to 15 inches. The sanitary sewer system will require one lift station (Parcel C-82) in the southwestern portion of the CSP, west of Westbrook Boulevard. A conceptual plan of the lift station site is shown in Figure B-11.

All sewer improvements will be consistent with the South Placer Regional Wastewater and Recycled Water Systems Evaluation and will be constructed to the City's standards using a phased approach. Details regarding the sanitary sewer system are contained in the CSP Sanitary Sewer Master Plan on file with the City.

Figure 8-2: Recycled Water Distribution [UPDATED EXHIBIT]



LEGEND

Recycled Water Pipeline (with size)

POC Point of Connection

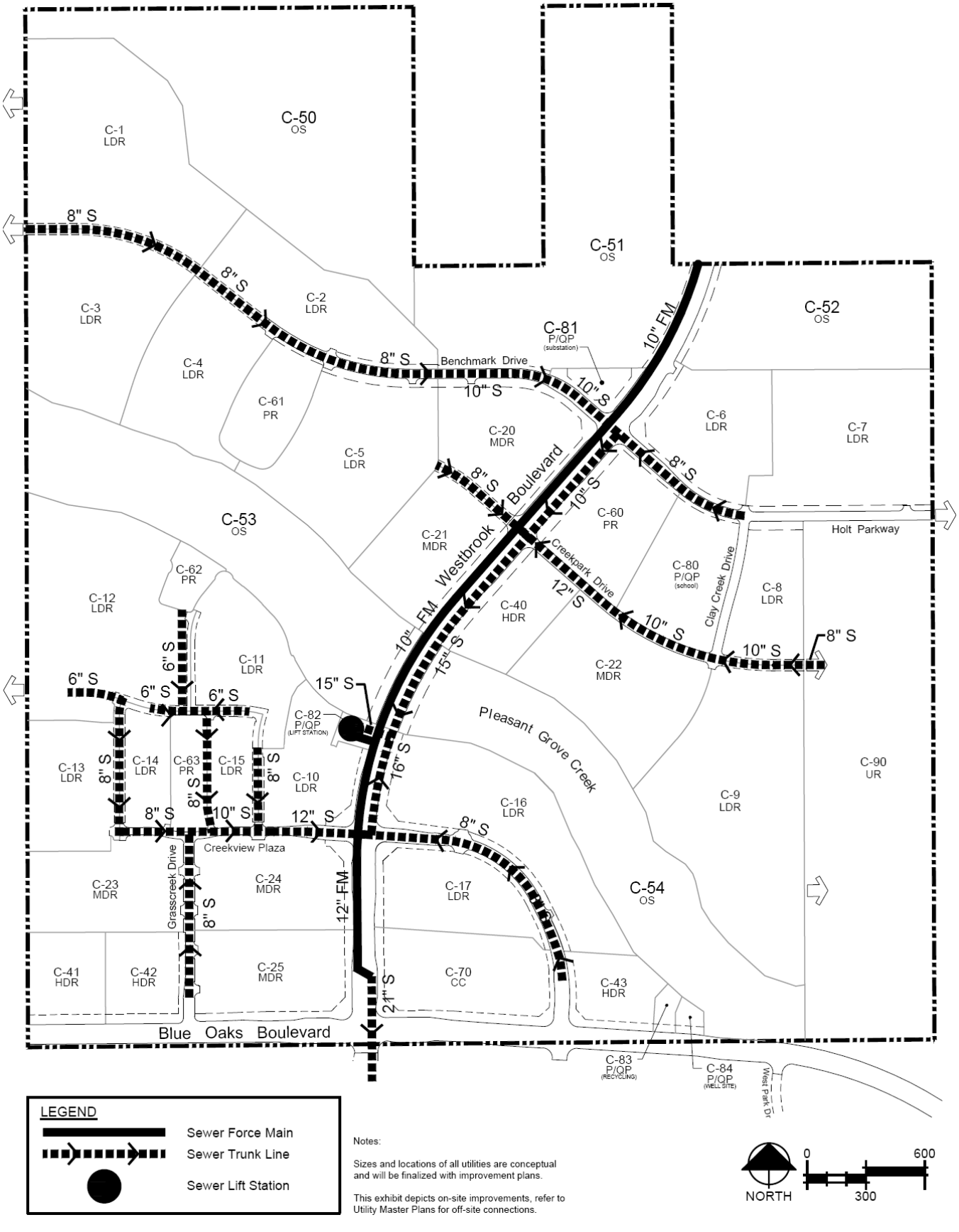
Notes:

Sizes and locations of all utilities are conceptual and will be finalized with improvement plans.

This exhibit depicts on-site improvements, refer to Utility Master Plans for off-site connections.

NORTH 0 300 600

Figure 8-3: Wastewater Collection [UPDATED EXHIBIT]



8.4 Drainage and Flood Control

The CSP is wholly contained within the Pleasant Grove Creek watershed, which is located within the larger Natomas Cross Canal watershed of northwestern Placer County and southeastern Sutter County. The Pleasant Grove Creek watershed drains to the Pleasant Grove Canal, to the Natomas Cross Canal, and then to the Sacramento River.

Pleasant Grove Creek, a perennial stream, traverses the site diagonally, entering in the southeast corner and extended northwesterly to the western edge of the CSP. The reach of Pleasant Grove Creek within the CSP flows year-round. Most of the CSP drains to Pleasant Grove Creek by overland flow or through the few wetland swales and ephemeral drainages on the site. The existing Pleasant Grove Creek floodplain extends nearly 1,500 feet south of the creek in the southwest portion of the CSP. Within the CSP, the main channel of Pleasant Grove Creek is within open space parcels C-53 and C-54.

The northern bank of Pleasant Grove Creek through the CSP is steep and extends well above the 100-year floodplain through most of the project reach. The southern bank is laid back at a gentle slope, allowing floodplain to extend in a southerly direction in several areas.
University Creek, an intermittent stream tributary to Pleasant Grove Creek, enters the site in the northeast corner and extends westerly through the northern portion of the CSP, joining the main branch of Pleasant Grove Creek west of the CSP. University Creek is currently channeled with little riparian vegetation. The floodplain of University Creek is shallow and extends approximately 100 feet onto the northwestern corner of the CSP.. The northern third of the CSP drains toward University Creek. Within the CSP, University Creek is located in open space parcels C-50, C-51 and C-52.

In the pre-project condition, immediately downstream of the CSP on the Al Johnson Wildlife Area (AJWA) property, the Pleasant Grove Creek and University Creek channels narrow abruptly because of past farming practices and land leveling from decades ago.

This constriction creates a bottleneck which restricts the downstream conveyance of floodwaters resulting in an unnatural expanded 100-year floodplain on the CSP and raises water surface elevations higher than the historic floodplain conditions.

A. Pleasant Grove Creek Bypass Channel

The CSP includes construction of a bypass channel adjacent to Pleasant Grove Creek to provide additional conveyance and floodplain storage capacity through the CSP. The system, created by the bypass channel and Pleasant Grove Creek together, will function to reclaim the historic floodplain of the Pleasant Grove Creek

within the CSP area and remove developable lands from the 100-year floodplain. The bypass channel will be constructed with inlet and outlet gates but will function as a passive improvement requiring no manual operation to divert a portion of the high water flows from Pleasant Grove Creek upstream of the major channel constriction, and re-introduce the flows back into the existing channel downstream of the constriction.

The bypass channel would be constructed generally parallel to and south of the southern bank of the main channel of Pleasant Grove Creek. In the CSP, the bypass channel would be located within open space corridor (parcels C-53 and C-54). The bypass channel would begin at a point east of the Westbrook Boulevard crossing of Pleasant Grove Creek (north of parcel C-40) and continue west, off-site, onto the AJWA property where it will rejoin Pleasant Grove Creek downstream, as shown on Figure 8-4.

The bypass channel improvements include construction of a concrete inlet and outlet structure at either end of the bypass channel and six intermediate, soft-armored weir connections along the extent of the main Pleasant Grove Creek channel to enable transfer of stormwaters to and from the main channel. Within the bypass channel, a low flow channel will transfer low flows introduced from the CSP. Disturbed riparian habitat will be restored and new riparian habitat will be created.

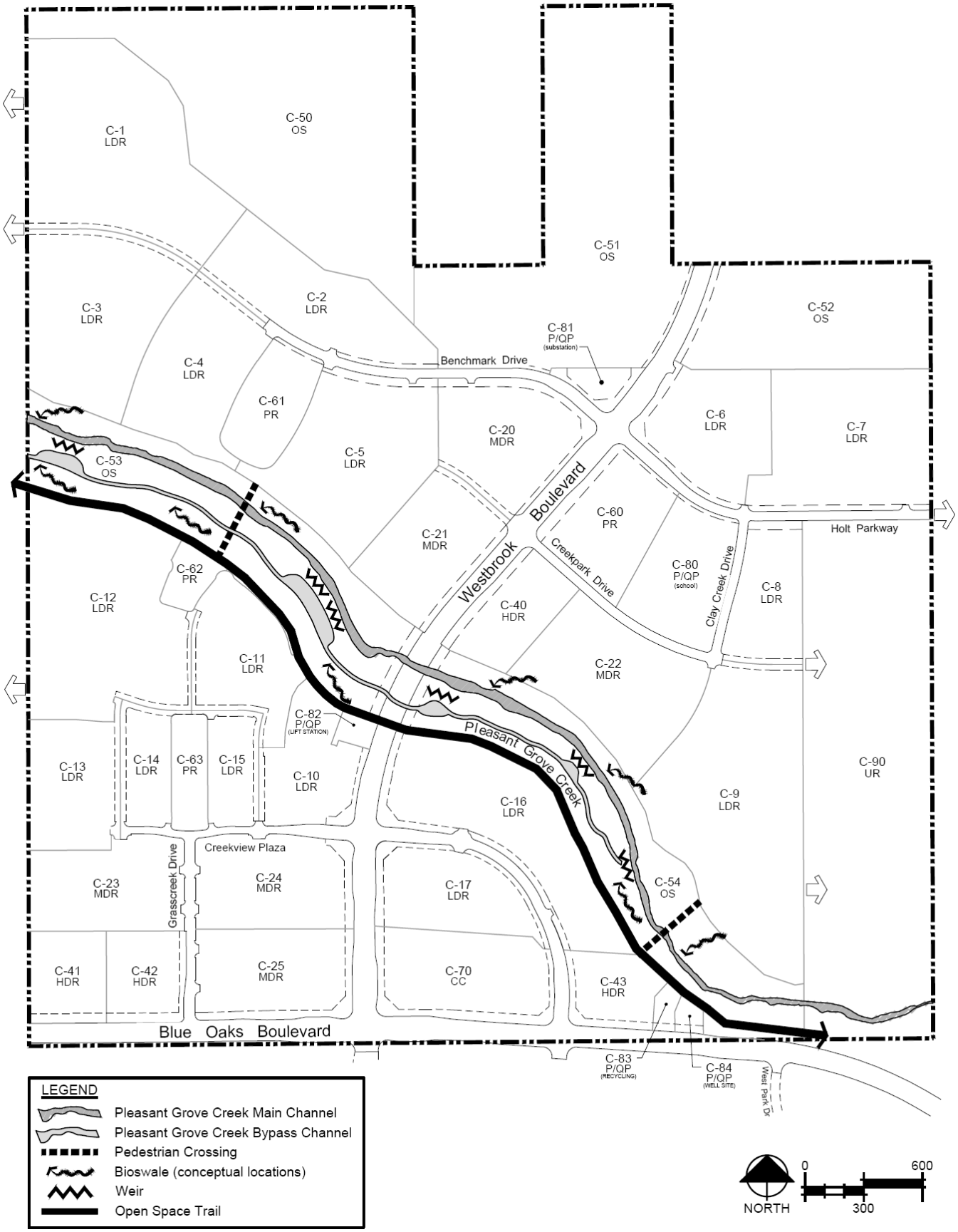
The floodplain improvements, including construction of the bypass channel and associated improvements will not adversely impact the proposed operation of the AJWA flood control facilities or reduce the available storage within the AJWA retention basin.

B. University Creek Channel

Similar to Pleasant Grove Creek, in the pre-project condition, the University Creek channel narrows abruptly, immediately downstream of the CSP on the AJWA property. The narrowing is the outcome of past farming practices resulting in a man-made constriction which restricts downstream conveyance and affects flooding conditions on the CSP site.

To address this condition on University Creek, the CSP will create a modified channel within the northwest portion of Open Space parcels C-50. The area around the channel will be enhanced with riparian plantings which will result in an enhanced environment over the pre-project condition. In the northwest portion of the CSP, University Creek would be restored to a more natural sinuous stream course with an adjacent floodplain.

Figure 8-4: Pleasant Grove Creek Bypass Improvements [UPDATED EXHIBIT]



C. Drainage System

Peak flow rate increases which would result from proposed development will be mitigated through attenuation features including the creation of wetland habitat areas, vegetated treatment swales and creation of additional conveyance with the overbank areas of Pleasant Grove Creek created by the bypass channel improvements. The bridge at Westbrook Boulevard and the western creek crossing of Pleasant Grove Creek will be utilized to constrict peak flows and increase the storage characteristics of the creek by metering downstream flows. Traditional permanent detention basins for peak stormwater flow-attenuation are not planned.

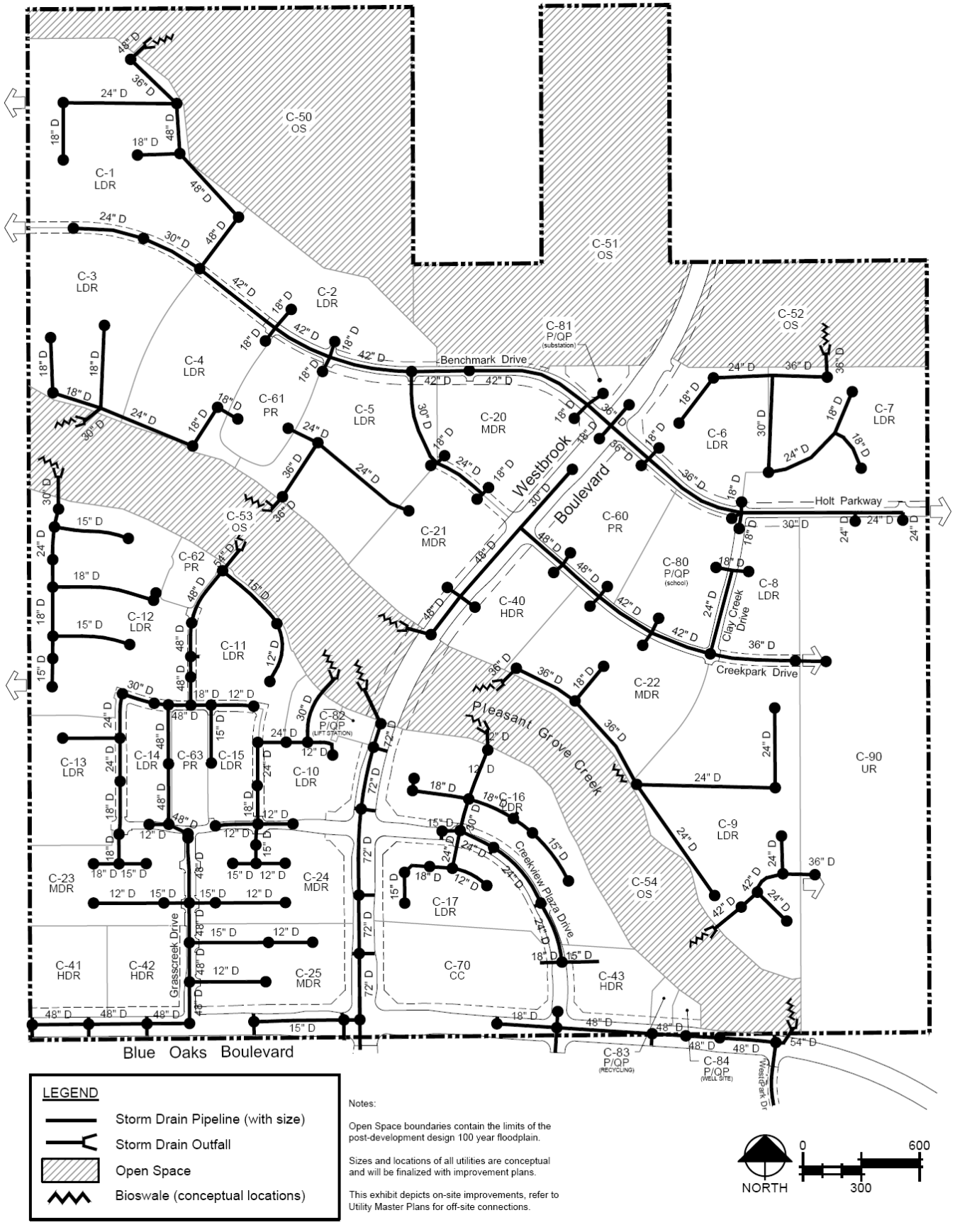
The attenuation enhancement features will provide adequate mitigation to reduce peak runoff rates exiting the site without increasing the 100-year hydraulic grade line elevations at the Plan boundaries and offsite. Onsite drainage improvements and open space corridors are shown on Figure 8-5.

In addition to detention of peak flood flows within the Pleasant Grove Creek watershed, the CSP will contribute toward construction of the Reason Farms Retention Basin project (on the AJWA property) through payment of a Pleasant Grove Watershed Mitigation Fee. This regional stormwater retention facility provides a volumetric mitigation for waters entering the Sacramento River Basin and is located on the City's AJWA site, immediately west of the CSP.

On-site drainage improvements consist of a combination of conventional subsurface and surface drainage systems, construction of pipe conveyance systems, and construction of culverts and bridges at roadway and trail crossings of creeks and tributaries. Stormwater will be discharged through outfalls into open space corridors. Vegetated swales, soft armoring, mechanical storm filters, structural interceptors and other best management practices will be utilized at pipe outfalls or other appropriate locations for water quality management, and to convey stormwater runoff to receiving waters while minimizing impacts to open space resources. Where applicable, outfall structures will be extended past any planned bikeway alignments in the open space areas.

The number and locations of outfalls shown on Figure 8-5 are based on the best available information and is subject to refinement during the subdivision map and improvement plan approvals, as well as state/federal permitting. Drainage facilities will be designed and constructed in conformance with the City of Roseville Improvement Standards, the City's Stormwater Quality Design Manual, the Placer County Flood Control Agency's Stormwater Management Manual, and the Open Space Preserve Overarching Management Plan required by the Clean Water Act 404 permit.

Figure 8-5: Drainage Improvements [UPDATED EXHIBIT]



The City's Open Space Preserve Overarching Management Plan includes requirements to minimize erosion and direct drainage away from vernal pool habitat by employing conceptual drainage improvements such as swales, outfalls, energy dissipation, and erosion control measures. The CSP will append to the City's Overarching Plan of Roseville Preserve Area Overarching Management Plan. Specific detail regarding the drainage system is contained in the CSP Drainage and Storm Water Master Plan on file with the City.

8.5 Stormwater Quality

The CSP provides a comprehensive plan for the management of urban runoff for flow control and water quality improvement. The integrated stormwater management system plan is reflected, in part, in specific design criteria contained in this section. The objectives of the CSP Stormwater Management Plan (SWMP) are intended to fulfill the requirements of the City's National Pollutant Discharge Elimination System (NPDES) Phase II Permit, as issued by the State Water Resources Control Board, and to minimize the effects of urban stormwater runoff on the natural open space areas, including wetland areas and principal drainage corridors.

The CSP SWMP will be in accordance with permit criteria applicable at the time of development. The SWMP provides the framework for stormwater treatment during two components of the development process. First, during the construction phase while infrastructure is being built to support the community, and, then during the post-construction phase which will be part of the improvements that make up the community and continue to protect the natural resources in perpetuity.

A. Stormwater Management During Construction Activities

The release of on-site stormwater runoff during construction activities is regulated by the State General Construction Permit issued by the Regional Water Quality Control Board for all construction sites greater than one acre. The General Construction permit requires a Storm Water Pollution Prevention Plan (SWPPP) address how stormwater from the construction site will be maintained and treated prior to being discharged from the site. The SWPPP is an evolving document which changes with the dynamics of the site development. The use of Best Management Practices (BMPs) during the construction process will generally incorporate erosion controls and sediment controls. Erosion and sediment control BMPs include such things as applying straw mulch to disturbed areas, the use of fiber rolls and silt fences, sedimentation basins, drain inlet protection, stabilized construction accesses, and material management. The final sizing and selection of non-mechanical BMPs will consider requirements specific to the Pleasant Grove watershed and proposed developed activities.

B. Post Construction Stormwater Management

Post construction stormwater management is intended to treat the urban runoff generated on-site in perpetuity. The BMP techniques within the site will reduce and/or eliminate the pollutants from the urban stormwater runoff and prevent the contamination of receiving waters.

The CSP will work with the permit criteria applicable at the time of development and in conformance with the City of Roseville Improvement Standards, the City's Stormwater Quality Design Manual, the Placer County Flood Control Agency's Stormwater Management Manual, and the City's Open Space Preserve Overarching Management Plan, to design and address post construction stormwater treatment.

Post construction stormwater treatment is composed of three general elements: source control, runoff reduction and treatment of runoff. All three elements will be used in the CSP SWMP. The basic practice of source control is to minimize the potential for constituents to enter runoff at the source. Low Impact Development (LID) measures are the main tool the CSP will employ for runoff reduction.. Implementation of LID includes construction of decentralized small-scale improvements to provide local infiltration and treatment opportunities to reduce the quantity of runoff entering the storm drain systems during a rainfall event. LID will be implemented to offset runoff increases which occur with the development as a matter of the conversion of native ground surfaces to impervious cover. Additional Treatment control BMPs may be located at the end of the pipe and provide further treatment of the stormwater before it enters into the natural creek system.

Low Impact Development (LID)

Low impact development (LID) is an approach to stormwater management emphasizing the use of small-scale, natural, constructed and proprietary drainage features integrated throughout the city to capture urban runoff and precipitation. LID measures can slow, clean, and infiltrate runoff, improving the quality and reducing the quantity of urban runoff entering the city storm drain systems. The added opportunities for infiltration offered by the use of LID can add water to local aquifers, increasing water reuse. It is a sustainable practice which benefits water quality protection, stream stability and can contribute to water supply.

The intent is to incorporate the systems of natural processes into the built environment. In addition to traditional stormwater management, which collects and conveys stormwater runoff through storm drains, pipes, or other conveyances to a centralized stormwater facility, LID within the CSP will take a different approach by using site design elements, LID and stormwater management to minimize

changes to the site's predevelopment runoff rates and volumes.

Key principles of low impact development include:

- ❑ Decentralize and manage urban runoff to integrate stormwater management throughout the watershed.
- ❑ Preserve the ecosystem's natural hydrological functions and cycles.
- ❑ Account for a site's topographic features in its design.
- ❑ Reduce directly connected impervious surfaces to slow runoff and provide additional infiltration opportunities.
- ❑ Reduce impervious ground cover and maximize infiltration on-site.

As the CSP develops, specific LID techniques, tools, and material, specified in construction documents, will control the amount of impervious surface, increase infiltration, and improve water quality by reducing runoff from the developed sites. The CSP Master Drainage Study accounted for the percent of runoff reduction expected with the implementation of these LID practices.

Additional project design elements within the open space areas will also provide hydrograph modification benefits. The created swale and riparian elements will provide additional floodplain storage capacity which is factored into the project hydrology analysis. The created swales also provide LID and treatment potential which has not been factored into the project mitigation, which include: added infiltration opportunities, evapo-transpiration opportunities, nutrient uptake, biological filtering, and stream buffers. LID elements may be implemented into development plans with CSP to achieve an overall reduction in stormwater runoff. The selection and use of these elements may vary by development project, depending on the runoff reduction needed. The various LID options may include, but are not limited to, the following:

- ❑ Disconnected roof drains;
- ❑ Disconnected and separated pavement;
- ❑ Bio-retention facilities, rain gardens, and bioswales;
- ❑ Tree Planting;
- ❑ Grass swales and channels;
- ❑ Curb cuts and vegetated filter strips;
- ❑ Impervious surface reduction – permeable pavements and porous pavements;
- ❑ Stream Buffers;
- ❑ Soil Amendments; or
- ❑ Pollution prevention and good housekeeping practices.

End of Pipe Stormwater Treatment Control

In addition to the implementation of the above-referenced LID measures, the storm drain system will be designed to provide additional protection of the natural environment and receiving water of Pleasant Grove Creek and University Creek by providing non-mechanical end of pipe treatment techniques. This element adds to the treatment train and consists of final treatment elements such as grass treatment swales.

Special consideration will be taken to capture, convey and release the urban stormwater to the creek system. The treatment and conveyance of storm runoff in and through the open spaces will be made part of the Corp of Engineers 404 permitting process. Standard practices include the use of headwall structures, directly at the outfall location, to stabilize and protect the outlet pipe, surrounding topography and aid in velocity attenuation while minimizing future maintenance costs. Conveyance “grassy swales” which direct stormwater from the pipe outlets to receiving waters and avoid sensitive habitat while distributing concentrated pipe flows will be used at every outfall. Depending on the size of and frequency of particular storm events, and the actual drainage area being conveyed, the conveyance swales will be armored with geo-synthetics to minimize the potential for future erosion and rilling of the open space. Soft-armoring will provide opportunities to create grassy swales and additional wetland habitat to aide in stormwater filtration and infiltration. Based on the LIDs planned, the need for additional filtration units is not anticipated. However, additional structural BMPs can be added to the treatment train and end of pipe treatment if needed. These may include such devices as:

- ❑ Installation of “fossil filter” or equivalent petroleum absorbing insert assemblies in the project drop inlets;
- ❑ Trash screen vaults; or
- ❑ Other structural BMPs as approved by the City.

The final selection of BMPs will consider requirements specific to the Pleasant Grove Creek watershed and proposed development flows. Other BMPs will involve prompt re-vegetation of disturbed areas and proper erosion protection per the NPDES permit during construction.

8.6 Dry Utilities

A. Electric Service

Roseville Electric, the City's electric utility, will provide electric service to the CSP. Roseville Electric operates the Roseville Energy Park (REP), a 160-megawatt natural gas-fired, electric power plant, which uses state-of-the-art equipment to locally generate approximately half of the City's electricity needs. The Roseville Energy Park is located south of the CSP. Additional electricity resources needed to serve CSP, including state and federal mandated renewable electricity resources, will be purchased from outside sources or generated by new Roseville-owned generating facilities. As required by state regulations, Roseville will use energy efficiency programs and initiatives to meet electricity demand, before acquiring new electricity sources.

Electric Energy Efficiency and Conservation

The CSP includes implementation of cost-effective energy efficiency, load management, and renewable energy programs to meet electricity demand, before new electricity sources are acquired.

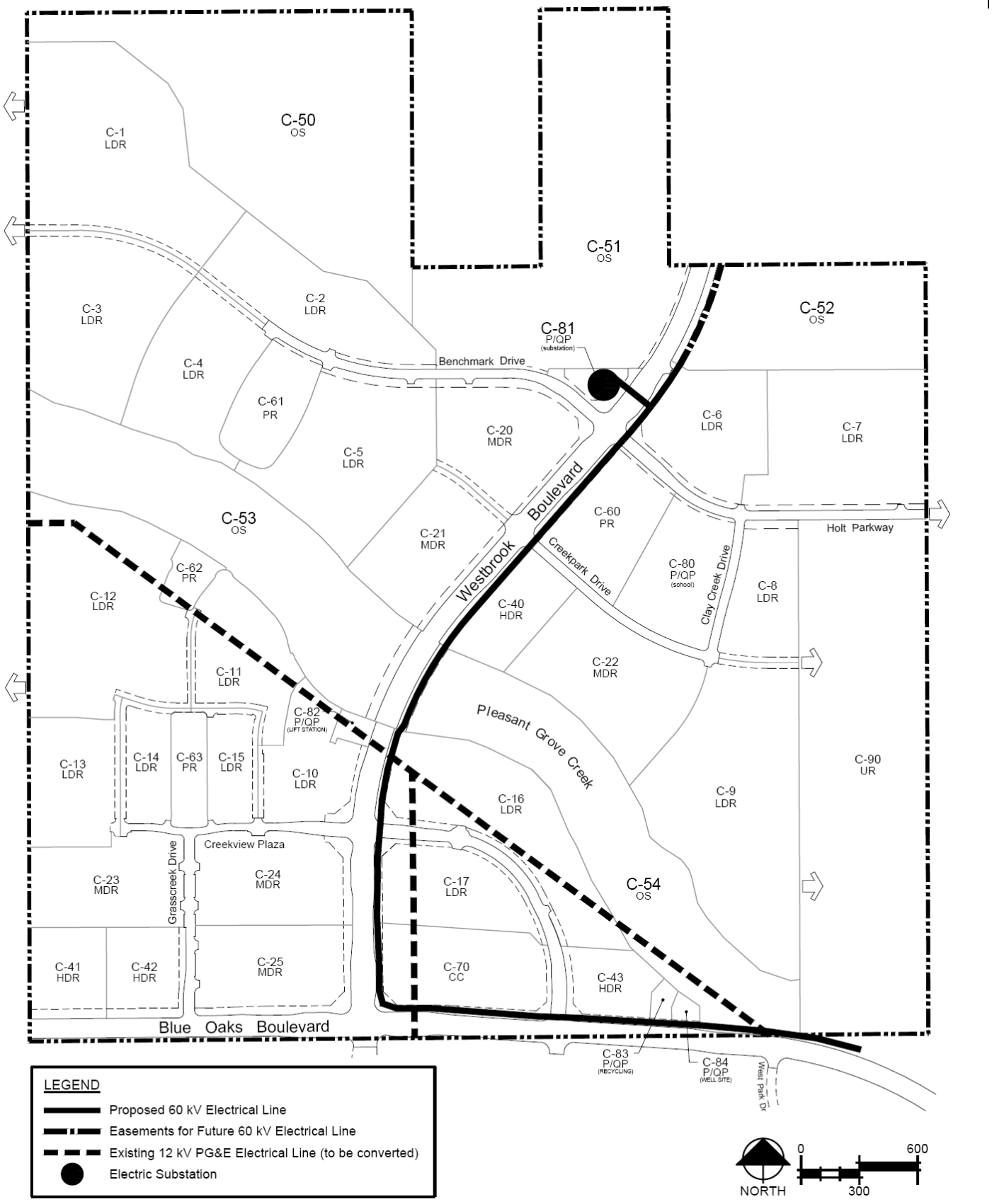
Peak Electric Demand and Distribution

Peak electric demand for electrical service is estimated to be 11.7 Mega volt amps (MVA) within the CSP. Planned electric backbone facilities include a substation and a 60kV transmission line corridor. The CSP provides a 0.9-acre site (Parcel C-81) for a substation, west of Westbrook Boulevard, south of the open space preserve (Parcel C-51), in the northern portion of the site. This substation will connect with Roseville Electric's existing 60kV overhead transmission lines which extends through the CSP, to complete a loop in West Roseville and provide connections to the REP switchyard and the substation in the WRSP. A conceptual plan of the substation site is shown in Figure B-10.

60kV power lines will be extended into the CSP from the east. The 60kV line is planned on the north side of Blue Oaks Boulevard~~, along the south side of the Pleasant Grove Creek corridor~~ to Westbrook Boulevard. The line continues north, on Westbrook Boulevard and will connect to the substation near Holt Parkway. The location of the electric substation and conceptual alignment of the 60kV power line are shown on Figure 8-6.

Underground electrical distribution will be extended to individual parcels in conjunction with roadway improvements or as phasing requirements dictate. In addition, street lighting will be provided along all public streets as part of the roadway frontage improvements. All electric and street light facilities will be constructed to the City's standards at the time of construction.

Figure 8-6: Electric Facilities [UPDATED EXHIBIT]



B. Natural Gas

Pacific Gas & Electric Company (PG&E) will provide natural gas upon request and in accordance with the rules and tariffs of the California Public Utilities Commission. PG&E's long-range plans provide for availability of gas service to accommodate increased demand. Service will be provided to the CSP from existing infrastructure adjacent to the site on Blue Oaks Boulevard. Delivery of gas service to individual projects in the CSP will be reviewed by PG&E at the time of proposal.

C. Communication

The CSP is within the service areas of Surewest Communications, AT&T, Comcast, and Wave Broadband. Together, these providers offer both voice and data communication services. Distribution lines to individual parcels will be extended from existing infrastructure adjacent to the CSP in accordance with the infrastructure Phasing Plan for dry utilities. The providers will review delivery of telephone, cable television, and high-speed data line services to individual projects in the CSP at the time of proposal.

8.7 Solid Waste

The City of Roseville will provide solid waste services to the CSP. Solid waste will be collected and delivered to the Western Placer Waste Management Authority facility located north of the City at Athens Avenue and Fiddyment Roads. The Authority owns a Material Recovery Facility (MRF) that receives, separates, processes, and markets recyclable materials removed from the waste stream. Residual waste is transferred to the Authority's Western Regional Sanitary Landfill located on the same site for disposal.

At full buildout, the CSP is anticipated to generate approximately 8,017 tons of solid waste annually. A 0.6-acre solid waste recycling area is planned within the CSP on Parcel C-83. This site will provide residents with a location to off-load recyclable materials. Vehicular access to this site is provided from Blue Oaks Boulevard and from within the adjacent commercial center, as shown on Figure B-12.

Section 9

Resource Management

The natural undeveloped character of the Creekview Specific Plan (CSP) area consists of relatively flat to gently rolling terrain situated at an elevation of approximately 75 to 95 feet above mean sea level. Historic use of the site included ground disturbance associated with agricultural operations and minimal disturbance through structural development and associated grading activities.

Annual grasslands and a valley oak riparian corridor are the dominant vegetation communities with herbaceous weed species interspersed with the non-native annual grasses. Wetland features are dispersed throughout the site. Pleasant Grove Creek flows from east to west, entering the site from the southeast, then continuing diagonally through the Plan Area. University Creek, a small tributary of Pleasant Grove Creek, is located in the northern portion of the site. A number of trees are present in the southwest portion of the site, primarily within the Pleasant Grove Creek corridor and adjacent to University Creek.

The CSP is consistent with the goals of City of Roseville General Plan Open Space and Conservation Element. The CSP establishes contiguous open space areas formed to protect some of the most prominent natural resource areas. The form of CSP's open space plan and the resource preservation areas within it, were guided by input received during early consultation with federal and state resource agencies. The resource management approach is designed to be consistent with the Pleasant Grove Wastewater Treatment Plant (PGWWTP)

Memorandum of Understanding (MOU) between the City and U.S. Fish and Wildlife Service (USFWS) from May 2000, which addresses annexation projects proposed on the City's western boundary, such as the CSP. To this end, the CSP will append to the City's Open Space Preserve Overarching Management Plan for management of on-site open space ~~preserve~~ areas.

The CSP and related off-site preservation and restoration efforts are intended to complement larger-scale regional conservation strategies, such as the proposed Placer County Conservation Plan, the County's proposed habitat conservation plan. Coordination with other agencies and conservation efforts is a fundamental principle and key objective of the CSP resource management approach. In addition to resource protection, the open space areas help define the visual character of the site and provide for passive recreation opportunities, pedestrian and bike access, storm water drainage and treatment, flood water conveyance, utility infrastructure, and land use buffering.

Based on the characteristics of the site, the resource management approach in the Specific Plan focuses on wetland resources, vegetation and wildlife, trees and cultural and historic resources. Additional resources are further addressed in the CSP EIR.

9.1 Wetland Resources

A. Pre-Development Conditions

Several types of wetland features exist in the pre-development condition of the CSP site. The most prominent of these are wetland swales which are found throughout the site and carry water briefly during winter rainfall. The second greatest wetland type by size is Pleasant Grove Creek a perennial drainage which flows year round as a result of upstream urban runoff. Seasonal wetlands, vernal pools and a seasonal marsh are found primarily within grassland areas. A total of 33.83 acres of wetlands and other waters of the United States occur within the CSP in its pre-development condition, as listed on Table 9-1.

Table 9-1: Jurisdictional Wetland Summary

Wetland Type	Pre-Development Acreage	Impacted Acreage	Preserved Acreage
Vernal Pool	1.75	1.28	0.47
Seasonal Wetland	7.43	4.68	2.75
Wetland Swale	14.42	5.15	9.27
Seasonal Marsh	2.70	2.70	0
Total Wetlands	26.30	13.841	12.49
Ephemeral Stream	0.08	0.04	0.04
Intermittent Stream	1.77	0	1.77
Perennial Stream	5.68	0.32	5.36
Total Waters	7.53	0.36	7.17
Total	33.83	14.17	19.66

B. Avoidance and Mitigation Strategies

Avoidance

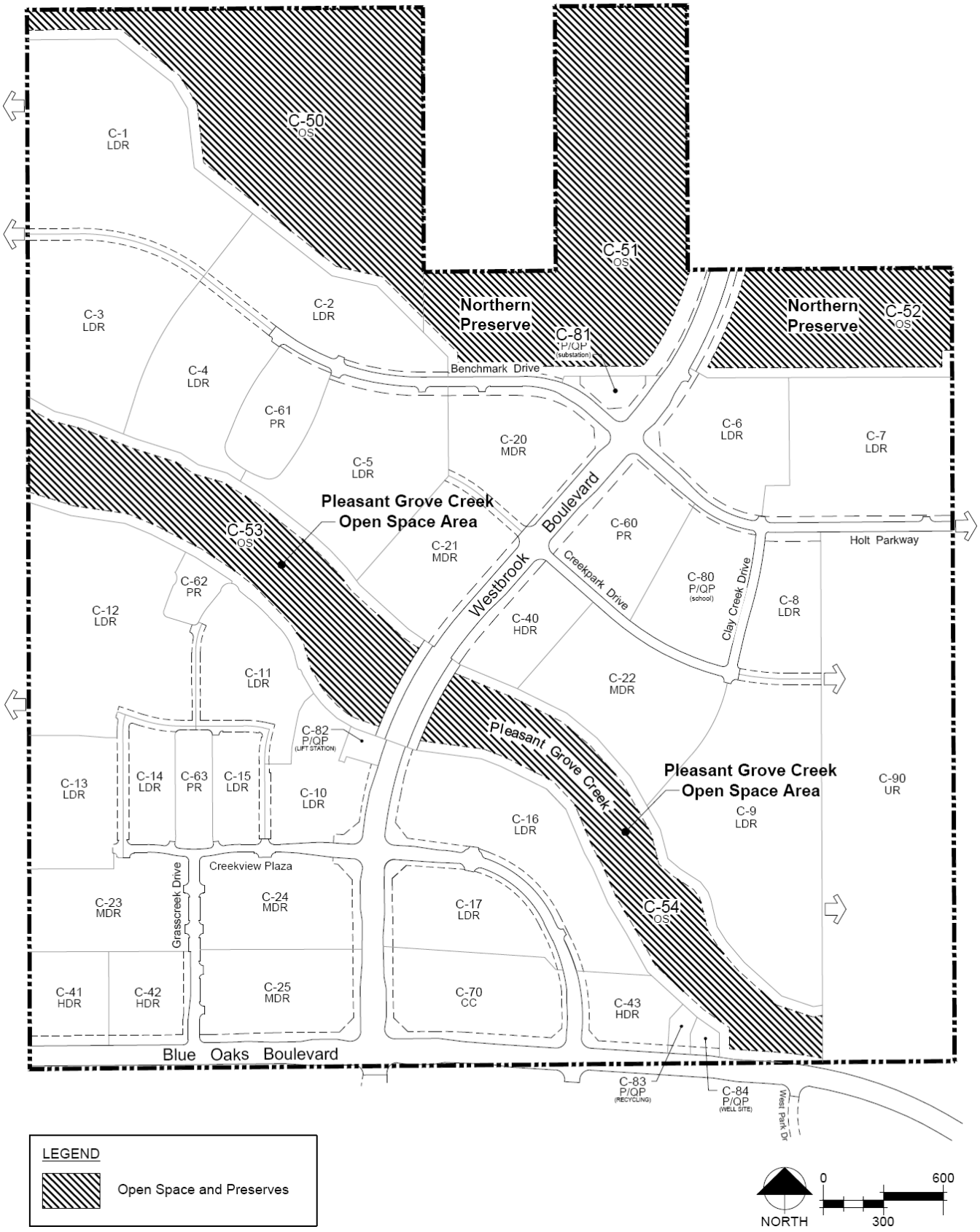
The CSP development plan is the result of extensive planning and its design is influenced by the desire to reduce impacts on wetlands and habitat for endangered species. The Open Space Plan, as illustrated on Figure 9-1, is configured to minimize impacts on Pleasant Grove Creek, to create an extensive open space preserve in the northern portion of the site and to provide buffers for habitat protection. The system is designed to avoid impacts to resources to the fullest extent feasible. Most of the avoidance occurs in the open space preserve (Northern Preserve) along the northern edge of the site and the corridor surrounding Pleasant Grove Creek. A minimum of 19.66 acres of in-kind wetland habitat will be preserved on-site resulting in a ratio of approximately 1.39 acres of wetlands preserved for each acre of wetland impacted. Information regarding impacted and avoided wetlands, including mitigation strategies, is provided in the CSP Environmental Impact Report.

Development of the CSP will be subject to approvals from state and federal resource agencies including the U.S. Fish & Wildlife Service (USFWS), U.S. Army Corps of Engineers (USACE), the California Regional Water Quality Control Board (CRWQCB) and California Department of Fish and Game (CDFG). Prior to submittal of an application for the CSP, the City and Applicant worked extensively with representatives of various federal and state agencies to arrive at a design to minimize impacts to resources, creates open space preserves of regional benefit and preserves the highest quality wetland resources on the site. The CSP open space preserve design involved extensive early consultation with the resource agencies to ensure compliance with the Clean Water Act and Endangered Species Act.

On-Site Resource Preservation and Enhancement

Wetland features and habitat within the CSP open space system will be preserved ~~in perpetuity,~~ within on-site preserves and open space areas, and ultimately will be dedicated to the City for management and maintenance. Two preserve areas will be created: ~~the~~ The system includes a 49-acre open space area (C-53 and C-54), ~~preserve~~ which includes Pleasant Grove Creek and associated riparian corridor, and ~~the~~ a 87.2-acre open space preserve (C-50, C-51, C-52) ~~area~~ in the northern portion of the CSP known as the Northern Preserve. Within the Northern Preserve, there are opportunities for vernal pool and seasonal wetland restoration. In addition, the areas adjacent to Pleasant Grove Creek provide opportunities for riparian enhancement and creation.

Figure 9-1: Open Space and Preserve Areas [UPDATED EXHIBIT]



To ensure these ~~preserve~~ open space features are maintained, grading and drainage plans in development areas will be designed to minimize impacts on the existing hydrology. Long-term maintenance and management of the preserves in the CSP will be conducted in accordance with the City of Roseville Open Space Preserve Overarching Management Plan, discussed further in Section 9.3 ~~4~~ below.

Off-Site Mitigation

Where biological resources cannot be avoided and preserved within the CSP open space preserves (14.17 acres of resources), off-site mitigation is required to provide wetland habitat and land to offset the loss of property designated within and/or proximate to the Vernal Pool Recovery Plan designated Core Area in Western Placer County. To meet the resource preservation objectives outlined above, the CSP mitigation program includes the preservation of resource areas on off-site lands and the use of approved mitigation banks. Mitigation sites have been identified in Western Placer County and are described in the 404 permit application. These sites will provide areas for preservation, restoration, and creation of wetland features. In addition, some mitigation will be provided as habitat credits in previously established and agency-approved mitigation banks located in Placer County. The use of off-site lands and habitat credits as mitigation to satisfy the on-site impacts on wetland resources will be assessed by the appropriate federal and state resource agencies and subject to various permit approvals prior to development activity within the CSP.

9.2 Vegetation and Wildlife

Annual grasslands and a valley oak riparian corridor are the two primary biological communities present within the CSP. Annual grassland is the dominant vegetation community within the CSP. It is comprised primarily of non-native annual grasses and herbaceous weed species. The most common species found within CSP include soft chess, ripgut brome and wild oat. Other non-native herbaceous species include yellow star thistle, filaree, Fitch's tarweed, and tarplant. Wetland features such as emergent marsh, wetland swales, vernal pools and seasonal wetlands and streams are embedded in the grassland habitat. The riparian corridor along Pleasant Grove Creek is dominated by valley oak. Himalyan blackberry is common and forms a shrubby understory along with willows and an occasional white alder tree. In more open areas, the understory consists of nonnative annual grasses and forbs.

CSP's biological communities support wildlife species. These include waterfowl, wading birds, shorebirds, and several amphibian species which use the wetland areas in the winter and spring. In addition, the grassland habitat supports several raptor species, including Swainson's hawk,

by providing foraging habitat. Swainson's hawk is a state-listed threatened species and is protected pursuant to the California Endangered Species Act. One nest is documented in the southwestern portion of the CSP. Several prey species have also been documented on the site including jackrabbit, gopher and meadow vole.

Grassland habitat and valley oak riparian corridor habitat will be preserved as part of the CSP open space preserve system. Active management of grasses by mowing, harvesting, discing, or grazing is anticipated to provide prey opportunities for wildlife species. Preservation and management of the grassland areas and valley oak riparian corridor will be regulated by the Operations and Management Plan, as outlined in sub-Section 9.3.

9.3 Operations and Management Plan

An Operations and Management Plan (O&M Plan) will be implemented in accordance with the applicable 404 permits to continually monitor, report, and correct disturbance, if any, to the open space/preserve areas. This document will ultimately be approved by the regulatory agencies and will specify the permitted activities and features within the CSP preserves. For the CSP, preserve and open space areas will be managed in accordance with the City of Roseville Open Space Preserve Overarching Management Plan. The Preserve Overarching Management Plan governs management of other City-owned preserve areas and provides mechanisms for consistent application of preserve management strategies throughout the City. At minimum, preserve management strategies will address fire/fuel modification zones, mowing activities, grading and construction activities, pedestrian and bikeway paths, storm drainage systems (including outfall locations and the treatment and transfer of stormwater to receiving waters), utility crossings, and other permitted and prohibited activities. In addition, standards will be established to minimize potential future impacts on vernal pools from sources of pollution, including urban runoff and neighboring land uses. Following habitat creation and completion of success monitoring by the applicant, on-site open space preserves will be dedicated to and managed by the City in accordance with the Preserve Overarching Management Plan. Funding for the management of on-site preserve and open space areas will be provided by an annual tax levy via creation of a Community Facilities District (or other funding mechanism).

9.4 Trees

Riparian and oak woodlands are found in the central portion of the CSP generally along Pleasant Grove Creek and in the northern open space. Limited woodlands exist outside of these corridors. The riparian woodland occurs immediately adjacent to the

creeks and includes valley oak, cottonwood, alder, willow, ash and other species. The oak woodland occurs upland and adjacent to the riparian woodlands and creek channels, and consists primarily of blue oak, with small amounts of interior live oak and valley oak. Both the riparian and oak woodlands are an important habitat for a variety of wildlife species, and a significant visual amenity. The portion of University Creek in the northwest corner of the CSP supports approximately thirty (30) mature valley oak trees along its upper bank. There are 458 native oak trees on the CSP site, totaling 9,522 aggregate diameter inches. Nearly 90% of the oak woodlands will be preserved in the CSP within open space areas or park sites.

Development in the CSP and impacts to trees as a result of public and private improvements is subject to the City of Roseville Tree Preservation Ordinance. Regulated activities within the protected zones of native oaks, and proposed tree removals, are subject to approval of a tree permit by the City. The Tree Ordinance requires trees approved for removal be compensated on an inch-for-inch basis either through regeneration/replanting or payment of mitigation fees. Oak woodland compensation on-site in the CSP will occur within the Pleasant Grove Creek corridor and/or in the northern open space preserve. A regeneration/replanting receiving area will be adjacent and connected to preserved woodland areas. Tree mitigation plans are coordinated through the City's Urban Forester for planting specifications, locations and monitoring.

9.5 Cultural and Historic Resources

Most of the CSP site surface was modified in the past to accommodate agricultural activities which suggest a relatively low sensitivity for surviving cultural resources. Two resources were identified as part of this analysis. The first is an agricultural feature including a residence, barn and corn crib (1981) used to store corn. The residence and barn have been destroyed and the concrete corn crib remains on the site. The second feature is a residence, dating to the 1950s or 1960s which has been completely destroyed.

Structures and deposits in the CSP do not appear to be eligible for the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). The CSP EIR provides a detailed analysis of the site's cultural and historic resources, including mitigation and direction for further analysis of project-related impacts on cultural and historic resources, and how to proceed if any previously undiscovered or subsurface archaeological artifacts or historical sites are discovered.

Section 10

Implementation

Government Code Section 65451 requires every specific plan include a program of implementation measures necessary to carry out its proposed land uses, infrastructure, development standards, and criteria.

Implementation of the Creekview Specific Plan (CSP) is to be administered by the City of Roseville and carried out in accordance with the terms and conditions of several related and approved development agreements, phasing plans, a financing plan, and an environmental impact report, which augment the policies and regulations set forth in the City's General Plan and Municipal Code.

Implementation would also be consistent with State and Federal permit conditions and the federal environmental review document. Implementation of the CSP is intended to result in the systematic and orderly development of the CSP.

The Specific Plan includes a conceptual program for the phasing of units to support financing, and construction of public improvements, review of individual development projects, transfer of residential units, and process for Specific Plan amendments/minor modifications. These programs are summarized in this chapter, with details and specific requirements included in the above-referenced documents.

10.1 Relationship to City Plans and Policies

A. General Plan

The City of Roseville General Plan serves as the long-term policy guide for the physical and economic development of the City. The City's core values are the foundation of the General Plan and the underlying basis for its vision and direction.

The CSP implements the goals and policies of the City's General Plan, and augments these goals and policies by providing specific direction to reflect conditions unique to the CSP. At the time of Specific Plan approval, the City's General Plan and incorporated documents were amended to reflect CSP's land uses and development program. The CSP is consistent with the City's General Plan and incorporated documents as amended.

B. Municipal Code

The Roseville Municipal Code is one of the primary tools for implementing the General Plan. For new development areas, the Municipal Codes' key components are the City's Zoning Ordinance, Subdivision Ordinance, Storm Water Ordinance, Grading Ordinance and Tree Ordinance, which are used in tandem with this Specific Plan to implement the development program. Development standards contained in the City's Zoning Ordinance apply to the CSP. The CSP Development Standards (Appendix A) identify potential housing variations in the MDR density range and acknowledge the need to define custom development standards as part of tentative map processing for these projects. Where this Specific Plan is silent, the Zoning Ordinance's regulations prevail.

10.2 Specific Plan Related Documents

A. Environmental Impact Report

An Environmental Impact Report (EIR) was certified concurrent with approval of the CSP. The EIR, prepared in accordance with the California Environmental Quality Act (CEQA), examines the potential direct and indirect environmental effects associated with development of the CSP and identifies appropriate mitigation measures to reduce impacts determined to be significant. The EIR analyzes the CSP at a project level, and serves as the base environmental document for purposes of evaluating subsequent CSP-related entitlements. The EIR evaluates the Urban Reserve parcel at a program level.

B. Development Agreement

The property owners within the CSP have executed a development agreement with the City of Roseville to vest the development rights of their properties. The development agreement was approved by the City in accordance with applicable State and local codes, and as such, functions as

legal and binding contracts between the City of Roseville, the property owners, and their successors-in-interest. The development agreement outlines the specific development rights, establishes obligations for infrastructure improvements and land dedications, secures the timing and methods for financing improvements, and specifies other performance obligations for development of the CSP.

C. Development Standards and Design Guidelines

Concurrent with the approval of the project, the Creekview Development Standards (Appendix A) and Creekview Design Guidelines (Appendix B) were approved by the City of Roseville. The Development Standards reference applicable zoning regulations for the CSP and describe a process to achieve a development pattern which would not be otherwise permitted by standard application of the City's Zoning Ordinance. For matters where the Development Standards are silent, the City's Municipal Code prevails.

The Creekview Design Guidelines work in tandem with the City's Community Design Guidelines to provide additional detail in the design, review, and approval of individual projects within the CSP. Elements addressed include subdivision and site design, architecture, landscaping, streetscapes, entries, lighting, signage, and low impact development concepts. All development within the CSP is required to comply with the Creekview Development Standards and Creekview Design Guidelines.

10.3 Phasing Plan for Public Facilities

The CSP provides for a comprehensively planned infrastructure system with coordinated phasing and construction of facilities. Three infrastructure construction phases (Phases A, B and C) are anticipated as the CSP builds out. The boundary of each phase is reflected on Figure 10-1, with residential unit and land use allocations by phase summarized in Table 10-1.

In general, the phasing plan is structured to ensure the improvements in each phase can support its respective development in compliance with City policies and standards, and the development in each phase can support the costs of the required improvements.

Infrastructure phases identified in the phasing plan may be modified at the discretion of the City, in consultation with all affected City departments.

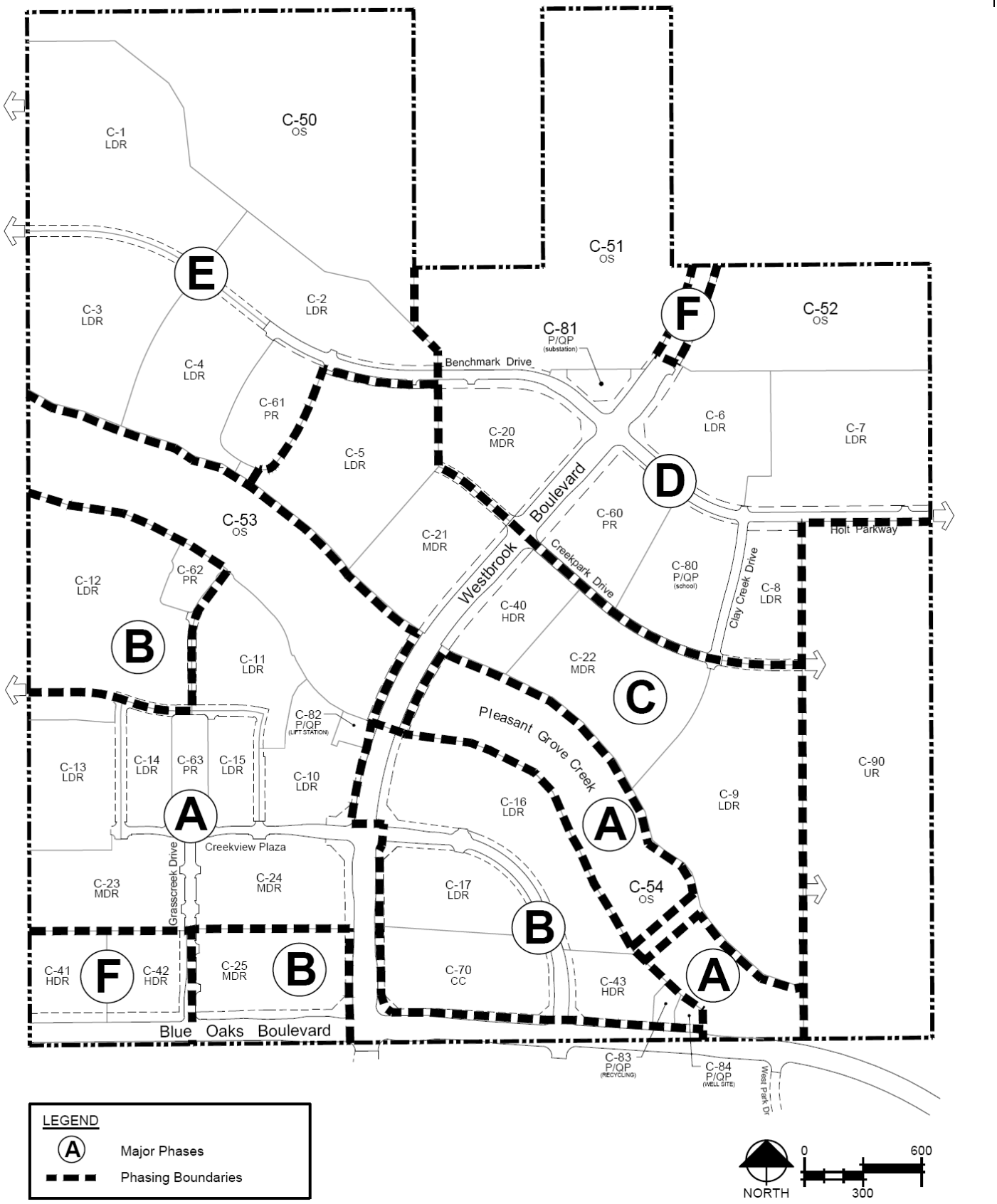
The infrastructure requirements for each phase of development include all on-site backbone infrastructure and off-site facilities necessary for the build out of each phase as described in the CSP Development Agreement.

These include roadways, sewer, water, recycled water, storm drainage, dry utility, paseos, schools, parks, and other facilities and improvements. All in-tract sewer, storm drain, water, dry utilities, and recycled water (if applicable) will be installed as part of local project improvements.

Table 10-1: Land Use and Residential Units by Phase
[UPDATED TABLE]

Phase	A	B	C	D	E	F	Total
LDR	28.0 ac 160 du	38.6 ac 202 du	35.4 ac 171 du	27.6 ac 154 du	53.2 ac 264 du	-	182.7 ac 951 du
MDR	16.3 ac 120 du	7.3 ac 62 du	19.0 ac 225 du	8.7 ac 106 du	-	-	51.2 ac 513 du
HDR	-	3.9 ac 116 du	5.2 ac 168 du	-	-	8.6 ac 263 du	17.7 ac 547 du
Comm~~/ BP~~	-	9.2 ac	-	-	-	-	9.3 ac
PR	2.5ac	1.5 ac	-	7.4 ac	4.8 ac	-	16.3 ac
OS	49.7 ac	-	-	50.7 ac	36.5 ac	-	136.9 ac
P/QP	0.7 ac	1.1 ac	0.9 ac	7.0 ac	-	-	9.7 ac
Total	97.2 ac 280 du	61.6 ac 380 du	60.5 ac 564 du	101.4 ac 260 du	94.5 ac 264 du	8.6 ac 263 du	423.7 ac 2,011 du

Figure 10-1: Conceptual Phasing Plan [UPDATED EXHIBIT]



10.4 Financing of Public Improvements

Construction of public improvements to serve the CSP will be funded by a variety of mechanisms including establishment of one or more Community Facilities Districts (CFD), City impact fees, school impact fees, developer financing and other methods. The CSP Financing Plan, hereby incorporated by reference, demonstrates feasibility and financing mechanisms which could be used to construct the CSP's public facilities. These financing mechanisms are summarized in Table 10-2.

For specific details on financing, refer to the CSP Financing Plan, available at the City of Roseville Finance Department.

- **Developer Financing.** Direct developer/merchant builder financing may be used to contribute toward backbone improvements and facilities, shortfall financing, and in-tract subdivision improvements.

- **City Impact Fees.** The City of Roseville adopted a set of development impact fees to finance capital improvements. The fee structure requires the payment of fees prior to issuance of a building permit. The City collects park fees, drainage fees, sewer connection fees, solid waste fees, water connection fees, traffic mitigation fees, and public facilities fees.

- **Community Facilities District.** One or more Community Facilities Districts (CFD) may be established to help fund the construction and/or acquisition of backbone infrastructure and facilities to serve the CSP. The 1982 Mello Roos Community Facilities Act enables cities and other entities to establish a CFD to fund various facilities and services.

  The proceeds of the Mello-Roos special tax can be used for direct funding of facilities and/or to service debt. A separate CFD for Services will be established for maintenance of certain facilities which provide special benefit to the CSP. Such facilities may include landscape corridors and medians, open space preserves, paseos, bike paths, bus stops and shelters, drainage and storm water treatment facilities and neighborhood parks. In addition, the CFD for Services may be used to fund governmental services which directly benefit residents of the CSP, including police, fire, library and other governmental services.

- **School Impact Fees.** The various school districts have established fees, in accordance with Section 17620 of the California Education Code, to be used to construct school facilities. Pursuance to Section 65995 of the California Government Code, these school impact fees will be collected by the school district prior to issuance of a building permit.

As noted, other financing mechanisms may be utilized, including creation of private districts or associations to fund maintenance of certain facilities within the CSP. Specific financing requirements, improvement obligations, fees, reimbursements, land and easement dedications and conveyances, maintenance, and other financing and improvement related obligations are detailed in the development agreement.

Table 10-2: Public Improvement Financing Mechanisms

Improvement/Facility	Financing Options
Roadway Improvements	CFD/Traffic Fees/Developer Financing
Storm Drain Infrastructure	CFD/Developer Financing
Water Infrastructure	CFD/Water Connection Fee/Developer Financing
Sewer Infrastructure	CFD/Sewer Connection Fee/Developer Financing
Recycled Water Infrastructure	CFD/Developer Financing
Electric Facilities	CFD/Utility Rates/Developer Financing
Parks	Park Fees/Developer Financing
Paseos	Paseo Fees/CFD/Developer Financing
Bike Trails	Bike Trail Fee/CFD/Developer Financing
Open Space Amenities	CFD/Park Fees/Developer Financing
Library	Public Facilities Fee
Schools	School Impact Fees/State Funding
Other City Facilities	General Fund/CFD/Developer Financing
County Facilities	County-Wide Facilities Fee
Maintenance Services[1]	General Fund/CFD
Governmental Services[2]	General Fund/Public Facilities Fee/CFD

1 Landscape corridors and medians on roadways, parks and related facilities, paseos, open space areas, bike and pedestrian paths and/or trails, bus stops and shelters, detention and storm water treatment facilities.
2 Police, fire, library, or general governmental services.

10.5 Subsequent Entitlements and Approvals

A. City Processing

Individual development projects within the CSP are subject to review and approval of subsequent permits and entitlements by the City of Roseville (e.g. subdivision review, design review, conditional use permits, variances, and/or other permits). Application and processing requirements shall be in accordance with the City's Zoning Ordinance and other regulations, unless otherwise modified by this Specific Plan.

All subsequent development projects, public improvements and other activities shall be consistent with this Specific Plan and accompanying Development Standards and Design Guidelines, the development agreement, applicable City of Roseville policies, requirements and standards and all State and Federal permit conditions and environmental review documents (CEQA and NEPA). In acting to approve a subsequent project or permit, the City may impose conditions as are reasonably necessary to ensure the project is in compliance with the Specific Plan and all applicable plans and regulations.

B. Environmental Review

Each subsequent development project shall be reviewed to ensure compliance with the California Environmental Quality Act (CEQA).

The Creekview Specific Plan Environmental Impact Report (EIR), certified concurrent with approval of the Specific Plan, serves as the base environmental document for subsequent entitlements. Development applications will be reviewed on a project-by-project basis to determine consistency with the EIR.

In general, if a subsequent project is determined to be consistent with the Specific Plan and within the scope of the EIR, further environmental review may not be necessary. Section 65457(a) of the California Government Code and Section 15182(a) of CEQA provide no EIR or negative declaration is required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified. If it is determined a development application is inconsistent with the Specific Plan and/or substantial evidence exists to support the occurrence of any of the events set forth in CEQA Guidelines Section 15183, a determination will be made as to the appropriate subsequent environmental document.

A mitigation monitoring program has been adopted with the CSP EIR in accordance with Public Resources Code 21081.6 to help ensure implementation of EIR mitigation measures.

C. Approvals from Other Agencies

Appropriate Local Agency Formation Commission (LAFCO), state, and federal approvals and permits are required prior to any development activity within the CSP. Plan implementation would be carried out consistent with all applicable permit conditions and the federal environmental review document.

10.6 Amendments and Minor Modifications

Proposed changes to a specific plan typically require approval of a Specific Plan Amendment (SPA). Specific Plan Amendments are processed in the same manner as the initial Specific plan adoption, requiring review by the Planning Commission and action by the City Council.

However, because the CSP will build out over several years, it is anticipated the Specific Plan may need to respond to changing market conditions and City expectations during the course of buildout. To provide a degree of flexibility in responding to changing conditions, the CSP allows for administrative approval of Minor Revisions to the Specific Plan, including the Creekview Development Standards and Creekview Design Guidelines in Appendices A and B. The ~~Planning, Housing and Redevelopment~~ Development Services Director, or designee, shall determine whether a proposed revision is minor, and may act upon a minor revision to the Specific Plan and appendices administratively, as specified below.

A minor revision to the Specific Plan may be processed and acted on administratively if determined by the ~~Planning, Housing and Redevelopment~~ Development Services Director to be in substantial conformance with:

1. The overarching vision and community design principles intended for the Creekview Specific Plan, including applicable development standards and design guidelines;
2. The Specific Plan development agreement(s);
3. The City of Roseville General Plan; and
4. The Specific Plan Environmental Impact Report.

Examples of minor revisions to the CSP include, but are not limited to:

- ❑ The addition of new or updated information which does not substantively change the Specific Plan.
- ❑ Minor adjustments to land use boundaries of residential, commercial, or park parcels, to open space edges between developable and non-developable land, or to street alignments, where the general land use pattern is maintained.
- ❑ Minor modifications to, and interpretations of, the development standards, as permitted by Section 19.74.020 of the Roseville Municipal Code for Administrative Variances, if it is determined such changes are equal to or better than the original intent of the CSP.
- ❑ Changes to the provision of public infrastructure and facilities do not impact the level of service provided

or affect the development capacity in the CSP.

- ❑ Modifications to the Design Guidelines (such as revisions to design treatments or changes in specified plant materials, alterations of site concept plans, etc.) if it is determined design intent is maintained.
- ❑ Modifications to the provisions for infrastructure and construction timing which do not change the ability to provide adequate infrastructure for the development.

Any proposed minor revision to the CSP may, at the sole discretion of the ~~Planning, Housing and Redevelopment~~ Development Services Director, be referred to the Planning Commission and City Council for action. Determinations and actions by the ~~Planning, Housing and Redevelopment~~ Development Services Director may be appealed to the Planning Commission.

If the ~~Planning, Housing and Redevelopment~~ Development Services Director determines a proposed amendment does not meet the above criteria, a Specific Plan Amendment (SPA) shall be required.

10.7 Minor Residential Unit Transfers

The large lot parcels on Creekview's land use plan are assigned a residential dwelling unit allocation, with associated gross land use density. These assignments were made at the time of Specific Plan approval based on an assessment of the constraints and opportunities of each large-lot parcel and anticipated long-term demand for various housing types. As individual residential small-lot parcel maps are processed over time, a more detailed assessment of site, market, and other conditions will occur. It is anticipated this process may result in the need to adjust (reduce or increase) the number of units assigned to some large-lot residential parcels.

This Specific Plan includes a provision which allows the City to approve minor residential density adjustments and permit the transfer of residential units between large lot parcels. The ~~Planning, Housing and Redevelopment~~ Development Services Director may administratively approve a residential unit transfer/density adjustment between any Specific Plan large lot parcels provided the following conditions are satisfied:

1. The transfer and receiving parcels are located within the Creekview Specific Plan and are subject to a development agreement;
2. The transfer of units does not result in a change to the land use designation, specifically, the transfer does not: (a)

reduce the number of units from the transfer parcel below the minimum number of units allowed by the applicable land use designation; or (b) increase the number of units to the receiving parcel above the maximum number of units allowed by the applicable land use designation;

3. The transfer of units does not result in increased impacts beyond those identified in the Specific Plan EIR and does not preclude the ability of the parcels to conform to the applicable standards or regulations contained in this Specific Plan and related Development Standards and Design Guidelines;
4. The transfer of units does not adversely impact planned infrastructure, roadways, schools, or other public facilities, or fee programs and assessment districts;
5. The cumulative increase or decrease in units resulting from the adjustment does not change the unit allocation by more than 20% of the units to either the transfer or receiving parcel, as established at the time of the original approval of the specific plan;
6. HDR units designated as affordable units may be transferred administratively until such time they are encumbered by an Affordable Housing Regulatory Agreement (or other form as approved by the City); and
7. For HDR parcels, unit transfers may be approved between HDR parcels administratively, provided the resulting density of an affected HDR parcel does not fall below 20 units per acre.

The transfer of residential units, if consistent with the above criteria, is administrative in nature, is contemplated by and within the intent of this Specific Plan and the Specific Plan EIR, and will not require an amendment to the Specific Plan, zoning, the development agreement, or the City General Plan.

To request a residential unit transfer, the owner or owners of both the transfer and receiving parcels shall submit a complete Administrative Permit application to the ~~Planning, Housing and Redevelopment~~ Development Services Director which (a) identifies the affected parcels; (b) designates the number of units being transferred; (c) provides other documentation as required by the ~~Planning, Housing and Redevelopment~~ Development Services Director to determine compliance with the above unit transfer criteria; and (d) includes a revised Specific Plan Table 4-1,Plan Area Land Use Summary and Table 4-2, Land Use, Zoning, & Acreage by Parcel, reflecting the adjusted unit counts and densities. The revised table will be the official record tracking unit allocations to each large lot residential parcel.

If the ~~Planning, Housing and Redevelopment~~ Development Services Director determines the residential unit transfer is not consistent with the above criteria, the residential unit transfer may be denied or may be

referred or appealed to the Planning Commission and/or City Council for action. Any determination of consistency may, at the discretion of ~~Planning, Housing and Redevelopment~~ Development Services Director, be forwarded to the Planning Commission for review. The applicant may request density adjustments which do not comply with the above criteria. Such requests shall require an amendment to the Creekview Specific Plan.

All unused units must be transferred prior to the City's approval of the last small lot final map or Design Review Permit for any residential large lot parcel within the CSP. Any units assigned to a large lot parcel which are not used by a tentative map/Design Review Permit or are not approved for transfer, shall revert to the City ~~unit pool~~ and landowners shall have no subsequent claim to such units.

Appendix A

Development Standards

A.1 Applicable Zoning and Development Standards

Zoning and development standards for the CSP residential parcels are referenced in the Creekview Specific Plan (CSP) document and included in the City of Roseville Zoning Ordinance. Figure 4-1 and Table 4-1 in Chapter 4, Land Use, of the CSP document identify zoning districts applied to the CSP parcels. For residential areas, these include ~~R1/DS,~~ RS/DS and R3, consistent with the Zoning Ordinance's districts and definitions for residential zones.

A.2 RS/DS Development Standards

Where applied, the RS/DS (Small Lot Residential/Development Standard Overlay) zone district establishes the development standards for both LDR and MDR densities. The RS/DS zone district allows a range of housing types and lot sizes to respond to different household needs and market segments.

Housing types can vary from detached to attached, front access to alley (rear) access, and cluster arrangements. Subdivisions in the RS/DS district, which deviate from the RS development standards, shall define a customized set of development standards when processing small lot tentative maps.

Customized development standards may include elements such as reduced setbacks, smaller lot sizes, modifications to lot coverage, and other features that are specific to a housing type. City review of modified development standards is to be in conjunction with a small lot tentative map process in order to justify deviations to the Zoning Ordinance's typical requirements.

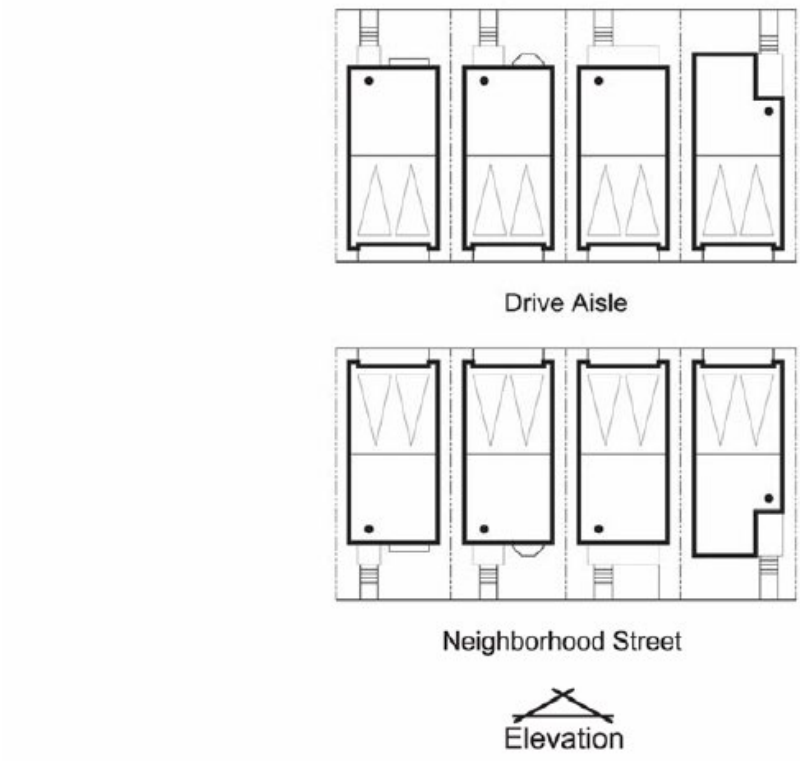
A Design Review for Residential Subdivision (DRRS) consistent with the City's Community Design Guidelines is also required for housing product in the RS/DS zoning district that is greater than seven (7) dwelling units per acre.

A.3 Residential Product Types in the RS/DS Zone

The types of residential products which could be accommodated in the RS/DS zone are illustrated on the following pages. The samples of housing types shown herein illustrate the design flexibility permitted in a RS/DS zone to accommodate compact residential densities. Other housing types, not yet contemplated, may also be permitted with approval of a DRRS. Implementation of these housing product types may require defining new development standards, in support of the specific design characteristics, through the City's DRRS process. The City encourages a variety of housing types in the RS/DS district.

Sample Housing Types

Detached Townhomes



Source: The KTGY Group, Inc.

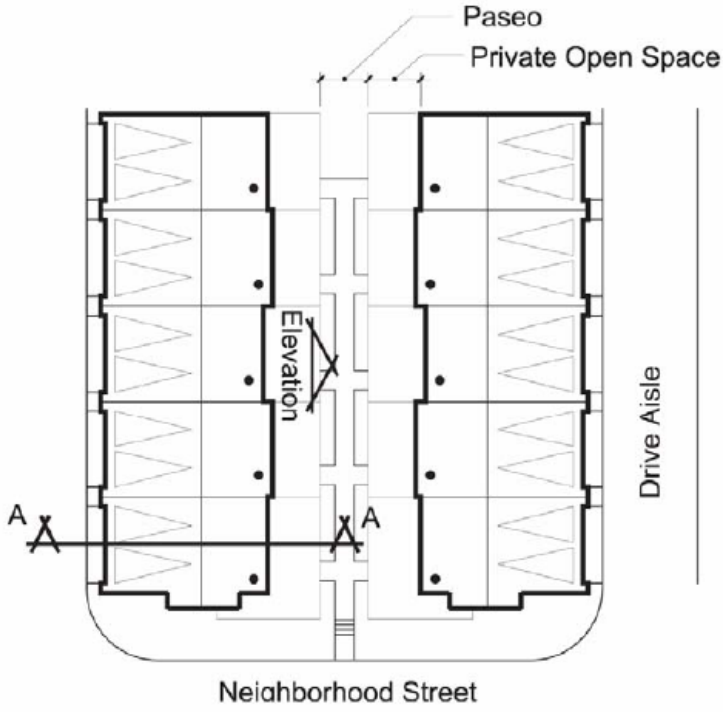
Sample Housing Types

Green Court Cluster Homes

Source: The KTGY Group, Inc.

Sample Housing Types

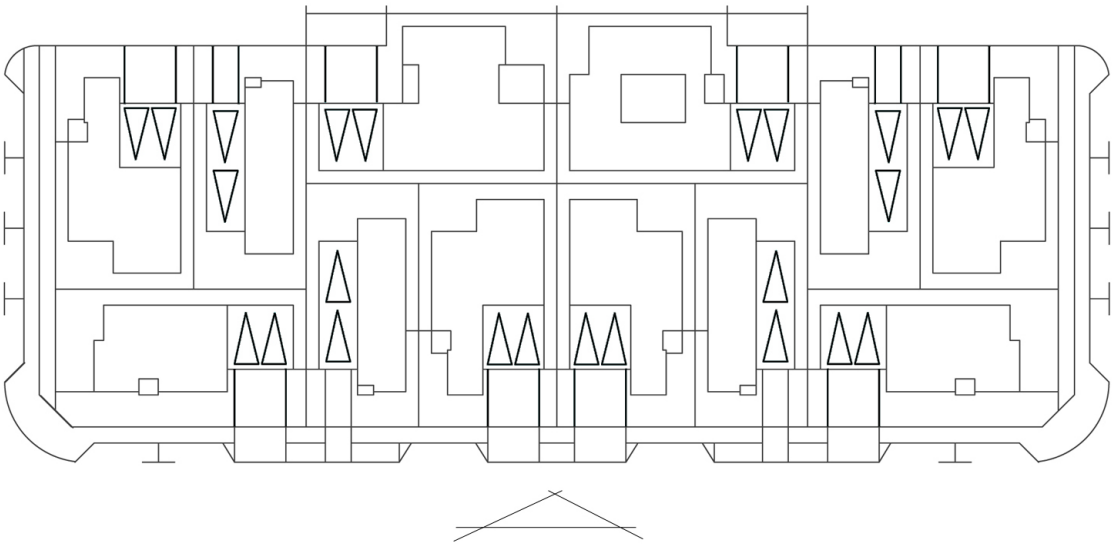
Attached Townhomes



Source: The KTGY Group, Inc.

Sample Housing Types

Cluster Product



Source: Danelian Associates Architecture + Planning

Appendix B

Design Guidelines

These design guidelines are an appendix to the Creekview Specific Plan (CSP) and supplement the City's Community Design Guidelines. They are intended to provide design guidance for the physical form and visual character of the CSP.

This chapter should be used in conjunction with applicable development standards in Appendix A, the Community Design Guidelines, design specifications approved for development projects via the City's DRRS process, as well as the various regulations and policy guidance provided throughout the Specific Plan. These elements are to be considered by City staff, Planning Commission, and City Council in their review of individual development projects.

The guidelines are intended to encourage quality and creativity for individual development projects in CSP. They are not to be applied as strict standards recognizing there are several design options which can achieve the desired intent. In addition, graphics, photos, and other imagery are used to help illustrate the successful application of guidelines, and do not dictate specific styles or architectural character.

Through these guidelines, the intent is to allow the community, commercial, neighborhood, and home design elements to respond to market conditions, site constraints and opportunities, and other factors. While flexibility is needed, application of these guidelines is important to achieve the quality community described in Chapter 3, Vision and Principles.

Relationship to City Documents

Other standards and guidelines applicable to the CSP are set forth in the following documents, which should be referenced in the design of all uses in the Plan Area:

- ❑ Roseville Municipal Code-Title 19, Zoning Ordinance
- ❑ Community Design Guidelines
- ❑ Roseville Sign Ordinance
- ❑ Roseville Water Efficient Landscape Ordinance
- ❑ Roseville Design and Construction Standards
- ❑ Roseville Parks Construction Standards
- ❑ Roseville Subdivision Ordinance
- ❑ Stormwater Quality Design Manual

Modifications to CSP Guidelines

These Design Guidelines are intended to help direct the design of CSP's community design elements. It is expected the Plan Area will build out over several years, and conditions may change. The City recognizes the need for flexibility in the implementation of these Guidelines and new conditions affecting the appropriateness of some of the Guidelines may arise. The Specific Plan provides for the administrative approval of minor modifications to these Design Guidelines. For administrative approval of minor modifications, requested deviations must be determined to be consistent with the spirit and intent of the design guidelines. Please refer to Section 10.6, Amendments and Minor Modifications, of Chapter 10, Implementation, for additional information regarding modifications.

B.1 Landscape Architecture

The guidelines for landscaping establish a basic landscape theme. The guidelines for landscaping unify elements of the CSP, reinforcing the sense of place envisioned for the planned community. Landscape plans prepared for roadway corridors, entrance gateways, and open space edges should conform to these guidelines. Landscape design should be appropriate for the local climate and soil conditions, use of water-conserving plant species whenever possible, utilize recycled water irrigation systems, install water efficient, low volume irrigation systems and controls, harmonize with the native vegetation, and provide an appropriate transition between the formal landscaping in developed areas and the natural character of the open space areas.

This section outlines landscape themes and street tree planting concepts.

A. Overview and Approach for Landscaping

The planting approach for CSP incorporates a hierarchy of trees, shrubs, and groundcovers to define the public realm. Along streetscapes, the landscape architecture should utilize a consistent application of plantings from the plant palette, with trees which hold a strong street edge and create an intimate environment for the pedestrian experience. In larger landscaped areas, such as entrance gateways, landscape concepts should reinforce the landscape theming concepts, with a diversity of trees, groundcovers, and shrubs used to visually punctuate these areas and make them distinct features in the landscape. Along Open Space preserve interfaces, the landscape design approach should enhance the Plan Area's existing setting by incorporating native plant species which create a visual transition from the developed environment.

Landscaping should utilize water-conserving plant species to the extent needed to comply with the Water Efficient Landscape Ordinance (WELO), recognizing groundcovers may be used in many areas and turf in select areas. Water-conserving plants should be selected on their ability to thrive without the use of spray irrigation when established.

Throughout the Plan Area, irrigation should be consistent with the requirements of the City's adopted Water Efficient Landscape Ordinance. In addition, water conservation standards are provided in Section 8.1 of Chapter 8, Utilities.

B. Planting Concept for Streetscapes (Major Roads)

Landscape corridors and medians (where applicable) on arterial and collector streets should be landscaped with a combination of trees, shrubs, and groundcover consistent with the following guidelines:

Primary Street Trees

Primary Street Trees should be planted between the street edge and sidewalk or in a front yard, as appropriate per each street design standard. Consistent application of a primary street tree will provide a scale to each street, helping define its form and visual character. Special consideration should be given to tree types in special places, such as entrance gateways or near the Westbrook/Blue Oaks Commercial Center, where a deviation in tree type will visually distinguish these features from the balance of the streetscape.

Primary street trees shall be:

- ❑ Large-scale, single-trunk trees, primarily deciduous, with high canopies growing over the roadway.
- ❑ Selected from the City's Tree List.
- ❑ Spaced 30-feet on center.
- ❑ Planted from a minimum 15-gallon container.
- ❑ Planted in a regular linear fashion, set back from the curb far enough to accommodate ultimate growth. Root barriers and deep root irrigation shall be installed on trees planted within 5-feet of a curb, paved surface, sidewalk or wall.

Secondary Street Trees

Where appropriate, secondary street trees should be used as background trees in the landscape corridors to add contrast to the linear plantings of primary street trees. Median trees are also considered secondary trees, and may duplicate the primary street trees or provide contrast in the median to reinforce a street's landscape theme.

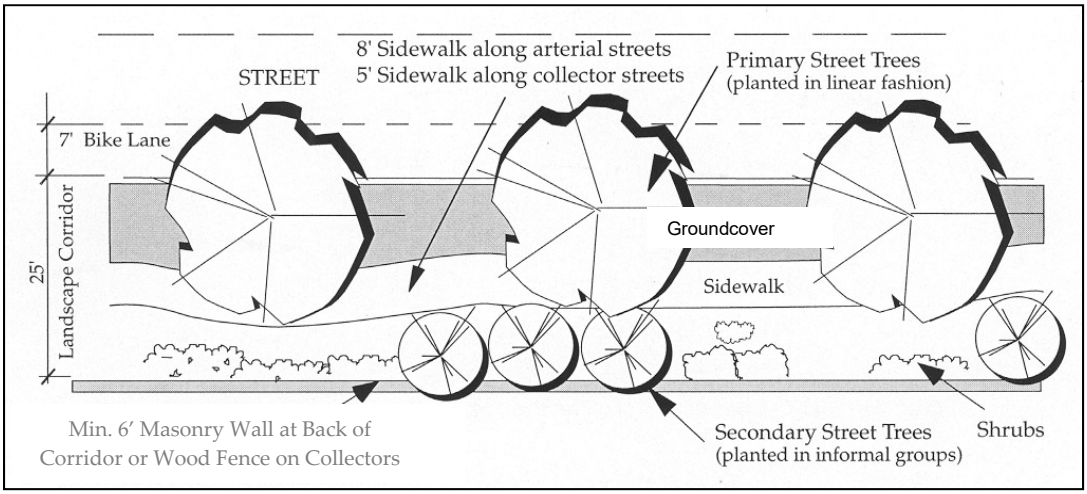


Figure B-1: Typical Landscape Corridor Street Planting Concept

Secondary trees should also be used to provide color and accents at neighborhood entries and at points of interest along the streetscape. Secondary trees shall be:

- Planted in informal fashion as determined by space and tree species in landscape planter.
- Selected from the palette in Appendix B-1.
- Distinctive in form and/or color.
- Complementary to the form of the primary street tree.
- Planted from a minimum 15-gallon container.
- Spaced an average of 30-feet on center, or in equivalent quantities if planted in clusters in landscape planters.
- Utilize recycled water for irrigation and water efficient irrigation systems and controls.
- Spaced at an average of 30-feet on center in medians.

Shrubs

Shrubs should be used in landscape corridors and medians to provide a visual barrier to fences, walls, and utility equipment, soften the ground plane, and visually link all landscape materials. Shrubs should be:

- Planted from a minimum one- to five-gallon container.
- Selected according to size, color, texture, water use, and seasonal interest.
- Placed to not obstruct important pedestrian or vehicular sight lines or threaten the safety of pedestrians.

Groundcover

Along major roadways including arterials and collectors, groundcover should be planted in all portions of landscape corridors, entrance gateways, and/or medians not planted with shrubs. Selection of plant material should also consider the pedestrian use of a particular area. High-activity areas such as parks and pedestrian corridors should be strategic in the use of turf in order to maximize water conservation. Groundcovers, particularly those utilizing drip or other low-volume irrigation, should be used in low-activity areas along arterials and collectors.

Utilization of groundcover should consider the following:

- Turf should be used sparingly in planter strips between the sidewalk and curb along arterial and collector streets. Usage should be consistent with the City's Water Efficient Landscape Ordinance.
- Non-turf groundcover (or a combination of turf and non-turf groundcover) is preferred behind the back of sidewalks on major roadways.

- Other non-living materials such as bark and boulders may be combined with ground- cover to add variety to the landscape.
- Hydroseeded areas should have strict weed-abatement measures implemented.
- Turf may be installed in areas with a maximum 4:1 slope. Non-turf groundcovers should be used on slopes steeper than 3:1.
- Drought-tolerant or water-conserving groundcover species requiring low-water usage and low flow irrigation are encouraged.

C. Street Tree & Groundcover Palettes (Major Roads)

Street trees and groundcover for landscaping along major roadways shall be consistent with the City's Tree List. The City's tree list includes groups of tree species based on their appropriate planter size, and should be used accordingly to select trees for various streets within the community.

A small, but consistent palette of trees should be selected from the Creekview Plant Palette (Appendix B-1) and applied uniformly throughout the Plan Area in order to create a strong, unified landscape framework. As described above for the application of primary and secondary street trees, proper use of this palette will help define CSP's character. Other plant species may be considered to augment this palette, subject to review and approval by the City.

D. Unique Landscape Design Considerations

Powerline Corridor on Westbrook and Blue Oaks Boulevards

In addition to the landscape guidelines noted above, the following additional standards shall apply to the portions of landscape corridor adjacent to Westbrook and Blue Oaks Boulevards within the powerline easement.

- Landscaping within the power line easement is restricted to shrubs, groundcover, turf, and low-growing trees, subject to review and approval by Roseville Electric.
- No permanent structures other than electric utilities may be placed within the electric easement.
- Lighting structures and landscaping within the powerline easement should not exceed 15-feet (at maturity) above ground elevation, and should not be within 25-feet of the nearest high-voltage transmission line conductor.
- Berms should not be placed next to the base of powerline poles.
- All grading, landscape structures (including lighting and fencing) and landscaping on a public-utility easement or near a public utility are subject to final approval by the City.

Median Breaks

Median breaks on arterial streets are limited to those shown on Figure 6-17 in Chapter 6, Circulation. The purpose of controlling the number and location of these breaks, in addition to controlling traffic movements, is to ensure a strong, continuous street tree and landscape treatment can be provided along the streetscape. On a limited basis, additional median breaks may be considered on a case by case basis. The following standards shall apply to median breaks:

- Additional median breaks will be considered when a demonstrated benefit is shown to increase the level of service of an otherwise already degraded signalized intersection adjacent to the location of the desired breaks.
- Median breaks along arterial streets should be spaced to allow for standard turn pocket and taper lengths.
- Breaks should be spaced to provide a sufficient area for median landscaping and to prevent small islands which cannot be landscaped due to size constraints.
- Median design should avoid creating conditions where hardscape must be installed in lieu of landscaping due to site distance requirements.
- A minimum of five (5) trees, spaced at maximum intervals of thirty feet (30') on-center, shall be provided in any one section of median.
- Special cases deviating from these standards may be considered at the discretion of the City Engineer on a case by case basis.

E. Landscape Guidelines for Residential Streetscapes

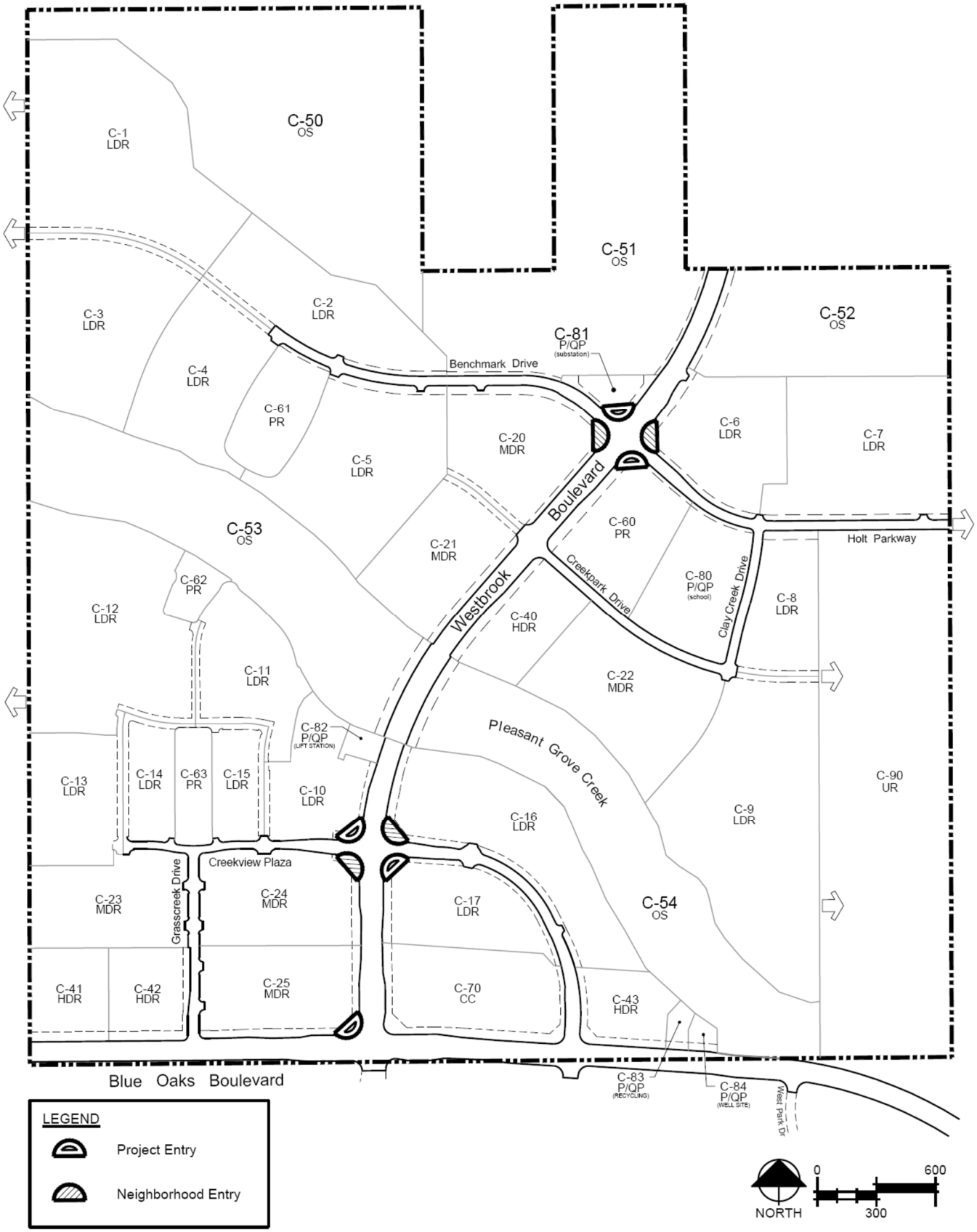
Front yard landscaping in residential areas (including planter strips between curb and sidewalk, where present) is subject to the provisions of the City's Water Efficient Landscape Ordinance (WELO) and the CSP Water Conservation Plan. The CSP encourages the use of water conserving plant species and selected use of turf and groundcovers. In instances where the WELO applies, landscaping and irrigation systems along residential streetscapes should comply with the following guidelines:

- When separated sidewalks are used within residential subdivisions, turf should be encouraged in planter strips between the sidewalk and the curb, provided the irrigation system complies with the City's Water Efficient Landscape Ordinance (WELO).
- Where turf is not feasible, other walk-on groundcovers may be used as specified in the Plant Palette (Appendix B-1).
- Front yard landscaping should be consistent with the guidelines for plan-wide water conservation, as outlined in Section 8.1 of Chapter 8, Utilities.

B.2 Entry Features and Signage

Entrance features are visually prominent elements of the public realm which create a sense of arrival into both the City and CSP. Sited at key locations, these features should have a unified application of hardscape elements, project icons, landscaping, and accent materials to define CSP's visual character. Through repetition of a consistent application of hardscape and landscape elements, the overall design theme of the public realm is reinforced. Two types of entry features are planned including Project Entries and Neighborhood Entries. Figure B-2 illustrates the location of project and neighborhood entry features described below:

Figure B-2: Entry Feature Locations [UPDATED EXHIBIT]



A. Project Entries

Project entries are elements which visually reinforce the streetscape theme within the Plan Area and announce arrival to the project. Project entries are intended to be more prominent in scale compared to neighborhood entries.

Project entries are planned at the entries to the project at Westbrook Boulevard/Blue Oaks Boulevard and Westbrook Boulevard/Northern Preserve Open Space (Parcels C-51 and C-52), along arterial roadways. The Westbrook Boulevard/Blue Oaks Boulevard entry will be most significant entry feature. The application of landscape and hardscape materials may vary between the two entry features, however the intent is for the appearance of both features to complement one another.

Project entries will be located in the landscape corridor within the right of way at the corners of intersections, typically where a corner clip is provided in the adjacent residential neighborhood, which creates an enlarged landscape corridor along the street. Elements of the project entry feature may be located in the median near the entry, subject to review by Public Works.

The design characteristics of project entry features shall be directed by the following guidelines:

- Large-scale iconic hardscape elements, such as masonry walls, pilasters, or obelisks, which flank each side of the roadway to visually demark entry into a neighborhood. Materials shall be natural and non-painted.
- Hardscape features should include iconic elements, such as monuments, walls, pilasters, raised planters, plazas, and/or architectural elements, derived from a common palette of materials, colors and exterior finishes.
- Low walls with decorative caps, used in conjunction with pilasters at street edges, reinforcing the sense of arrival.
- Hardscape elements clad with stone or other natural materials, which complement the streetscape design theme and reinforce the character of the landscape.
- Identification signage, if provided, incorporated into the design of hardscape features in a subtle manner, monolithic, bolt-in and non-metallic, as permitted by the Roseville Sign Ordinance.
- Landscape materials shall utilize water-conserving species and incorporate accent trees, shrubs, and groundcovers which harmonize with the overall landscape theme of CSP, visually punctuating the gateway as a significant element of the public realm.

- Indirect above-ground accent lighting incorporated with concealed fixtures to provide a subtle lighting wash across hardscape and landscape elements during nighttime hours.
- Evergreen and deciduous accent trees are selected and incorporated to further define the design and physical form of the entry feature, sized to complement hardscape elements and reinforce the sense of arrival.
- Water-conserving accent plants and groupings of shrubs and groundcovers to add color and variety to the entry.

B. Neighborhood Entries

Neighborhood entries are entry features which create or enhance a formal entrance into a subdivision. Neighborhood entries are intended to be smaller in scale than a Project Entry.

The design of neighborhood entries should utilize the same palette of materials, colors, and exterior finishes of the corresponding project entry, which may vary throughout the CSP. The overall appearance should be complementary to one another in order to maintain the overall visual character of CSP. The design characteristics of these features should be directed by the following guidelines:

- ❑ Typically located at a subdivision entrance, either in an entrance median or along each side of the street, at the primary access point from an arterial or collector street.
- ❑ Thematic wall or other hardscape features (such as trellises, raised planters, pilasters, etc.) consistent with the overall design theme established for the subdivision. Materials to be natural and non-painted.
- ❑ Subdivision identification signage incorporated into the design of hardscape features in a subtle manner, as permitted by the Roseville Sign Ordinance. Subdivision identification signage shall be monolithic, bolt-in and non-metallic.
- ❑ Iconic emblems, logos, or symbols used to identify the subdivision, which reinforces the streetscape theme.
- ❑ Features shall be monolithic, bolt-in and non-metallic.
- ❑ Design in a manner which does not impact site distance requirements for automobiles.
- ❑ The number, height, and size of all signs shall be consistent with the requirements of the Roseville Sign Ordinance.

C. Site Design for Entry Features

City gateways and project entry features should be located in "corner clips" (triangular landscape corridor enlargements at street intersections). The following parameters should be used to guide the site design and landscape/hardscape elements for all entrance features located at intersections:

- Where fencing is provided at the rear of corner clips, the fencing should consist of a masonry wall (with pilasters or columns) to match or accent the adjacent masonry wall.
- Improvements within corner-clip areas should allow adequate vehicular lines of sight at intersections.
- Corner-clip offset from the edge of the required landscape corridor should be consistent with the design standard in Figure 6-16, in Chapter 6, Circulation. Non-triangular corner clips are permitted (i.e., curved, stepped, etc.) provided they do not encroach into the minimum offset area.
- Corner clips ~~are to~~ should be landscaped in a manner compatible with the adjacent landscape corridors, and shall include accent plantings.
- Accent light fixtures ~~are to~~ should be an above-ground design.

D. Signage on Entry Features

Identification signage is permitted on entrance features, consistent with the Roseville Sign Ordinance. Sign text is permitted to identify CSP or specific community (i.e. Creekview or XYZ Communities) at project entries. Signage may also be used to identify subdivisions at neighborhood entrances.

Signage should utilize high-quality materials which will endure outdoor seasonal conditions and resist vandalism. Signs and sign lettering are encouraged to be monolithic or panels/plaques, versus individual letters, such as those listed below. All signs are subject to review and approval by the Parks and Recreation Department and subject to provisions in the Roseville Sign Ordinance.

Entry feature signage should feature the following types of characteristics:

- Flush mount channel letters
- Flush mount masonry Cast concrete signage

All sign elements on pilasters or walls shall use mounting hardware securely embedded into the surface onto which it is affixed. Salvageable materials (metals) shall be avoided. No epoxy-mounted elements are permitted. Where signs and monuments are to be up-lit, such lighting equipment shall be approved by the City.

B.3 Street Lighting

Themed street lighting may be used within the development to help establish an overall design theme for the Plan Area. Where desired, decorative, "acorn" fixtures may be used on collector and residential streets. Decorative light fixtures are also encouraged on private streets and on major driveways within medium-density and high-density residential developments.

All street lighting shall meet the street lighting standards established by Roseville Electric, including illumination standards and fixture style. Figure B-3 illustrates a City-approved design detail of an acorn-style light fixture.

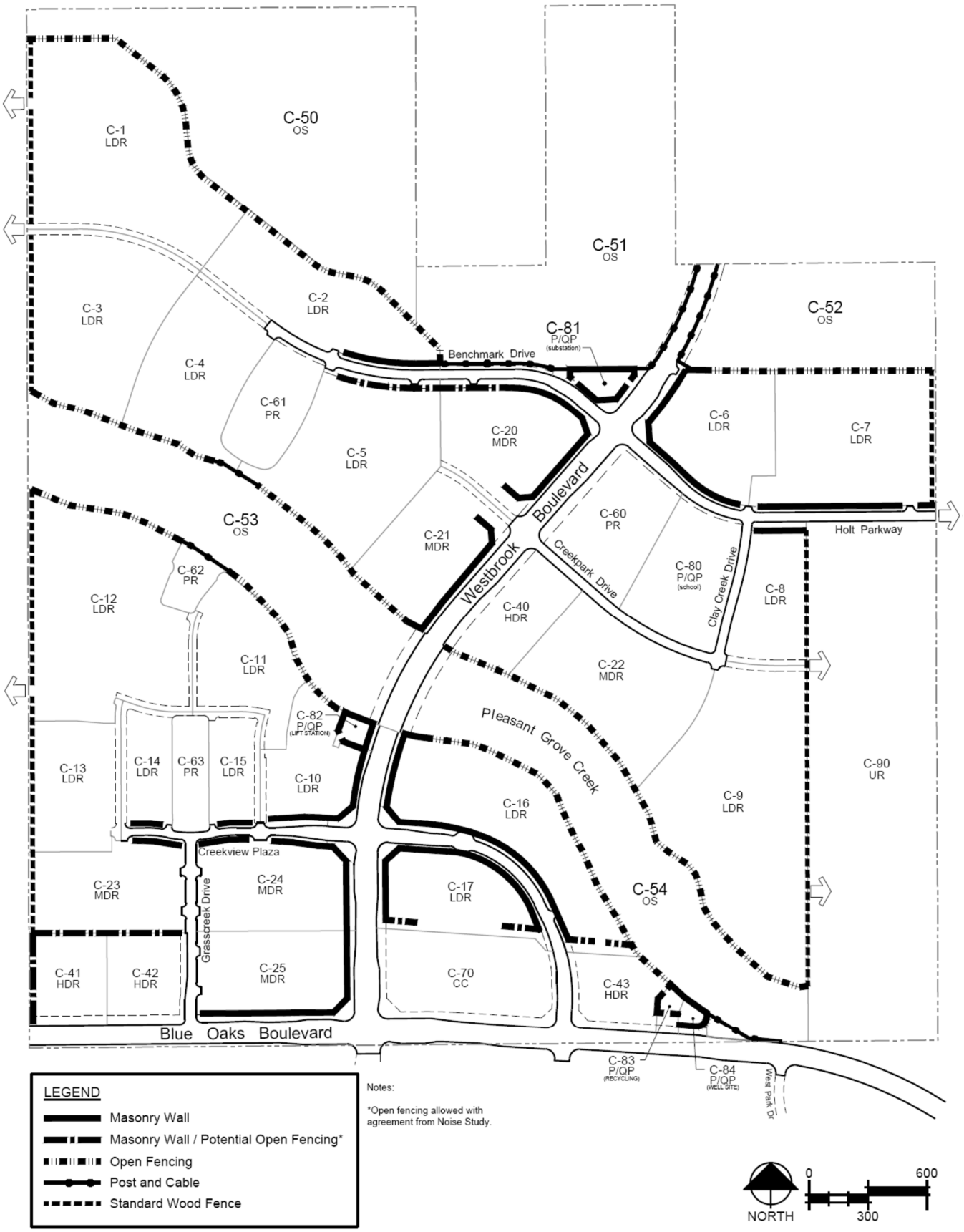
Figure B-3: Acorn-Style Street Light

B.4 Walls and Fencing

Walls and fences throughout the CSP are intended to provide screening to land uses, create a transition between developed areas and open space, secure off-site edges from public access, and provide privacy and security for private property. Design and material for walls and fencing varies throughout the Plan Area, depending on the specific purpose.

The location of each wall and fence type is shown on Figure B-4. Several wall and fence types are specified for use in CSP, with the general design characteristics for each specified below. Fence and wall types for individual uses shall be determined with Design Review Permits.

Figure B-4: Wall and Fence Locations [UPDATED EXHIBIT]



A. Masonry Walls

Masonry walls are intended to provide security, screening, privacy, and/or sound attenuation where appropriate along roadways or between differing land uses. The typical application of masonry walls is on arterial roadways, along the back edge of the landscape corridor where needed for sound attenuation, as illustrated on Figure B-4.

The guidelines below outline the key design requirements and common applications for masonry walls in the Plan Area:

- Masonry walls along public streets should be placed to avoid blocking views to the open space corridors and should not obstruct underground or above-ground electric, telephone, cable, water, or sewer services or equipment.
- Walls should be a minimum of 6'-high along arterial roads, or higher if necessary to meet the requirements of a site specific noise analyses. For walls higher than 6' in height, designs should be encouraged for walls to be constructed atop low earthen berms.
- Opportunities for wall openings between land uses should be included where appropriate to encourage and facilitate pedestrian connection/access between land uses (i.e. between residential and commercial sites and between residential neighborhoods to provide connectivity thought the plan).
- Wall materials shall have a textured face such as cast patterns, split-faced on the side facing the street or public view and include a trim cap which adds color and texture change and visual interest.
- Pilasters shall be used at each side of neighborhood vehicular and pedestrian entrances to define openings, and at each angle point or change in direction to enhance wall aesthetics.
- Continuity in theme and materials shall be incorporated among walls including design, color, block style, trim style, and cap style.

- Landscaping in front of the wall shall include shrubs close to the wall to break up any stretches of wall not interrupted by columns.
- Multiple pilasters at neighborhood entries are encouraged.
- Pilasters should have sufficient bulk and dimensions to appear in proportion to the height and mass of the wall. Pilasters and columns may not be less than 18" in any dimension at the base, and may be circular or square.
- Where adjacent to LDR and MDR neighborhoods, the maintenance obligation of the wall is the responsibility of the Community Facilities District (CFD).

B. Wood Fencing

Two types of wood fencing are specified for use in the Plan Area – Standard and Good Neighbor. Both fence types are intended to provide security, screening, and privacy. Standard wood fences are typically located along roadways where facing or abutting a residential street. Good Neighbor wood fences are located in areas not visible from public view, such as between residential properties.

Standard Wood Fence

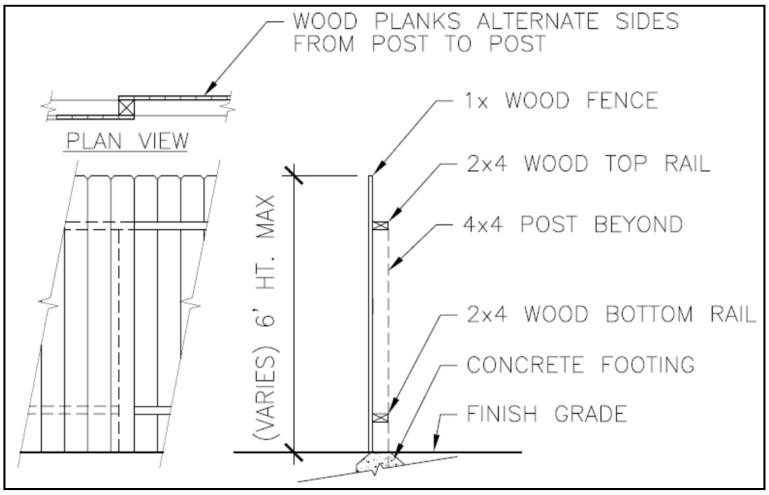
Standard wood fences have a consistent architectural design appearance on each side and incorporate decorative top rails. This fence type is typically located adjacent to parks and paseos or on lots which back or side to a residential street, where a masonry wall is not required.

Guidelines for standard wood fences are:

- Minimum height of solid wood fence along all residential streets within neighborhoods is 6'.
- Fence sections may be 8' to 10' in length supported by 4-by-4 posts.
- Are to be of redwood construction and painted or stained in an earth tone color.
- A 6'-high standards wood fence should be constructed where residential lots back up to schools.
- Minimum solid-wood fence height adjacent to parks is 6-feet.

Good Neighbor Wood Fence

Good neighbor wood fencing does not incorporate decorative top rails. It is intended to provide privacy and security between residential units. This fence type is typically located between private residential lots.



C. Open Fencing

Open fences are intended to provide a visually transparent barrier at developed edges adjacent to open space parcels and include materials such as wrought iron and tubular steel. Depending on the interface, open fencing may be used between open space areas and the rear and side property line of residential parcels, along a street adjacent to open space, or along pedestrian pathways at the edges of open space parcels. Open fences may also be used to separate different functions within landscape corridors (for example, to restrict access of dirt bikes and motorized vehicles) and at other miscellaneous locations within the Plan Area.

Open fencing is preferred fencing type adjacent to open space, where a single-loaded street is not located adjacent to open space.

The following guidelines should be used to direct the design and application of open fencing throughout the CSP, as appropriate for each location.

Fencing between Residential and Open Space

- Open fencing should be four to six feet in height and constructed of tubular steel or wrought iron and black or dark green in color.
- Brick or other masonry pilasters or columns may be used as an optional detail with tubular steel or wrought iron fences.
- Both sides of fencing are to be addressed aesthetically if they are visible from streets.
- Where residential lots back up to open space open fencing will be used. Open fencing at open space edges may incorporate masonry knee walls.

Other Fencing Conditions at Open Space

- Concrete rail or post-and-cable fencing should be used along the street edge adjacent to open space preserves to define the landscape edge and discourage access of dirt bikes and motorized vehicles.

Open Space Fencing at Parcels C-16 and C-43

- For Parcel C-16, rear yard fencing for residential lots adjacent to OS Parcel C-54 shall be open fencing.
- For Parcel C-43, fencing adjacent to OS Parcel C-54 shall be open fencing. Open fencing is permitted between Parcels C-43 and C-16 provided it does not encroach into the paseo that links Creekview Plaza with OS Parcel C-54.

B.5 Paseos

As described in Section 6.2, paseos are a key element which provide pedestrian and bikeway linkages throughout the CSP. Paseos are intended to be active, useable areas which encourage pedestrian activity, interaction among residents and connectivity between neighborhoods. See Figures B-5 and B-6 for Paseo Plan and Paseo Details.

The following design criteria apply to ensure paseos are adequately connected with adjacent neighborhoods to provide pedestrian/bicycle access:

- Where a subdivision edge adjoins a paseo along a public street, connections from the subdivision to the paseo shall be provided on an average of every 600 feet. Connections between a paseo and residential neighborhood may be achieved via roadways, live-end cul-de-sacs, sidewalk pass-throughs, or a combination thereof.
- Residential driveways shall not cross the paseo where MDR parcels abut a paseo adjacent to a public street. In addition, front doors of residential units should orient toward the paseo.
- It may not be possible or desirable, in all cases, to orient front doors of all residential units toward paseos. In such cases, other lotting design techniques may be utilized including, but not limited to, lots siding onto paseos. Where houses do not front the paseo, the location of fences, enhanced landscape treatments, pedestrian connections, and cul-de-sac openings shall be consistent with Figures B-5 and B-6. Final design of lotting configurations relative to adjacent paseos will be reviewed and approved in conjunction with the approval of the tentative map and the compact residential review for such units.

The CSP features various paseo designs based on location. Landscape designs for paseos shall be consistent with those outlined in the landscape design guidelines noted in Section B.1.

- **Collector Street Paseos**. Collector street paseos are located adjacent to collector roadways and include a widened landscape corridor along the street edge on both sides of the street. For this paseo type, homes will generally back or side to the paseo edge, with regular connection points provided between the paseo and adjacent neighborhood (per spacing requirements noted above).
- **Residential Street Paseos**. Residential street paseos are located internal to residential neighborhoods, generally between or on the edge of large lot parcels, as designated on Figure B-5.

  Residential street paseos feature a 10-foot wide sidewalk and a landscape strip along one street edge. For this paseo type, homes immediately adjoining the paseo

Figure B-5: Paseo Plan [UPDATED EXHIBIT]

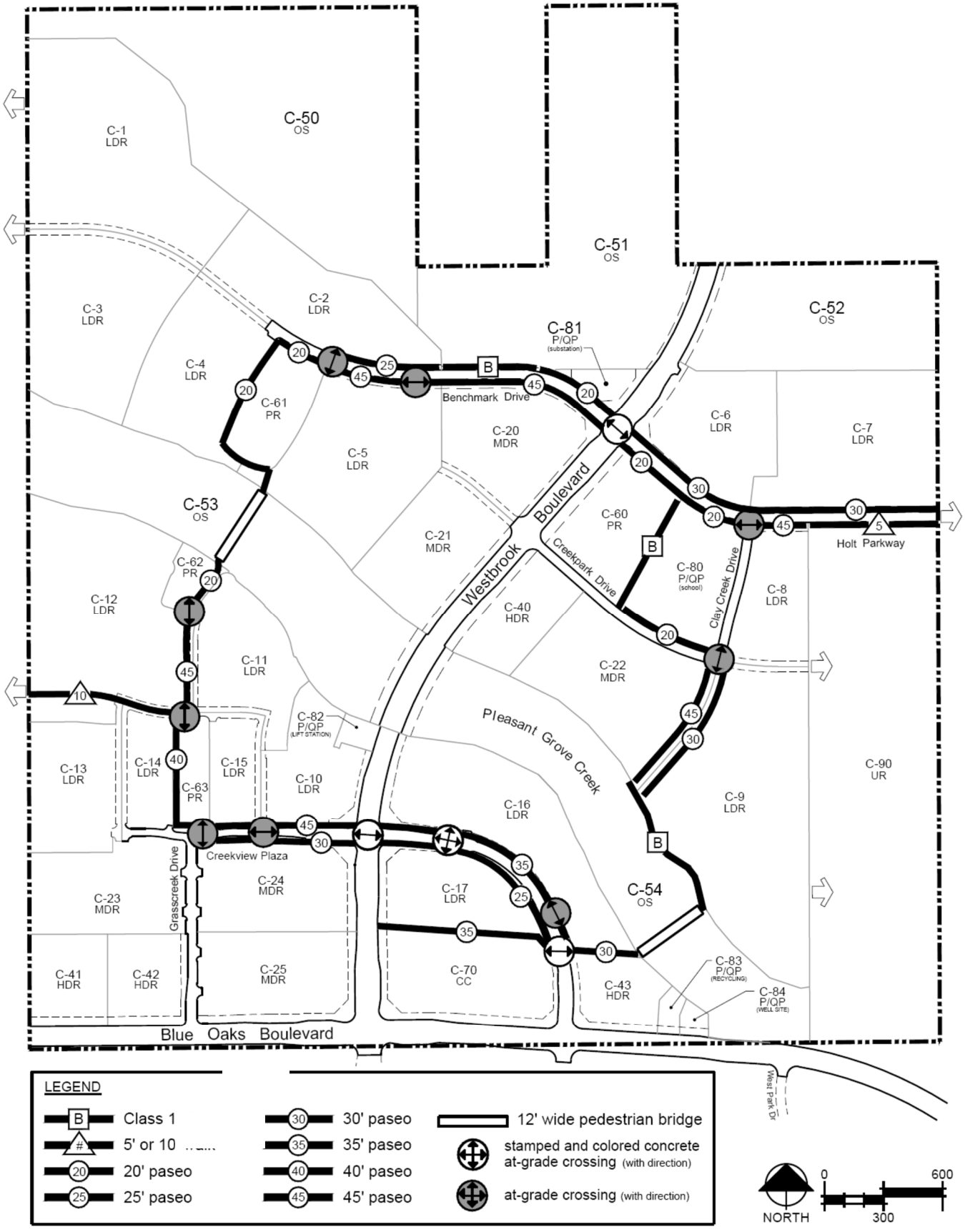
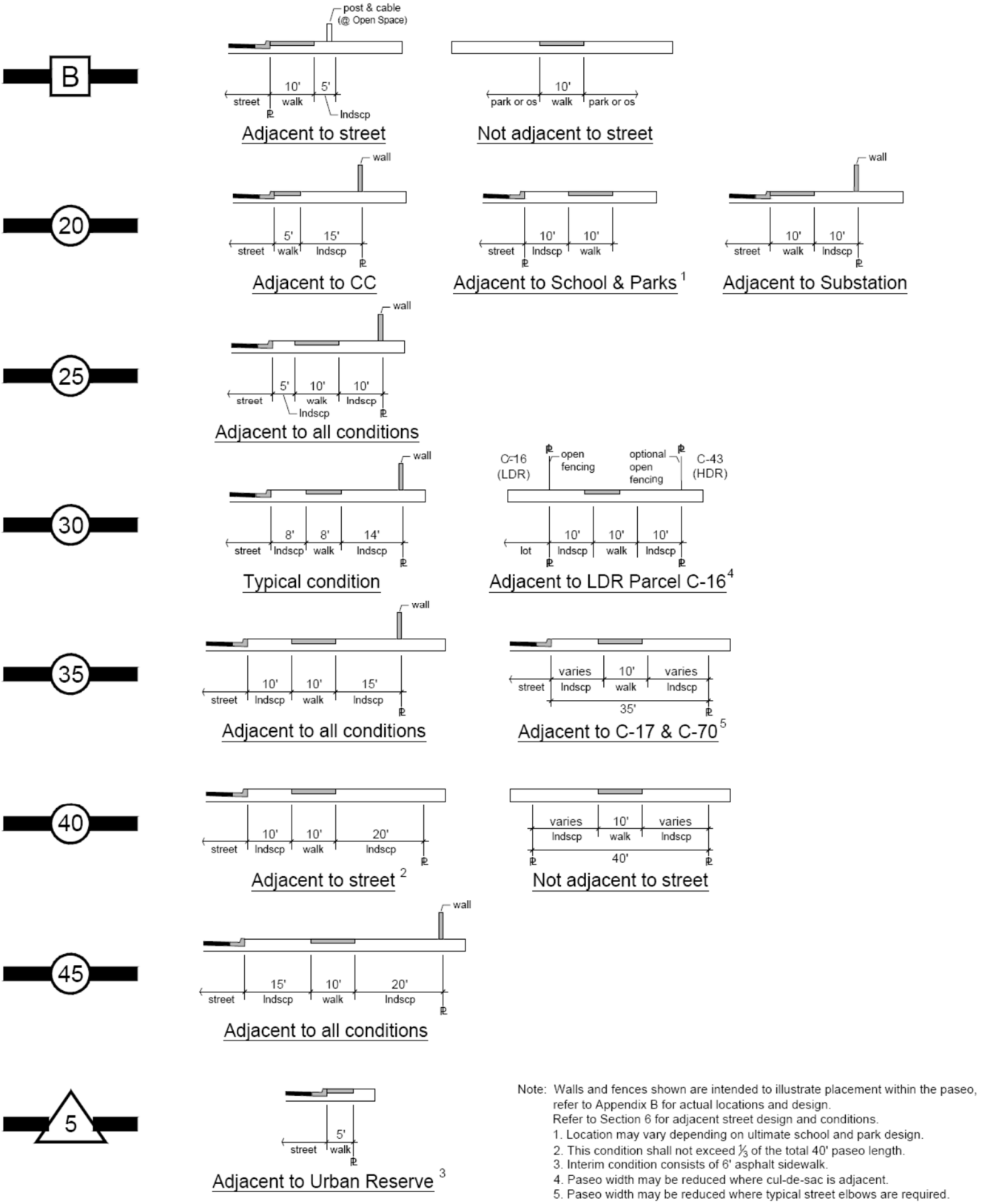


Figure B-6: Paseo Details [UPDATED EXHIBIT]



Note: Walls and fences shown are intended to illustrate placement within the paseo, refer to Appendix B for actual locations and design.
Refer to Section 6 for adjacent street design and conditions.

1. Location may vary depending on ultimate school and park design.
2. This condition shall not exceed ⅓ of the total 40' paseo length.
3. Interim condition consists of 6' asphalt sidewalk.
4. Paseo width may be reduced where cul-de-sac is adjacent.
5. Paseo width may be reduced where typical street elbows are required.

edge either front or side on to the paseo, and for MDR parcels, individual driveway cuts for each home are not permitted to cross the paseo.

- **Paseo Connections at School and Park Sites.** Where paseo linkages are planned at school and park sites, connections are provided via a sidewalk along the street edge matching the sidewalk width of the adjacent paseo. Pedestrian and bikeway linkages are made through park sites.

B.6 Residential Subdivision Design

Residential subdivisions are subject to design requirements of the City's Subdivision Ordinance. To ensure neighborhoods provide cross connectivity for automobiles, bicyclists, and pedestrians, subdivision design should be guided by the design goals in this sub-section. The intent is to design individual subdivisions that appear seamless and are well-connected.

While connectivity is desired, some neighborhoods may be gated provided they do not limit access to open space, trails, paseos, parks, or schools.

A. Neighborhood Connectivity

The compact design of the CSP encourages highly-connected residential neighborhoods. It is a design challenge to create neighborhood connectivity across hard edges such as arterial roadways, open space preserves, and other site features. Where large lot parcel edges are between subdivisions and the types of hard edges described above do not exist, providing connectivity between subdivisions is encouraged. This type of connectivity is typically achieved through street connections between residential subdivisions and can also be provided via pedestrian connections.

The exact locations of street connections will be determined through small lot subdivision design. If subdivisions for adjacent large lot parcels are processed at separate times, the first subdivision to be processed by the City will establish the location for cross connection points.

Guidelines to enhance the connectivity of neighborhood units are outlined below:

- To minimize barriers between neighborhoods and to enhance connectivity, street patterns should be encouraged to allow connection points between neighboring subdivisions.
- Paseos access should be used as a means for integrating multiple subdivisions, consistent with the Paseo Plan in Figure B-5.

B. Gated Subdivisions

Residential subdivisions may be planned as gated subdivisions during small lot subdivision design.

Residential parcels may be determined appropriate for a gated subdivision if it can be demonstrated the gates will not preclude adequate through-access for pedestrians, cyclists, or automobiles. Large lot parcels adjacent to parks, open space or paseos are not eligible for gating as to maintain public access to these amenities. Gating of subdivisions may be considered on a case-by-case basis, subject to approval by the Development Services Department. ~~Planning, Housing and Redevelopment Department and Public Works Department.~~

C. Edge Conditions

Where residential neighborhoods have an interface with an edge, such as an open space preserve or a park, design techniques should be employed to provide neighborhood access and visibility to these features. This will enhance the level of connectivity in the CSP. Guidelines for the various edges within the CSP are provided below:

Guidelines for Edges along Parks and Open Space Areas

The following guidelines apply to the design of neighborhoods adjacent to park and open space features:

- ❑ Where applicable, neighborhoods should provide access, for service and fire protection, to adjacent parks, natural creek corridors, pedestrian parkway corridors, or paseos. Locked gates into subdivisions are not permitted where they would preclude public access to a City park or open space area.
- ❑ Along open space parcels, frontage landscaping shall be native plants, as approved by the City.
- ❑ A subdivision's internal street system shall be designed to allow residents to walk easily to nearby parks.
- ❑ Residential units should be oriented toward (facing) parks, rather than backing up to them.
- ❑ Neighborhood parks should front on two single-loaded residential streets to provide visibility, create open access for residents, and incorporate the amenity into the surrounding neighborhood.
- ❑ Residential subdivisions located adjacent to open space areas shall provide visual and physical access to the Open Space.
  - Residential streets should provide views into open space areas at selected locations by providing opportunities for homes to front or side on to open space. This can be accomplished in a number of ways including single-loaded streets, loop streets, or live end cul-de-sacs.
  - Low and medium-density large lot residential parcels adjacent to Pleasant Grove Creek may utilize single-loaded streets adjacent to the open space edge to enhance public view and access to open space. Single-loaded streets adjacent to

open space are required in the locations shown on Figure B-8.

- Where residential lots back up or side onto the open space areas, the use of open-style fencing is appropriate. However, where privacy, security, or noise attenuation is of concern (such as adjacent to public trails), solid fencing may be used between residential lots and open space (subject to Fire Department standards).
- Where residential lots back or side onto an open space area, multiple connection points shall be provided, via live-end cul-de-sacs, paseos, or other means. Connection points should be provided.
- Pedestrian connection points to park and open space features should be easy to find within neighborhoods, along designated pedestrian/bicycle routes with high visibility to residents.
- Where residential lots side onto a bike trail access point and where small areas are formed in the open space parcel due to the trail connection, groundcover shall consist of grouted cobble.
- On HDR Parcel C-43, a connection shall be made to the trail in OS Parcel C-54 and the paseo trail along the southern edge of LDR Parcel C-16.

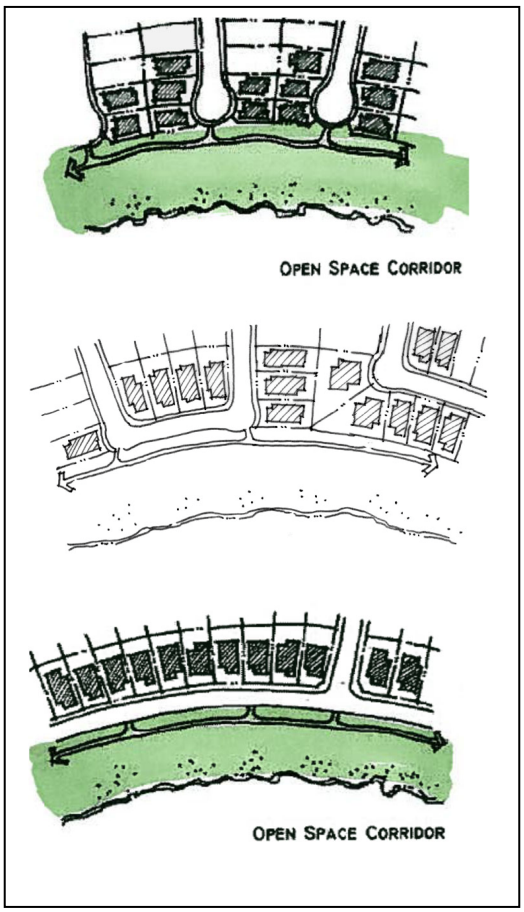
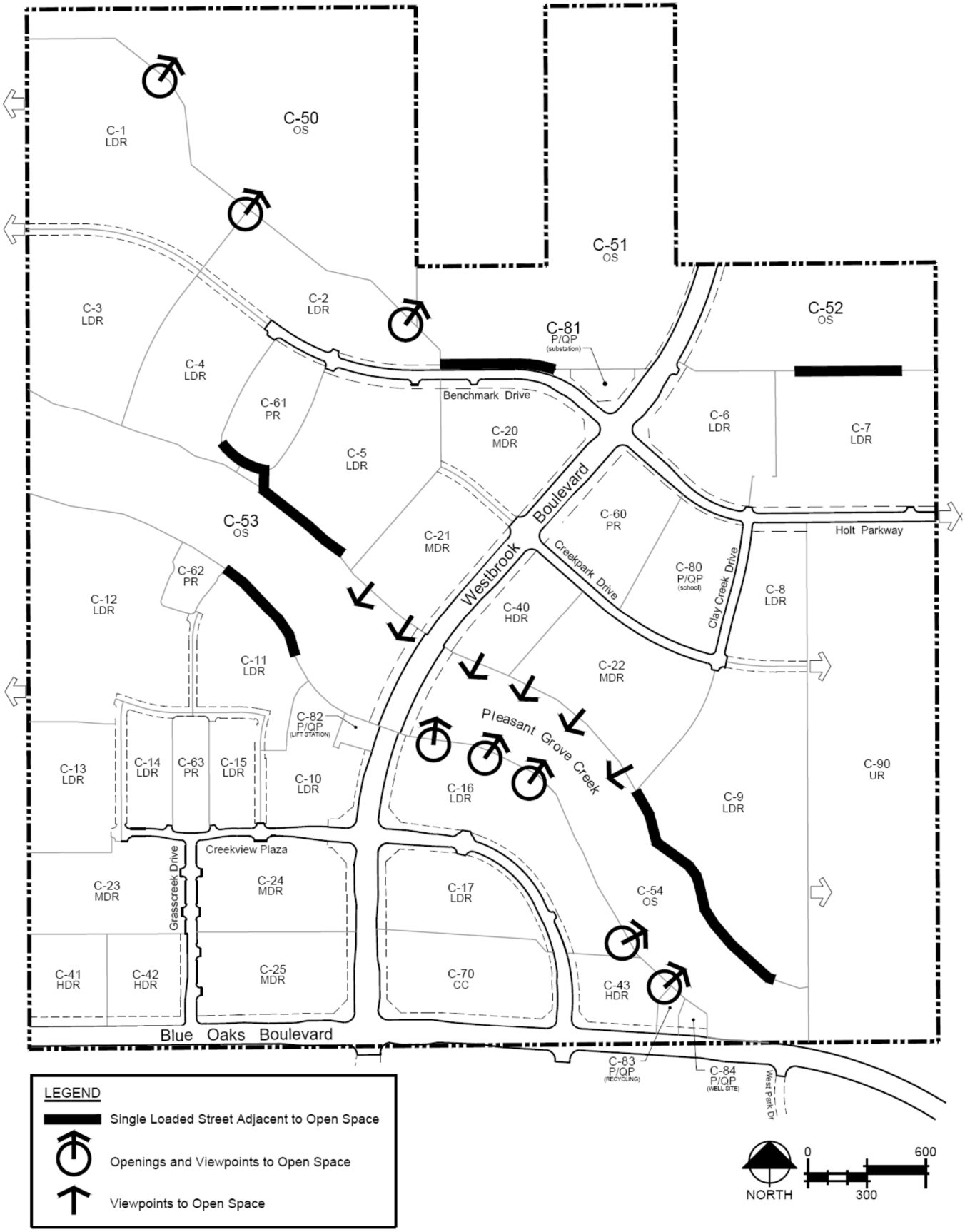


Figure B-7: Street Interface Options at Open Space Edges

Guidelines for Edges Along Paseos

As applicable, ensure subdivision design provides the proper interface with, and designs for, any prescribed paseos. Refer to the comprehensive Paseo Plan (Figure B-5) and Paseo Details (Figure B-6). Where paseos are not adjacent to a street, they must be open on one side at all times to prevent a tunnel effect and create security concerns.

Figure B-8: Open Space Frontage Treatments [UPDATED EXHIBIT]



B.7 Blue Oaks/Westbrook Commercial Site Design

Parcels C-70 and C-71 are is located at the northeast corner of Blue Oaks Boulevard and Westbrook Boulevard and is planned for Community Commercial (CC) land uses. and Community Commercial/Business Professional (CC/BP) land uses, respectively. The two parcels are located at the northeast corner of Blue Oaks Boulevard and Westbrook Boulevard.

The 15.5 9.2-acre CC site (Parcel C-70) is planned for a neighborhood serving retail center. and the 3.8-acre CC/BP site (Parcel C-71) is planned for a mix of commercial and office uses. Together, the parcels When developed this parcel can support approximately 190,000 100,000 square feet of commercial and office uses.

Given the commercial site's visibility at the project entry and access to adjacent arterial roadways, Parcel C-70 can support neighborhood retail uses such as a grocermarket, drug store, bank, restaurants and shops.

Creekview Plaza, an arc-shaped roadway, provides access to the parcels from Blue Oaks Boulevard and Westbrook Boulevard. and separates the CC and CC/BP sites as well as the CC site from adjacent MDR sites (Parcels C-23 and C24).

A 35-foot paseo is planned between Parcel C-70 and LDR Parcel C-17 and will feature an enhancedinclude a 10-foot wide pedestrian walkway and landscaping (paseo) extending from the Westbrook Boulevard east and Creekview Plaza intersection, through the commercial site to the crossing of Creekview Plaza at the eastern entrance of the commercial site. The pedestrian walkway within the paseo will link to paseos west and east of the site and provide for pedestrian access to shops, cafes, and restaurants within the planned commercial center as well as a providing a linkage for access to bus and transit.

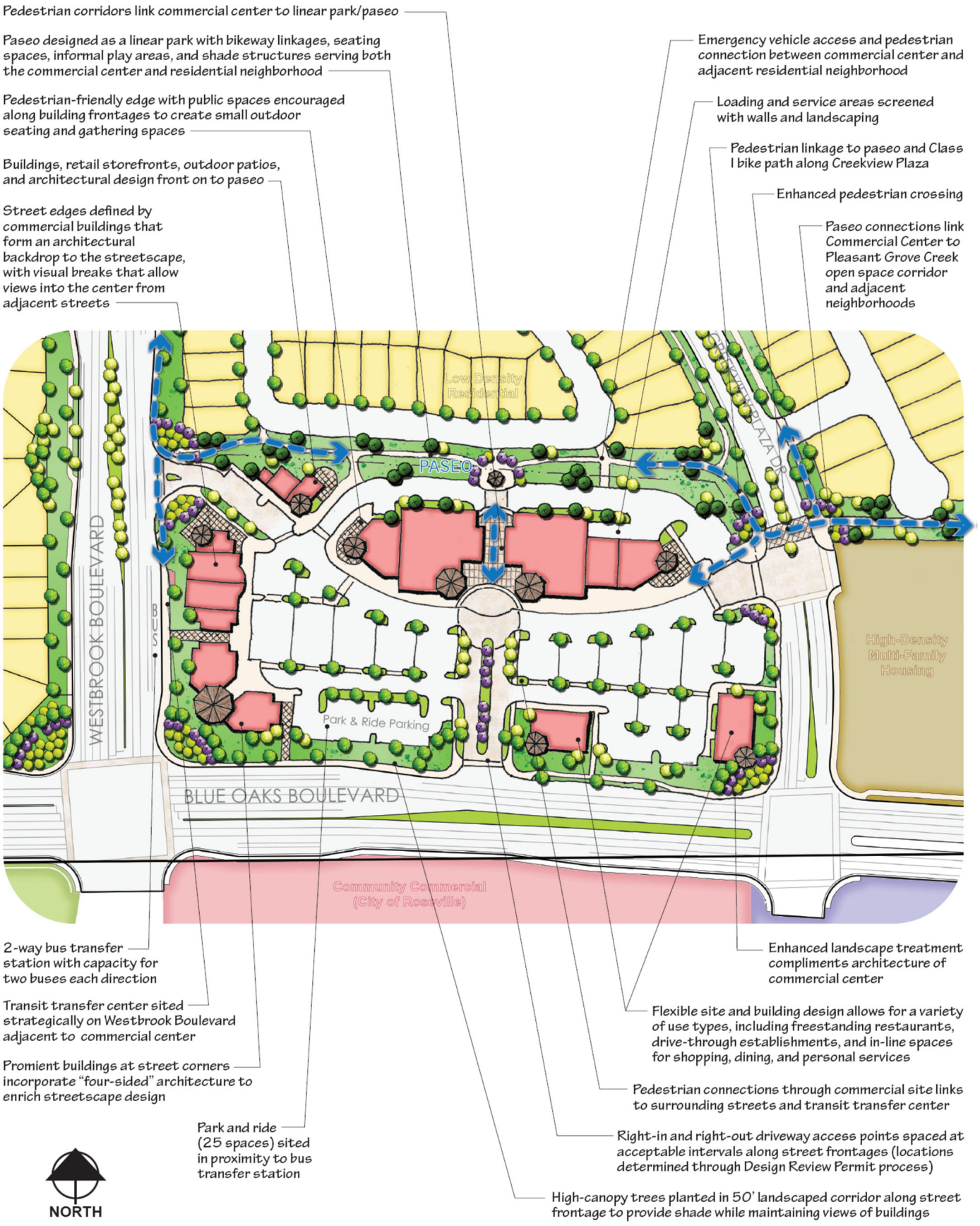
A 20-foot landscape planter is planned on the north side of the CC site which, together with the 35-foot paseo, will create a 55-foot landscaped feature between the CC site and adjacent LDR neighborhood (Parcel C-17). A conceptual site plan for the Community Commercial site (C-70) is shown in Figure B-9 that illustrates a conceptual layout for the commercial site and the design interface between Parcels C-70 and C-17. The concepts and guidelines in this illustrative are intended to augment the Community Design Guidelines.

The design of Parcel C-70 shall include the following features identified on Figure B-9, including:

- ❑ Enhanced pedestrian at-grade roadway crossings aton Westbrook Boulevard/ Creekview Plaza and on Creekview Plaza at the east entrance. Enhancement shall include a stamped and colored concreteroadway surface.

- ❑ Enhanced pedestrian walkway through commercial site from bus transfer station on Westbrook Boulevard~~/Creekview Plaza intersection~~ to ~~bus transfer station, through commercial site to~~ the east driveway on Creekview Plaza.
- ❑ Enhanced pedestrian walkway from corner of Westbrook Boulevard/Blue Oaks Boulevard ~~diagonally~~ into the site ~~to commercial uses~~.

Figure B-9: Community Commercial Conceptual Site Plan (Parcel C-70) [UPDATED EXHIBIT]



- ❑ Pedestrian features within the commercial center including enhanced walkways, seating areas, benches, enhanced landscape areas, trellis features with vines and other interest-creating features.
- ❑ Prominent architecture on corners, near road intersections.

The CC site will accommodate a park and ride lot for 25 vehicles and a ~~bus~~ transit transfer center ~~station~~ is planned immediately west ~~north~~ of the site.

B.8 Transit Transfer Center ~~Bus Transfer Station~~

A transit transfer center ~~bus transfer station~~ is planned ~~east~~ north of the Westbrook Boulevard and Blue Oaks Boulevard ~~Creekview Plaza~~ intersection, ~~north~~ west of the CC parcel (Parcel C-70), shown in Figure B-10.

The transfer center ~~station~~ will feature bus bays on each side of Westbrook Boulevard~~Creekview Plaza~~, with capacity for two buses in each direction. The transfer center ~~station~~ will feature bus shelters and benches for riders.

Figure B-10: Transit Transfer Center~~Bus Transfer Station~~ [UPDATED EXHIBIT]

B.9 Utility Sites Concept Plans

Four parcels are designated P/QP for the construction of utility infrastructure facilities to serve the CSP. These include:

- Electric Substation (Parcel C-81)
- Sewer Lift Station (Parcel C-82)
- Solid Waste Recycling Center (Parcel C-83)
- Groundwater Well Site (Parcel C-84)

Concept plans for each of these sites are provided in Figures B-11 to B-13. They are concept plans; actual design may vary depending on improvement needs at the time of construction. The concept plans should be used as a guide in the final design of each facility as backbone infrastructure improvement plans are prepared.

Figure B-11: Electrical Substation Concept Plan (Parcel C-81)

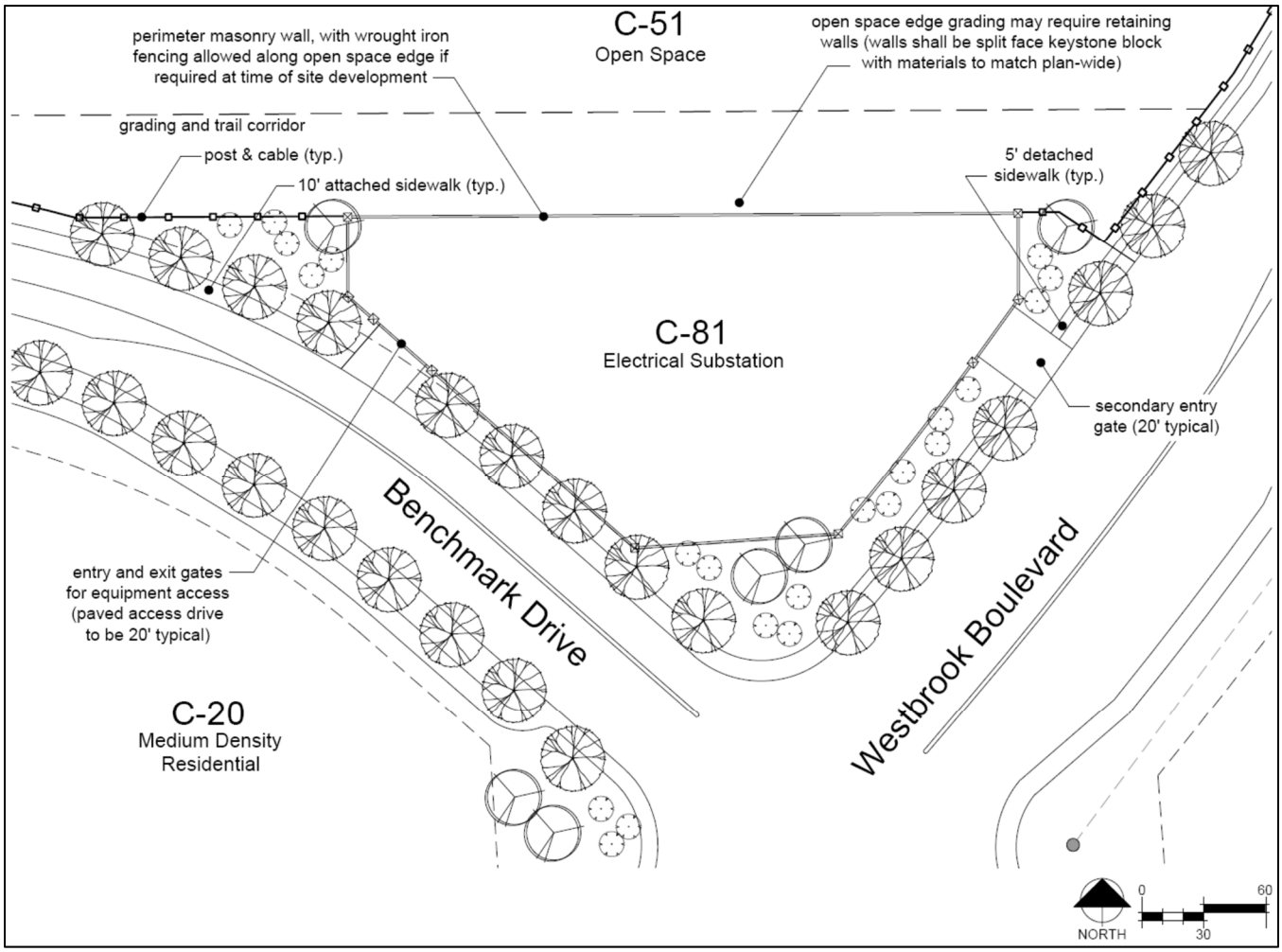


Figure B-12: Sewer Lift Station Concept Plan (Parcel C-82)

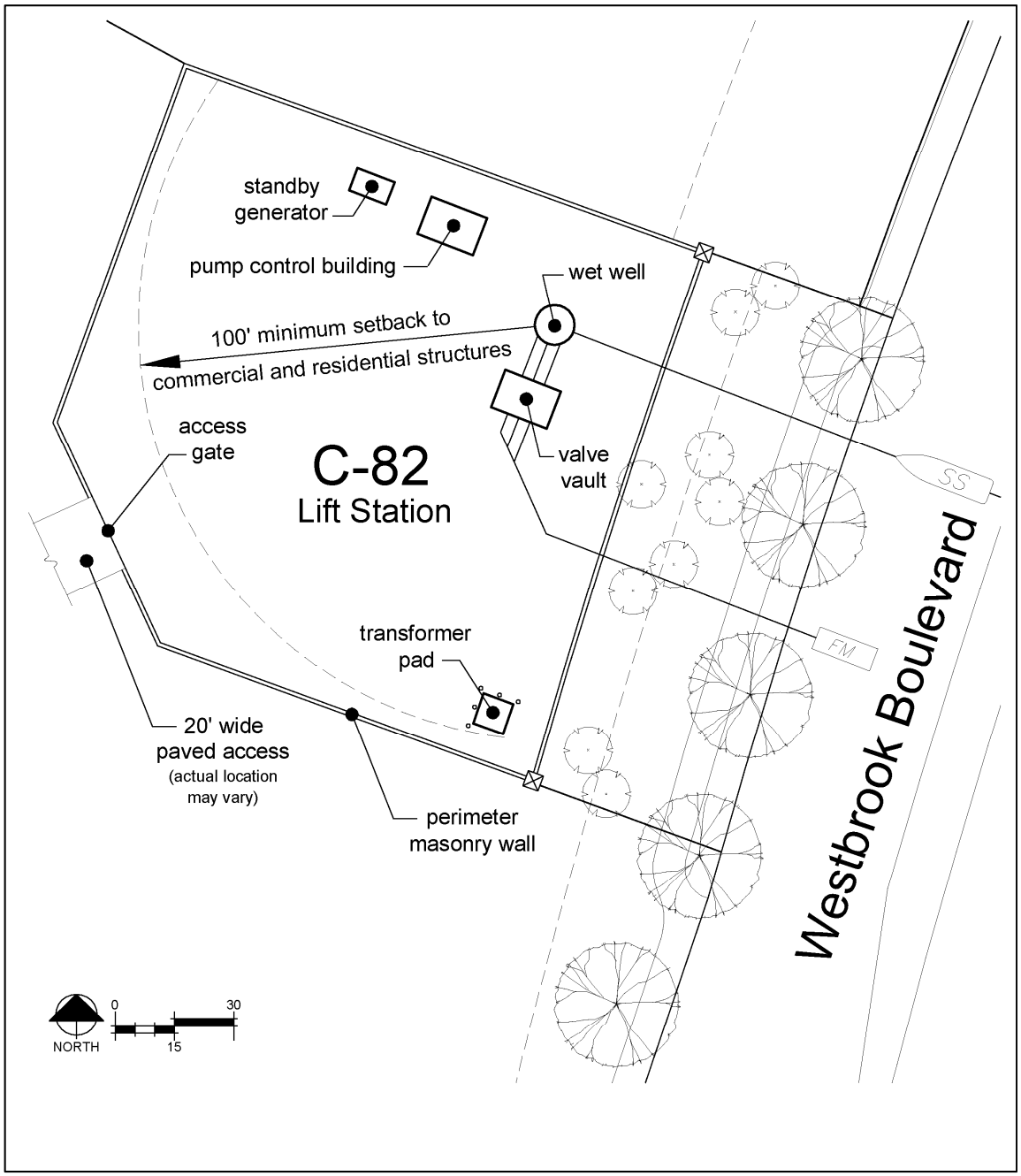
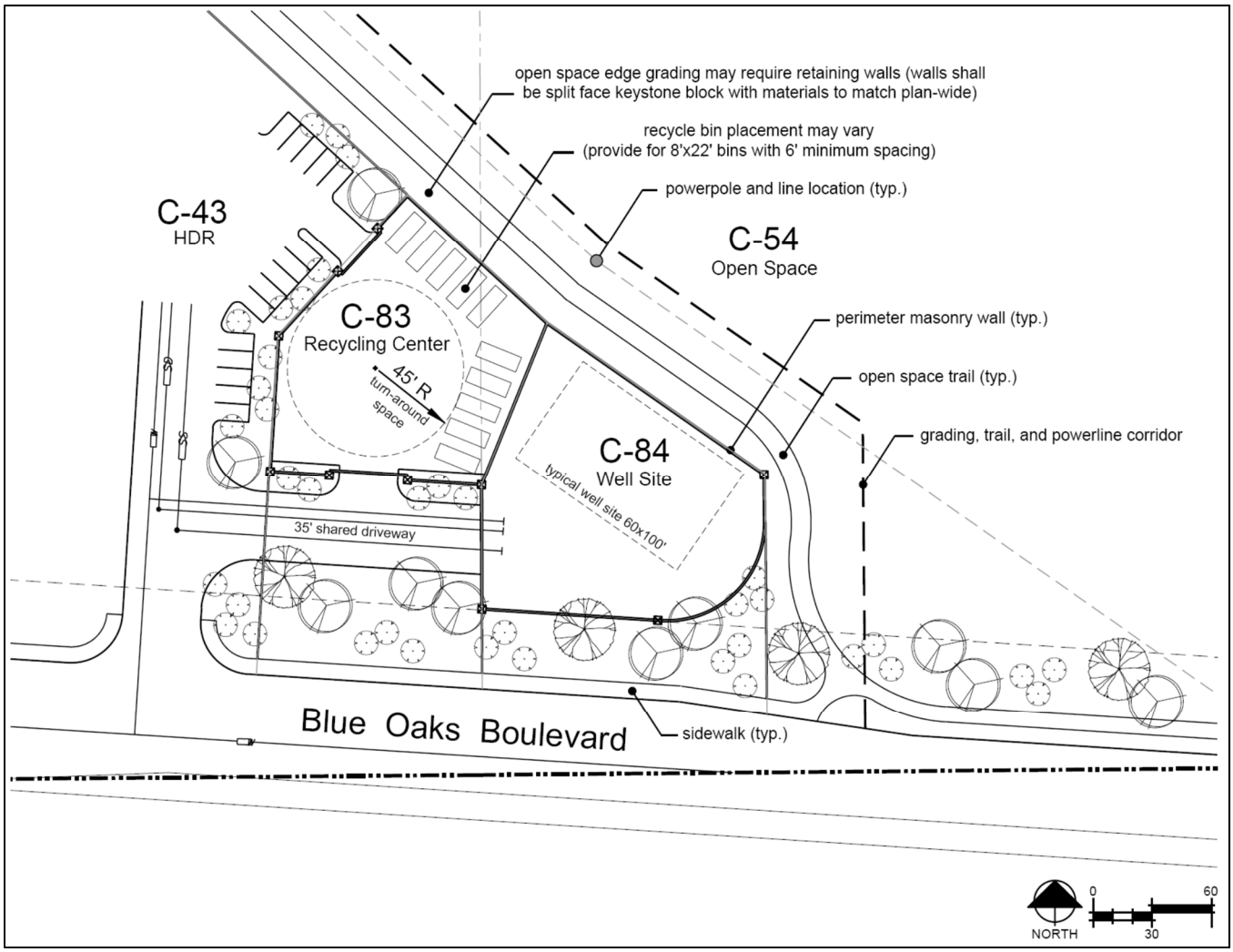


Figure B-13: Recycling Center (Parcel C-83) and Well Site (Parcel C-84) Concept Plan [UPDATED EXHIBIT]



Appendix B-1
Plant Palette

Trees for Three-Foot Planter or Larger

Strawberry Tree	Arbutus unedo
Western Redbud	Cercis occidentalis
Eastern Dogwood	Cornus florida
Washington Hawthorn	Crataegus phaenopyrum
Goldenrain Tree	Laburnum anagyroides
Crape Myrtle	Lagerstroemia hybrids
Bechtel Crabapple	Malus ioensis 'Plena'
Crabapple 'Prariefire"	Malus ioensis 'Prariefire'
Japanese Snowdrop	Styrax japonicus
Fragrant Snowbell	Styrax obassia
English Hawthorn 'Paul's Scarlet'	Crataegus laevigata 'Paul's Scarlet'

Trees for Four-Foot Planter or Larger

Trident Maple	Acer buergerianum
Hedge Maple	Acer campestre
Japanese White Birch	Betula platyphylla japonica
European Hornbeam	Carpinus betulus 'Fastigiata'
American Hornbeam	Carpinus caroliniana
Eastern Redbud	Cercis canadensis
Golden Flame Tree	Koelreuteria bipinnata
Goldenrain Tree	Koelreuteria paniculata
Southern Magnolia 'St. Mary'	Magnolia grandiflora
Kobus Magnolia	Magnolia kobus
Saucer Magnolia	Magnolia x soulangeana
Tupelo / Sour Gum	Nyssa sylvatica
Japanese Red Pine	Pinus densiflora
Chinese Pistache	Pistacia chinensis
Carolina Laurel Cherry	Prunus caroliniana
Purple Leaf Plum	Prunus cerasifera
Ornamental Pear 'Capital'	Pyrus calleryana 'Capital'
Ornamental Pear 'Chanticleer'	Pyrus calleryana
Ornamental Pear 'Redspire'	Pyrus calleryana
Japanese Blueberry	Eleocarpus decipiens

Trees for Six-Foot Planter or Larger

Japanese Maple	Acer palmatum
Red Maple	Acer rubrum
Common Horsechestnut	Aesculus hippocastanum
Kentucky Coffee Tree	Gymnocladus dioica
Grecian Laurel	Laurus nobilis
Tulip Tree	Liriodendron tulipifera
Canary Island Pine	Pinus canariensis
Douglas Fir	Pseudotsuga menziesii
Blue Oak	Quercus douglasii
Holly Oak	Quercus ilex
Burr Oak	Quercus macrocarpa
Pin Oak	Quercus palustris
Willow Oak	Quercus phellos
Cork Oak	Quercus suber
Japanese Pagoda Tree	Sophora japonica
Black maple	Acer nigrum

Trees for Eight-Foot Planter or Larger

Incense Cedar	Calocedrus decurrens
Atlas (Blue) Cedar	Cedrus atlantica
Deodar Cedar	Cedrus deodara
Carob	Ceratonia siliqua
Arizona Cypress	Cupressus arizonica
Ginkgo Biloba (Male Only)	Ginkgo biloba
Honey Locust (thornless)	Gleditsia triacanthos
Italian Stone Pine	Pinus pinea
Sycamore	Platanus species
Valley Oak	Quercus lobata
Interior Live Oak	Quercus wislizenii
Western Red Cedar	Thuja plicata
Zelkova	Zelkova serrata
Purple Robe Locust	Robinia pseudoacacia

Trees for Twelve-Foot Planter or Larger

Southern Magnolia	Magnolia grandiflora
Chestnut-Leafed Oak	Quercus castaneafolia
Red Oak	Quercus rubra
Coast Redwood	Sequoia sempervirens
California Bay	Umbellularia californica

Groundcover between Curb and Sidewalk

Low water using turf (tall fescue blends)

Walk-on ground covers including:

- Creeping Thyme
- Blue Sedge
- Chamomile
- Fogfruit
- Asiatic Jasmine
- Blue Fescue
- Horseshoe Vetch
- California Fescue
- Dwarf Oregano
- Manzanita groundcovers
- Creeping Barberry

ORDINANCE NO.

ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE
AMENDING ZONING ORDINANCE NO. 5428 OF THE CITY OF ROSEVILLE
CHANGING THE ZONING OF CERTAIN REAL PROPERTY LOCATED
WITHIN THE CITY OF ROSEVILLE

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. Section 19.06.020 of the Zoning Ordinance of the City of Roseville, Ordinance No. 5428, is amended to change the zoning of that portion of certain real property within the City of Roseville known as the Creekview Specific Plan, as shown and so designated in Exhibit "E", which is attached hereto and incorporated herein by reference.

SECTION 2. This ordinance shall be effective at the expiration of thirty (30) days from the date of adoption.

SECTION 3. The City Clerk is hereby directed to cause this ordinance to be published in full at least once within fourteen (14) days after it is adopted in a newspaper of general circulation in the City, or shall within fourteen (14) days after its adoption cause this ordinance to be posted in full in at least three (3) public places in the City and enter in the Ordinance Book a certificate stating the time and place of said publication by posting.

PASSED AND ADOPTED by the Council of the City of Roseville this 23rd day of October, 2019, by the following vote on roll call:

AYES COUNCILMEMBERS:

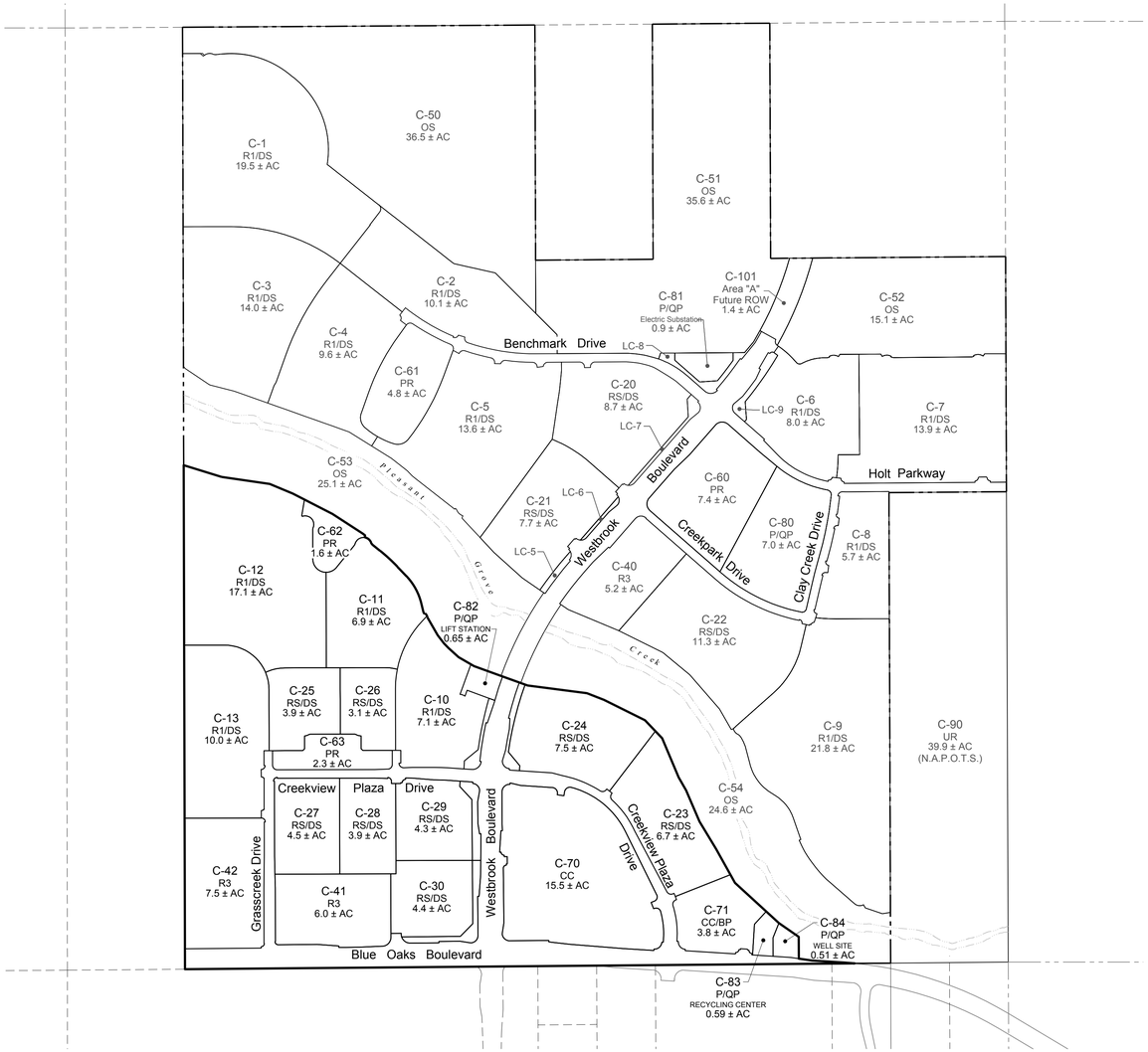
NOES COUNCILMEMBERS:

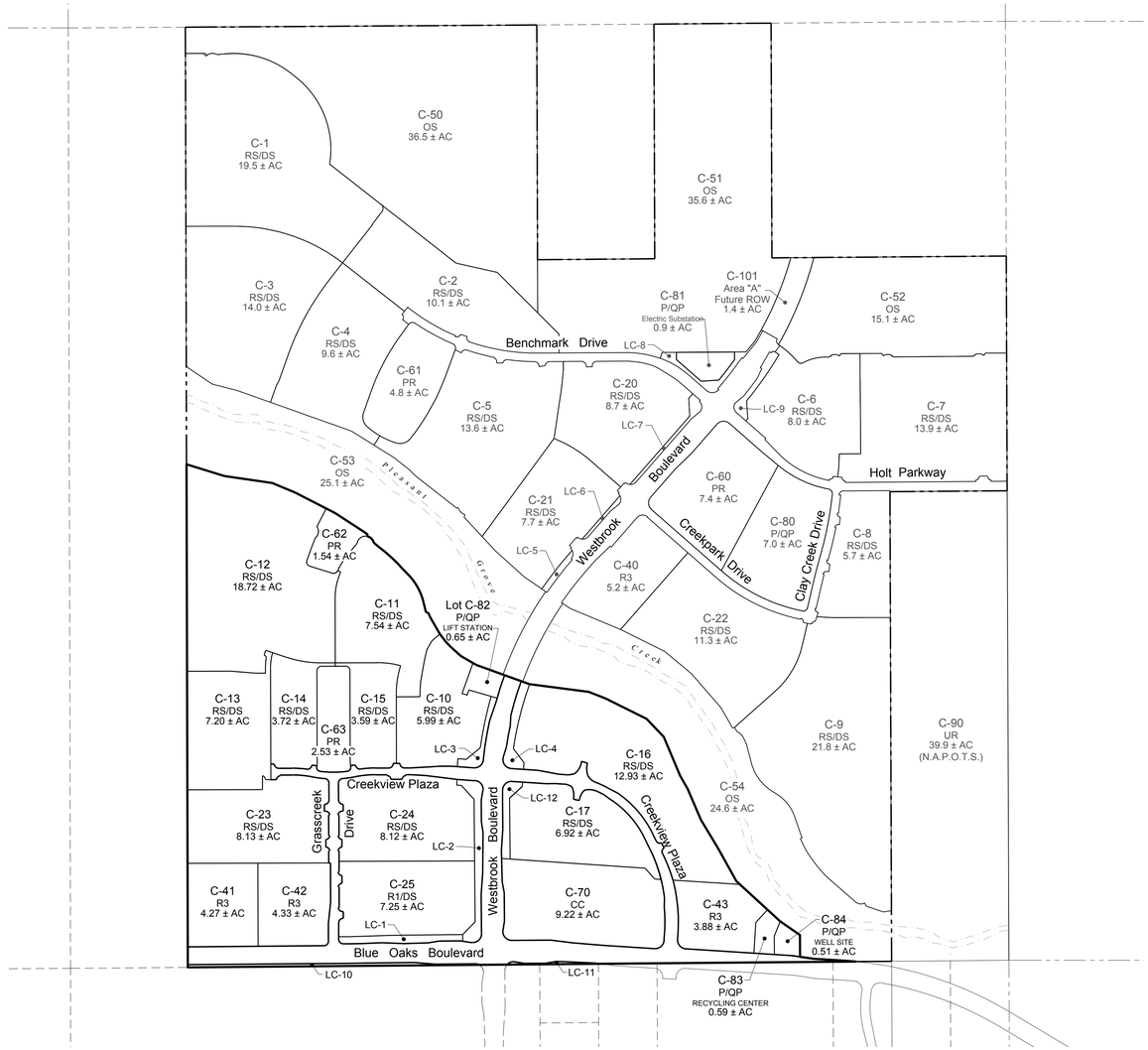
ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk





Existing Zoning Districts by Parcel

PARCEL	ZONING	ACRES	UNITS	DENSITY
C-1	R1/DS (Single-Family Residential/DS Overlay)	19.50 ac	94 du	4.8 du/ac
C-2	R1/DS (Single-Family Residential/DS Overlay)	10.10 ac	52 du	5.1 du/ac
C-3	R1/DS (Single-Family Residential/DS Overlay)	14.00 ac	67 du	4.8 du/ac
C-4	R1/DS (Single-Family Residential/DS Overlay)	9.60 ac	51 du	5.3 du/ac
C-5	R1/DS (Single-Family Residential/DS Overlay)	13.60 ac	74 du	5.4 du/ac
C-6	R1/DS (Single-Family Residential/DS Overlay)	8.00 ac	48 du	6.0 du/ac
C-7	R1/DS (Single-Family Residential/DS Overlay)	13.90 ac	74 du	5.3 du/ac
C-8	R1/DS (Single-Family Residential/DS Overlay)	5.70 ac	32 du	5.6 du/ac
C-9	R1/DS (Single-Family Residential/DS Overlay)	21.80 ac	97 du	4.4 du/ac
C-10	R1/DS (Single-Family Residential/DS Overlay)	7.10 ac	44 du	6.2 du/ac
C-11	R1/DS (Single-Family Residential/DS Overlay)	6.90 ac	28 du	4.1 du/ac
C-12	R1/DS (Single-Family Residential/DS Overlay)	17.10 ac	84 du	4.9 du/ac
C-13	R1/DS (Single-Family Residential/DS Overlay)	10.00 ac	65 du	6.5 du/ac
C-23	RS/DS (Small Lot Residential/DS Overlay)	6.70 ac	80 du	11.9 du/ac
C-24	RS/DS (Small Lot Residential/DS Overlay)	7.50 ac	69 du	9.2 du/ac
C-25	RS/DS (Small Lot Residential/DS Overlay)	3.90 ac	25 du	6.4 du/ac
C-26	RS/DS (Small Lot Residential/DS Overlay)	3.10 ac	21 du	6.8 du/ac
C-27	RS/DS (Small Lot Residential/DS Overlay)	4.50 ac	50 du	11.1 du/ac
C-28	RS/DS (Small Lot Residential/DS Overlay)	3.90 ac	39 du	10.0 du/ac
C-29	RS/DS (Small Lot Residential/DS Overlay)	4.30 ac	44 du	10.2 du/ac
C-30	RS/DS (Small Lot Residential/DS Overlay)	4.40 ac	44 du	10.0 du/ac
C-41	R3 (Attached Housing)	6.00 ac	176 du	29.3 du/ac
C-42	R3 (Attached Housing)	7.50 ac	220 du	29.3 du/ac
C-62	PR (Park and Recreation)	1.60 ac		
C-63	PR (Park and Recreation)	2.30 ac		
C-70	CC (Community Commercial)	15.50 ac		
C-71	CC/BP (Community Comm/Bus Prof)	3.80 ac		
C-82	P/QP (Public/Quasi-Public)	0.60 ac		
C-83	P/QP (Public/Quasi-Public)	0.60 ac		
C-84	P/QP (Public/Quasi-Public)	0.50 ac		
ROW/LC	ROW (Right of Way/Landscape Corr)	20.90 ac		
TOTAL		**254.90 ac**	**1,578 du**	

REZONE EXHIBIT

CREEKVIEW

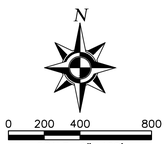
Scale: 1"= 400'

September 2019

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS

Proposed Zoning Districts by Parcel

PARCEL	ZONING	ACRES	UNITS	DENSITY
C-1	RS/DS (Small Lot Residential/DS Overlay)	19.50 ac	94 du	4.8 du/ac
C-2	RS/DS (Small Lot Residential/DS Overlay)	10.10 ac	52 du	5.1 du/ac
C-3	RS/DS (Small Lot Residential/DS Overlay)	14.00 ac	67 du	4.8 du/ac
C-4	RS/DS (Small Lot Residential/DS Overlay)	9.60 ac	51 du	5.3 du/ac
C-5	RS/DS (Small Lot Residential/DS Overlay)	13.60 ac	74 du	5.4 du/ac
C-6	RS/DS (Small Lot Residential/DS Overlay)	8.00 ac	48 du	6.0 du/ac
C-7	RS/DS (Small Lot Residential/DS Overlay)	13.90 ac	74 du	5.3 du/ac
C-8	RS/DS (Small Lot Residential/DS Overlay)	5.70 ac	32 du	5.6 du/ac
C-9	RS/DS (Small Lot Residential/DS Overlay)	21.80 ac	97 du	4.4 du/ac
C-10	RS/DS (Small Lot Residential/DS Overlay)	5.99 ac	36 du	6.0 du/ac
C-11	RS/DS (Small Lot Residential/DS Overlay)	7.54 ac	34 du	4.5 du/ac
C-12	RS/DS (Small Lot Residential/DS Overlay)	18.72 ac	95 du	5.1 du/ac
C-13	RS/DS (Small Lot Residential/DS Overlay)	7.20 ac	50 du	6.9 du/ac
C-14	RS/DS (Small Lot Residential/DS Overlay)	3.72 ac	20 du	5.4 du/ac
C-15	RS/DS (Small Lot Residential/DS Overlay)	3.59 ac	20 du	5.6 du/ac
C-16	RS/DS (Small Lot Residential/DS Overlay)	12.93 ac	71 du	5.5 du/ac
C-17	RS/DS (Small Lot Residential/DS Overlay)	6.92 ac	36 du	5.2 du/ac
C-23	RS/DS (Small Lot Residential/DS Overlay)	8.13 ac	61 du	7.5 du/ac
C-24	RS/DS (Small Lot Residential/DS Overlay)	8.12 ac	59 du	7.3 du/ac
C-25	RS/DS (Small Lot Residential/DS Overlay)	7.25 ac	62 du	8.6 du/ac
C-41	R3 (Attached Housing)	4.27 ac	127 du	29.7 du/ac
C-42	R3 (Attached Housing)	4.33 ac	136 du	31.4 du/ac
C-43	R3 (Attached Housing)	3.88 ac	116 du	29.9 du/ac
C-62	PR (Park and Recreation)	1.54 ac		
C-63	PR (Park and Recreation)	2.53 ac		
C-70	CC (Community Commercial)	9.22 ac		
C-82	P/QP (Public/Quasi-Public)	0.65 ac		
C-83	P/QP (Public/Quasi-Public)	0.59 ac		
C-84	P/QP (Public/Quasi-Public)	0.51 ac		
ROW/LC	ROW (Right of Way/Landscape Corr)	21.07 ac		
TOTAL		**254.90 ac**	**1,512 du**	



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ORDINANCE NO.

ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE ADOPTING A FIRST AMENDMENT TO THE DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF ROSEVILLE AND ANTHEM UNITED CREEKVIEW DEVELOPMENTS LIMITED PARTNERSHIP RELATIVE TO THE CREEKVIEW SPECIFIC PLAN AND AUTHORIZING THE CITY MANAGER TO EXECUTE IT ON BEHALF OF THE CITY OF ROSEVILLE

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. In accordance with Chapter 19.84 of Title 19 of the Roseville Municipal Code (the Zoning Ordinance) of the City of Roseville, the City Council has received the recommendation of the Planning Commission that the City of Roseville enter into a First Amendment to Development Agreement by and between the City of Roseville and Anthem United Creekview Developments Limited Partnership, pertaining to the property located within the Creekview Specific Plan area.

SECTION 2. Prior to considering the proposed First Amendment to Development Agreement, the City Council considered the Addendum to the Creekview Specific Plan Environmental Impact Report pursuant to the California Environmental Quality Act, California Public Resources Code Section 21000 *et seq.*

SECTION 3. The Council of the City of Roseville has reviewed the findings of the Planning Commission recommending approval of the First Amendment to Development Agreement, and makes the following findings:

1. The First Amendment to Development Agreement is consistent with the objectives, policies, programs and land use designations of the City of Roseville General Plan and the Creekview Specific Plan Amendment;

2. The First Amendment to Development Agreement is consistent with the City of Roseville Zoning Ordinance;

3. The First Amendment to Development Agreement is in conformance with the public health, safety and welfare;

4. The First Amendment to Development Agreement will not adversely affect the orderly development of the property or the preservation of property values; and

5. The provisions of the First Amendment to Development Agreement will provide sufficient benefit to the City to justify entering into said Amendment.

SECTION 4. The First Amendment to the Development Agreement, by and between the City of Roseville and Anthem United Creekview Developments Limited Partnership, a copy of which is on file in the City Clerk's Department and incorporated herein by reference, is hereby approved and the City Manager is authorized to execute it on behalf of the City of Roseville.

SECTION 5. The City Clerk is directed to record the executed Development Agreement Amendment within ten (10) days of the execution of the agreement by the City Manager with the County Recorder's Office of the County of Placer.

SECTION 6. This ordinance shall be effective at the expiration of thirty (30) days from the date of its adoption.

SECTION 7. The City Clerk is hereby directed to cause this ordinance to be published in full at least once within fourteen (14) days after it is adopted in a newspaper of general circulation in the City, or shall within fourteen (14) days after its adoption cause this ordinance to be posted in full in at least three (3) public places in the City and enter in the Ordinance Book a certificate stating the time and place of said publication by posting.

PASSED AND ADOPTED by the Council of the City of Roseville this ____ day of _____, 2019, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____
MAYOR

ATTEST:

_____
City Clerk

Recording Requested by:

When Recorded Mail to:
City Clerk
City of Roseville
311 Vernon Street
Roseville, CA 95678

Exempt from Recording Fees
Pursuant to Cal. Gov't Code § 27383

FIRST AMENDMENT OF DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF ROSEVILLE AND ANTHEM UNITED CREEKVIEW DEVELOPMENTS LIMITED PARTNERSHIP AS ASSIGNEE OF THE DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF ROSEVILLE AND GRANITE BAY DEVELOPMENT II, LLC, PHILLIPS ROAD 160 INVESTORS LIMITED PARTNERSHIP, PHILLIP ROAD LAND, LLC, J & KD ENTERPRSIES, LLC, SOULE INVESTMENTS, LLC, BENNETT WEST ROSEVILLE, LLC, DECOU WEST ROSEVILLE, LLC, BLUE OAKS - ROSEVILLE LP, AND CHUANG RELATIVE TO THE CREEKVIEW SPECIFIC PLAN

This First Amendment of Development Agreement ("Amendment") is entered into this _____ day of _____, 2019, by and between the CITY OF ROSEVILLE, a municipal corporation ("City") and ANTHEM UNITED CREEKVIEW DEVELOPMENTS LIMITED PARTNERSHIP, a Washington limited partnership ("Anthem" or "Developer"), pursuant to Sections 65864 through 65869.5 of the Government Code of California.

WITNESSETH:

A. On October 3, 2012, Developer's predecessors in interest, Granite Bay Development II, LLC ("Granite Bay"), Phillips Road 160 Investors Limited Partnership ("Phillips 160"), Phillip Road Land, LLC ("Phillip Land"), J & KD Enterprises, LLC ("J & KD"), Soule Investments, LLC ("Soule"), Bennett West Roseville, LLC ("Bennett West"), DeCou West Roseville, LLC ("DeCou West"), Blue Oaks-Roseville, LP (Blue Oaks – Roseville"), and Chau-Hsiung Chuang, Yueh-Jing Chuang, Felix Chuang, and Mark Chuang (collectively "Chuang") (collectively "Predecessors In Interest") and City entered into a Development Agreement (the "Development Agreement") which was recorded in the Official Records of Placer County on November 28, 2012 as Document No. 2012-0113752.

Phillips 160 assigned the Development Agreement to Developer pursuant to that certain Assignment of Development Agreement dated May 24, 2019 and recorded May 24, 2019 as Document 2019-0034779; Phillip Land, J & KD, and Soule assigned the Development Agreement to Developer pursuant to that certain Assignment of Development Agreement dated May 24, 2019 and recorded May 24, 2019 as Document 2019-0034780; Bennett West and DeCou West assigned the Development Agreement to Developer pursuant to that certain Assignment of Development Agreement dated May 24, 2019 and recorded May 24, 2019 as Document 2019-0034781; Blue Oaks – Roseville LP assigned the Development Agreement to Developer pursuant to that certain Assignment of Development Agreement dated May 24, 2019 and recorded May 24, 2019 as Document 2019-0034782; and Chuang assigned the

Development Agreement to Developer pursuant to that certain Assignment of Development Agreement dated December 11, 2018 and recorded March 13, 2019 as Document 2019-0015249. Anthem substituted itself as Developer pursuant to that certain Memorandum of Agreement which was recorded on July 5, 2019 as Document No. 2019-0046532.

Except as otherwise defined herein, all capitalized terms used herein shall have the meanings ascribed thereto in the Development Agreement.

B. City and Predecessors In Interest entered into the Development Agreement relative to development of the Creekview Specific Plan ("Specific Plan", "CSP", or "Plan Area"), as such is more precisely defined in Exhibits "A" and "B" of the Development Agreement (the "Property").

C. This Amendment amends the Development Agreement. It affects the Property as described on Exhibits "A" and "B" attached to the Development Agreement, and shall run with the land.

D. Concurrent with its consideration of this Amendment, City is processing a General Plan Amendment (Resolution No. _____), Specific Plan Amendment (Resolution No. _____), Rezone (Ordinance No. _____), Large Lot Tentative Subdivision Map (PL18-0190) and Small Lot Tentative Subdivision Map (PL18-0190) for purposes of redesignating, rezoning, and subdividing the Property. City and Landowner wish to enter into this Amendment to provide consistency with these land use approvals.

E. The Amendment is authorized by Section 1.4 of the Development Agreement.

NOW THEREFORE, THE PARTIES MUTUALLY AGREE AS FOLLOWS:

1. AMENDMENT OF DEVELOPMENT AGREEMENT. The following sections and exhibits of the Development Agreement are hereby amended as follows:

a. TABLE OF CONTENTS. The following entry is deleted from the Table of Contents:

"1.3.5 Substitution of New Development Entity as Developer"

b. TABLE OF CONTENTS. The following entry in the Table of Contents is revised in its entirety to read as follows:

"3.7.4 Water Conservation Goal"

c. TABLE OF CONTENTS. The following entry is added to the Table of Contents in its entirety to read as follows:

"3.14.11 Fence Removal"

d. REVISED RECITAL B. The last sentence of Recital B is revised to read as follows:

"Landowner owns the Property."

e. REVISED RECITAL C. Recital C is revised in its entirety to read as follows:

"C. Landowner and Developer Parties. For purposes of this Agreement, the terms "Developer" and "Landowner" are interchangeable and shall mean Anthem (including any subsidiaries or affiliates). Anthem intends to develop or oversee development of the Property in accordance with the terms and provisions of this Agreement and the Entitlements."

f. REVISED RECITAL L. Recital L is revised in its entirety to read as follows:

"The Property was annexed to City, effective April 25, 2013, and is located within the City's municipal boundary."

g. REVISED SECTION 1.2. Section 1.2 is revised in its entirety to read as follows:

"1.2 Binding Covenants. Upon satisfaction of the conditions to recordation of the Agreement set forth in Section 1.3.1 below, the provisions of this Agreement shall constitute covenants which shall run with the Property and the benefits and burdens hereof shall bind and inure to all successors in interest to and assigns of the parties hereto. Landowner represents that all parties holding legal or equitable interests in the Property shall be bound by this Agreement in the manner provided herein. Landowners are shown in Exhibit "D"."

h. DELETED SECTION 1.3.5. Section 1.3.5 (Substitution of New Development Entity as Developer) is deleted in its entirety.

i. REVISED SECTION 2.2. The summary table of Section 2.2 (Vested Entitlements) is revised as follows:

"Low Density Residential	951 units on 182.8 Net Acres;
Medium Density Residential	513 units on 51.2 Net Acres;
High Density Residential	547 units on 17.7 Net Acres;
Community Commercial	9.2 Net Acres;
Open Space	136.9 Net Acres;
Park	16.3 Net Acres;
Elementary School	7.0 Net Acres;
Electric Substation	0.9 Net Acres;
Well Site	0.5 Net Acres;
Lift Station	0.6 Net Acres;
Solid Waste Recycling Center	0.6 Net Acres;
Right of Way	37.7 Net Acres;"

j. REVISED SECTION 2.6.1. The table in Section 2.6.1 is revised as follows:

Parcel	Total Units in Parcel	Middle Income Purchase Units
C-20	75	10
C-22	105	20
C-25	62	10

k. REVISED SECTION 2.6.2.1. The table and text in Section 2.6.2.1 are revised as follows:

" 2.6.2.1 Affordable Obligation. Developer agrees that one hundred and sixty-one (161) affordable rental units will be reserved within the Property, including eighty-one (81) units for rental to very low income households and eighty (80) units for rental to low income households as follows:

Parcel	Total Units In Parcel	Total Affordable Unit Allocation	Very Low Income Rental Units	Low Income Rental Units
C-42	136	80	40	40
C-43	116	81	41	40
Total	252	161	81	80

Such units shall be distributed throughout the Parcel."

l. REVISED SECTION 2.6.2.2. Section 2.6.2.2 is replaced in its entirety to read as follows:

"2.6.2.2 Required Agreements. Prior to the issuance of a building permit for the applicable Affordable Parcel(s), the parties shall enter into City's then current form of Affordable Rental Housing Agreement (or other applicable City-approved form) for such residential rental units affordable to low income and very low income households, which shall identify the obligation to produce and deliver the applicable number of rental units affordable to very low or low income households to be provided by such Affordable Parcel. The term of the Agreement shall require the affordable units to be rented only to qualified affordable households for a period of fifty-five (55) years, commencing on the date of issuance of a certificate of occupancy for each affordable unit. Specific requirements of the agreement will be determined by the Economic Development Director or his/her designee."

m. REVISED SECTION 2.6.2.3. Section 2.6.2.3 is revised in its entirety to read as follows:

"2.6.2.3 No City Subsidies. Developer agrees to provide all of the affordable rental units without any subsidy from the City."

n. RENUMBERED SECTION 2.6.2.4. Previous Section 2.6.2.2 (Transfer/Satisfaction of Obligation) is renumbered as Section 2.6.2.4. No revisions are made to text.

o. RENUMBERED SECTION 2.6.2.5. Previous Section 2.6.2.4 (Community Facilities Districts) is renumbered as Section 2.6.2.5. No revisions are made to text.

p. REVISED SECTION 2.8. The first sentence in Section 2.8 is revised in its entirety to read as follows:

"By entering into this Agreement, Developer shall not be obligated to develop all or any portion of the Property."

q. REVISED SECTION 3.2. The fourth sentence in Section 3.2 is revised in its entirety to read as follows:

"In the event, however, that the land dedication by Developer is triggered by the proposed construction by a third party of a public improvement (including the electric substation site (parcel C-81) identified in Section 3.11.3) identified in this Agreement, such third party shall assume the obligation to assure that, at the time of City acceptance, the land dedicated is free and clear of all Encumbrances, unless expressly waived by the City."

r. REVISED SECTION 3.3. The first, second and third paragraphs of Section 3.3 (excluding the bullet points) (Project Phasing) are revised in their entirety to read as follows:

"3.3 Project Phasing. It is anticipated that there will be a single master developer of the CSP. Developer, or its successor(s) in interest, as master developer of the CSP, shall develop and construct the infrastructure necessary to serve the Project in Phases A through F substantially consistent with the Phasing Plan set forth in Exhibit "G" attached hereto. Grading and infrastructure may be constructed in sub-phases as approved at the discretion of the City, in consultation with all affected City departments.

City and Developer intend for the CSP to be mass graded in the multiple phases, with substantial volumes of earthen material moved from north of to south of Pleasant Grove Creek. Such mass grading is necessary to balance the material within the CSP and to avoid import or export of fill material (see Section 3.22).

In the event that the conceptual phases as shown in Exhibit "G" are proposed, or are modified or altered, or that smaller "sub-phases" are proposed within the identified Phases A thru F, the following criteria will be used to establish the conditions and requirements for that portion of work:"

s. REVISED SECTION 3.3, Recycled Water subsection. The Recycled Water subsection of Section 3.3 is revised in its entirety to read as follows:

- "Recycled Water – One point of connection required. A looped system is not required. Potable water may be utilized on an interim basis until and including the issuance of the 923rd building permit within the CSP or such later time as the Environmental Utilities Director makes a determination that potable water service can no longer be allowed. At that point in time, the system shall be switched over to recycled water by eliminating each potable water charging station and connecting to the West Roseville Specific Plan recycled water system, as described in Section 3.9 herein (Recycled Water Facilities). At the time that a water charging station is abandoned, a fire hydrant shall be installed to separate the potable water and recycled water systems. Three temporary potable water charging station connections to the recycled water system shall be allowed among phases A-F. The connection of the recycled water pipe to the potable water pipe shall consist of one gate valve and one backflow prevention device between the connections. The charging stations may be relocated within a phase or to another phase and multiple sub-phases can share a single station. Recycled water pipe lines shall be constructed concurrent with roadway construction and paving within a phase or sub-phase. Additional temporary potable water charging station connections to the recycled water system may be utilized subject to the approval of the Environmental Utilities Director."

t. REVISED SECTION 3.3.1. The first sentence in Section 3.3.1 is revised its entirety to read as follows:

"One Large Lot Tentative Map ("LLM") shall be prepared for the entire Plan Area, which will identify the phases as shown on Exhibit "G"."

u. REVISED SECTION 3.5.2(a). A new last sentence to the second paragraph of Section 3.5.2(a) is added to read as follows:

"Developer may exchange their responsibility to construct their portion of the median curbing and landscaping improvements for the construction of an equivalent portion of the CIP-reimbursable pavement."

v. REVISED SECTION 3.5.2(b). A new last sentence to the first paragraph of Section 3.5.2(b) is added to read as follows:

"The CIP-reimbursable adjacent inside lanes and median landscaping for Westbrook Boulevard from Blue Oaks Boulevard to the Pleasant Grove Creek crossing may be deferred, at the discretion of the City Engineer, until the first building permit is issued in Phase C, as shown in Exhibit "G"."

w. REVISED SECTION 3.5.3.1. The first sentence of Section 3.5.3.1 is revised in its entirety to read as follows:

"The design and location of the bus transfer station on the west side of parcel C-70 and east side of parcel C-24 shall be determined with the Design Review Permit or the Major Project Permits for those parcels (or another Major Project Permit for the parcels)."

x. REVISED SECTION 3.5.9. Section 3.5.9 is revised in its entirety to read as follows:

"3.5.9 Update of City Fee. Developer agrees that the Property shall be subject to and shall pay the City Traffic Mitigation Fee ("TMF"). To the extent that the Traffic Mitigation Fee adopted for the CSP is higher than that charged in the West Roseville Specific Plan Area, Developer shall pay the difference as a surcharge to future TMF obligations on a per-DUE basis for the remaining DUEs within the CSP. To the extent that the TMF adopted for the CSP is lower than that charged in the West Roseville Specific Plan Area, Developer shall receive a credit against future TMF payments until such time as the amount of the overpayment is exhausted."

y. REVISED SECTION 3.7.2. Section 3.7.2 is revised in its entirety to read as follows:

"3.7.2 Groundwater Well. If applicable, Developer shall dedicate to City parcel C-84 for one (1) groundwater well at the approximate location shown on Exhibit "R". The City shall be responsible for the construction of a monitoring well for determining water production and quality and the topside improvements. Developer shall be responsible for drilling and completing the production well (but not above ground well improvements such as pumping and treatment facilities) as further described below

("Well Construction Requirements"). To facilitate the drilling of the monitoring well, Developer will provide City and its contractors access to and within the well site to enable City to install the monitoring well to confirm desired capacity and water quality.

It is the intent of this Section 3.7.2 (and the Parties) that the groundwater well location identified within the CSP be capable of achieving a yield of approximately 1,800 gallons per minute and the groundwater is of such quality that only disinfection will be required to meet California Drinking Water Quality Standards. Should the City determine the available capacity or water quality does not achieve these objectives, Developer shall, at its own cost, work with the City to relocate the well site within the CSP until these objectives are satisfied.

The Developer shall contact the City Environmental Utilities Department prior to construction of the production well to obtain approval of the well design and drilling method prior to commencement of this work. The well shall be drilled prior to occupancy of any residential units within 500 feet of the well site. Developer shall include noise curtains for the well if, at the time of well construction, homes are occupied within 1000 feet of the well.

Notwithstanding the foregoing, if the City adopts a revised water connection fee which encompasses the costs of the Well Construction Requirements, the Developer shall be relieved of the Well Construction Requirements set forth in this Section 3.7.2."

z. REVISED SECTION 3.7.4. Section 3.7.4 is revised in its entirety to read as follows:

"3.7.4 Water Conservation Goal. The City has determined that the available water supply is sufficient to serve all phases of the Project. This determination was the conclusion of a review of the demand and source issues created by the projected build-out of the Project based upon the various technical studies completed in connection with the environmental review of the Project. The demand for water at build-out of the Project was determined by reference to the City's current information on water usage by the various land uses included and permitted within the City and the proposed land uses within the Project and by reference to the Creekview Specific Plan Water Conservation Plan as shown in Exhibit "S", which includes a reduction in water use by 18.3% over business-as-usual factors.

The sources for water evaluated for the Project are the same types of sources currently used throughout the City; namely, surface water contracts with federal and local agencies and the use of groundwater. City and Developer are satisfied, based upon detailed technical analysis, that the demand and source assumptions relied upon to assure water for the Project are valid."

aa. REVISED SECTION 3.9. The third paragraph of Section 3.9 is revised in its entirety to read as follows:

"City costs, estimated at $1.64 million, associated with the recycled water tank(s), pump station expansion, elimination of the potable water charging stations and connections to the West Roseville Specific Plan recycled water system, and appurtenant recycled water

facilities (hereinafter, the "Recycled Water Facilities"), which include, but are not limited to, permitting, design, construction, design support during construction phase, construction management, inspection, and City's administrative and labor costs, shall be paid through the CFD as outlined in the Financing Plan for the Project. Payment from the CFD will not be required until after the 923rd building permit as outlined in Section 3.3 herein. As an alternative to payment from the CFD, the City may adopt a revised water connection fee which encompasses the estimated $1.64 million in costs for the Recycled Water Facilities described in this paragraph."

bb. REVISED SECTION 3.10.5. The third paragraph of Section 3.10.5 is revised in its entirety to read as follows:

"Material excavated within the CSP shall remain within the CSP and material excavated within the AJWA property for construction of the improvements shall be placed as engineered fill on the Property as shown in Exhibit "BB"."

cc. REVISED SECTION 3.11.3. Section 3.11.3 is revised in its entirety to read as follows:

"Electric Substation. The Developer shall, prior to the issuance of the 923rd residential building permit or any combination of building permits within the CSP as set forth below, dedicate to City a 0.90 buildable acre site (parcel C-81) net of easements, wetlands, riparian corridors and required setbacks for use as an electrical substation, as shown on Exhibit "CC". The substation site shall not be encumbered by any easements or any other use constraints, except as approved by the Electric Utility Director. At Developer's expense, the substation shall be dedicated in fee, free and clear of all wetlands.

Developer shall, as set forth below, and at Developer's expense, provide the substation site graded and compacted to within six inches (6") of final grade as approved by the Electric Utility Director and consistent with the City's grading ordinance, and where retaining walls are required, provide the retaining wall with split face key stone style or comparable quality / design to be installed by Developer. The Developer shall provide an access road capable of transporting a 200,000 pound distribution transformer and associated transportation trailer. The road shall be designed to meet the truck and trailer minimum turning radii, shall be the width of twelve feet (12') plus two foot (2') aggregate base shoulders on each side of the road and shall have a structural section consisting of lime treated sub grade with 2" asphalt concrete over 4" aggregate base. The final design of the access road shall be reviewed and approved by the Public Works Director after consultation with the Electric Department's engineering group before it is constructed. In addition to the temporary access road, Developer shall complete the finished grading of the power line corridor as shown on Exhibit "CC". This grading will facilitate the installation of the final alignment of the 60KV overhead line that will serve the future substation in the CSP. The power line corridor will be graded to within 6" of final grade and will include a minimum of 6" aggregate base to serve as a temporary access road to the pole line installation. Any easements, access and dedications required to facilitate the installation of this pole line will also be provided by Developer. Developer shall grant a temporary easement for the temporary electric access road and dedicate the substation within the CSP as set forth below.

Provided that Developer provides an access road, power line corridor, temporary easements and substation site as defined above prior to the issuance of the 924th residential building permit, the City shall not restrict the issuance of any additional building permits on the basis of insufficient electrical service capacity for the balance of the Project. Should the Developer fail to provide the required sites and access by the 924th permit, Developer will only be allowed up to 923 permits, or DUE equivalents or any combination of building permits within the CSP that the City determines, in its sole discretion, is the equivalent to building permits for 923 single family residential detached units. Delays by Developer in dedicating the substation site and power line corridor will result in delays in the availability of power until such time as the substation is fully operational with the ability to serve the remainder of the CSP.

City shall construct the electric substation and all other tenant improvements on parcel C-81 at the time when needed to serve the development of the Plan Area provided the site is dedicated to City in sufficient time to allow for a reasonable time for City to construct the electric substation and that City has sufficient funds to construct the electric substation."

dd. REVISED SECTION 3.12. The first paragraph of Section 3.12 is revised in its entirety to read as follows:

"Developer shall dedicate to City a total of 16.3 acres of active park land and 136.9 acres of open space lands, pay fees for construction of city-wide park, park improvements, paseo improvements, road improvements, open space frontage improvements, and trail improvements and construct park frontage improvements as set forth in this Section and the Phasing Plan and as shown in Exhibit "DD"."

ee. REVISED SECTION 3.12.1. Section 3.12.1 is revised in its entirety to read as follows:

"3.12.1 Park and Open Space Dedications. Developer shall dedicate to City a total of 16.3 acres of active neighborhood parkland and 136.9 acres of open space. The following four park parcels, and five open space parcels shall be dedicated to City as described below and shown in Exhibit "DD":

1. A 7.4-acre, more or less, portion of the Property for the purposes of a public park, shown as parcel C-60;

2. A 4.8-acre, more or less, portion of the Property for the purpose of a public park, shown as parcel C-61;

3. A 1.5-acre, more or less, portion of the Property for the purpose of a public park, shown as parcel C-62;

4. A 2.5-acre, more or less, portion of the Property for the purpose of a public park, shown as parcel C-63;

5. A 36.5-acre, more or less, portion of the Property for the purposes of

drainage, flood control, bike trails, fuel modification (i.e., fire breaks), preservation of wetland habitat and open space, and open space linkages, shown as parcel C-50;

6. A 35.6-acre, more or less, portion of the Property for the purposes of drainage, flood control, bike trails, fuel modification (i.e., fire breaks), preservation of wetland habitat and open space, and open space linkages, shown as parcel C-51;

7. A 15.1-acre, more or less, portion of the Property for the purposes of drainage, flood control, bike trails, fuel modification (i.e., fire breaks), preservation of wetland habitat and open space, and open space linkages, shown as parcel C-52;

8. A 25.1-acre, more or less, portion of the Property for the purposes of drainage, flood control, bike trails, fuel modification (i.e., fire breaks), wetland habitat and open space, and open space linkages, shown as parcel C-53; and

9. A 24.6-acre, more or less, portion of the Property for the purposes of drainage, flood control, bike trails, fuel modification (i.e., fire breaks), wetland habitat and open space, and open space linkages shown as parcel C-54.

Developer shall dedicate to the City on the face of each Large Lot Final Map as an Irrevocable Offer to Dedicate (IOD) any park lands and open space parcels within the Property provided that the applicable final Large Lot Subdivision Map creating a separate parcel for the subject site has been recorded. City shall accept such dedication of any park lands and open space parcels at the time when all infrastructure improvements (e.g., curb and gutter, roadway, utilities, utility stubs, etc.) adjacent to the parcels, i.e., frontage along the parcel and parcel grading, are substantially complete and the City is prepared to improve and maintain the site per Section 3.3.1 above. In the event Developer uses any of the above mentioned parcels for temporary construction activity or staging (e.g., detention basins, rock crushing operations, dirt/debris stockpiling, etc.), Developer shall, prior to acceptance by City, restore the site to an acceptable rough graded condition and as approved as a part of the Project's rough grading plan. The final pad elevations shall be certified by a licensed civil engineer with deviations no greater than 0.10 feet. In the case where fill material is required to reclaim the site, fill shall be placed in engineered lifts. Developer shall submit a soils analysis report of the fill material to be used to the Parks, Recreation & Libraries Department for review and approval prior to placement of material. Prior to dedicating any open space parcels to City, Developer shall work with City to ensure City has complete and permanent access to such open space parcels for maintenance and emergency response purposes."

ff. REVISED SECTION 3.12.4.. The first sentence of Section 3.12.4 is revised in its entirety to read as follows:

"Developer shall pay the City-Wide Park and Bike Trail Fee at time of building permit."

gg. REVISED SECTION 3.12.8. Subsections 1 through 5 of Section 3.12.8 are revised in their entirety to read as follows:

"1. A 36.5-acre, more or less, portion of the Property for the purposes of drainage, flood control, bike trails, fuel modification (i.e., fire breaks), preservation of wetland habitat and open space, and open space linkages, shown as parcel C-50;

2. A 35.6-acre, more or less, portion of the Property for the purposes of drainage, flood control, bike trails, fuel modification (i.e., fire breaks), preservation of wetland habitat and open space, and open space linkages, shown as parcel C-51;

3. A 15.1-acre, more or less, portion of the Property for the purposes of drainage, flood control, bike trails, fuel modification (i.e., fire breaks), preservation of wetland habitat and open space, and open space linkages, shown as parcel C-52;

4. A 25.1-acre, more or less, portion of the Property for the purposes of drainage, flood control, bike trails, fuel modification (i.e., fire breaks), wetland habitat and open space, and open space linkages, shown as parcel C-53; and

5. A 24.6-acre, more or less, portion of the Property for the purposes of drainage, flood control, bike trails, fuel modification (i.e., fire breaks), wetland habitat and open space, and open space linkages, shown as parcel C-54."

hh. REVISED SECTION 3.14.2.1. Section 3.14.2.1 is revised in its entirety to read as follows:

"3.14.2.1 City Public Facilities Fee. Developer shall pay the City Public Facilities Fee (Roseville Municipal Code Chapter 4.52) at time of building permit."

ii. REVISED SECTION 3.14.3. Section 3.14.3 is revised in its entirety to read as follows:

"3.14.3 Public Benefit Fee. As partial consideration for this Agreement, to offset a portion of the impact of the Project and the associated tax sharing agreement with Placer County, and to ensure that the Project will benefit current and future residents of Roseville, Developer shall pay a Public Benefit Fee for each residential unit in the Project. The Public Benefit Fee for each low density and medium density residential unit shall be $ 1,280. The Public Benefit Fee for each high density residential unit shall be $845. Developer shall pay the Public Benefit Fee at time of building permit."

jj. NEW SECTION 3.14.11. New Section 3.14.11 is added in its entirety to read as follows:

"3.14.11 Fence Removal. Prior to the first building permit issued in the Project north of Pleasant Grove Creek, Developer shall remove existing cattle grazing fences on the Property, with the possible exception of the cattle and goat grazing fencing in the open space parcels (Parcels C-50 to C-54), should a cattle grazing plan be approved by the City. Cattle and goat grazing fencing shall not interfere with bike trail amenities."

kk. REVISED SECTION 3.17.1.2(f). Section 3.17.1.2(f) is revised in its entirety to read as follows:

"(f) Developer may utilize the Statewide Community Infrastructure Program ("SCIP") or the Bond Opportunities for Land Development ("BOLD") program for any eligible impact fee."

ll. REVISED SECTION 3.17.1.2(i). Section 3.17.1.2(i) is revised in its entirety to read as follows:

"(i) Bond proceeds from bond sales commencing in the year 31 timeframe shall, subject to SPRTA agreeing to the deferral of the SPRTA Tier II Traffic Fee, include an amount no greater than fifty percent (50%) of the SPRTA Tier II Traffic Fee, adjusted as the SPRTA Tier II Traffic Fee may be subsequently adjusted, that would normally be paid at time of building permits for low, medium and high density residential dwelling units. The SPRTA Tier II Traffic Fee deferral is subject to SPRTA review and approval and may be revised or discontinued by SPRTA if deemed appropriate as specified in the Tier II Development Fee Program and amendments.

Notwithstanding any provision in this Agreement to the contrary, any amount exceeding fifty percent (50%) of the SPRTA Tier II Traffic Fee, adjusted as the SPRTA Tier II Traffic Fee may be subsequently adjusted (or exceeding such actual lesser amount for MDR or HDR units determined by City), per residential unit shall be due and payable to City upon issuance of a building permit commencing with the first applicable building permit for the Project. Notwithstanding any other provision in this Agreement to the contrary, the SPRTA Tier II Traffic Fee required by City for non-residential development shall be collected upon issuance of building permit commencing with the first applicable building permit."

mm. REVISED SECTION 3.17.1.2, NEW SUBSECTION 3.17.1.2(j). Subsection (j) is added to Section 3.17.1.2 in its entirety to read as follows:

"(j) If a Project CFD(s) is formed, then, where adjustments (increases or reductions) in the number of allocated residential units or non-residential acreage involve transfer of residential units or non-residential acreage from one Large Lot parcel to another Large Lot parcel in the Project, City may, in its sole discretion, allow for the transfer of assigned special tax from one Large Lot parcel to another, but only if (i) all such proposed special tax adjustments are agreed to in writing by the affected Large Lot parcel owners and City's Chief Financial Officer, and (ii) there is no reduction in the CFD maximum special tax revenue as a result of the transfer between Large Lot parcels. Should such a transfer of special taxes from Large Lot parcel to another Large Lot parcel result in an amendment to attachments 1 or 2 of the notice of special tax lien for the CFD(s), the Large Lot parcel owner requesting the transfer of special taxes shall bear the cost to affect the transfer in the CFD documents, and that property owner shall prepare the required amendments to the notice of special tax lien, including amendments to attachments 1 and 2 thereto."

nn. REVISED SECTION 3.23, NEW SUBSECTIONS 18 and 19. Subsections 18 and 19 are added to Section 3.23 in their entirety to read as follows:

"18. Livestock grazing may occur within the open space preserve areas.

19. Every residential unit is equipped with a recirculating hot water system, or similar technology to provide instantaneous hot water at each hot water faucet."

oo. REVISED ARTICLE 10. The notice to Landowner section, including the nine addresses that follow, and the notice to Developer and address are deleted in their entirety and replaced with the following:

"Notice required to be given to Landowner and Developer shall be addressed as follows:

Anthem United Creekview Developments Limited Partnership
Attn: Brian Moore
3001 Douglas Boulevard, Suite 200
Roseville, CA 95661"

pp. REVISED LIST OF EXHIBITS. The following entries are revised in the List of Exhibits:

"Exhibit HH Open Space and Preserve Areas"
"Exhibit O Wastewater Facilities – Alternate Design"

qq. EXHIBITS. The exhibits attached to the Development Agreement are proposed to be deleted and replaced by new exhibits attached to this Amendment, in the case of the following exhibits:

Exhibit B	Property Map
Exhibit C	Annexation Area/Plan Area
Exhibit D	Landowners
Exhibit E	Land Use Plan
Exhibit F	Affordable Housing Sites
Exhibit G	Phasing Plan
Exhibit H	Road Improvements
Exhibit I	Blue Oaks Boulevard Construction Obligations
Exhibit K	Traffic Signals
Exhibit L	Wagner Property Access
Exhibit M	Harris Property Access
Exhibit N	Wastewater Facilities
Exhibit O	Wastewater Facilities – Alternate Design
Exhibit P	Wastewater Facilities for Reimbursement
Exhibit R	Groundwater Well
Exhibit T	Water Facilities
Exhibit U	Water Facilities for Reimbursement
Exhibit W	Recycled Water Facilities

Exhibit X	Recycled Water Facilities for Reimbursement
Exhibit Z	Drainage Facilities
Exhibit AA	Post Development 100 Year Floodplain
Exhibit BB	Pleasant Grove Creek Bypass Channel Improvements
Exhibit CC	Electric Facilities
Exhibit DD	Parks and Open Space
Exhibit FF	Bikeway Master Plan
Exhibit GG	Pedestrian/Bicycle Crossings
Exhibit HH	Open Space and Preserve Areas
Exhibit JJ	DUE Allocation to Specific Plan Parcels for WRSP Reimbursements
Exhibit LL	Panhandle and O'Brien Properties

2. CONSISTENCY WITH GENERAL PLAN. The City Council has found and determined that this Amendment of the Development Agreement is in the best interest of the public health, safety and general welfare and is consistent with the General Plan and the Creekview Specific Plan.

3. AMENDMENT. This Amendment amends, but does not replace or supersede, the Development Agreement, except as specified herein. In the event of any conflict, the language of this Amendment shall be controlling in all events or circumstances. As amended hereby, the Development Agreement remains in full force and effect.

4. FORM OF AMENDMENT. This Amendment is executed in two duplicate originals, each of which is deemed to be an original.

IN WITNESS WHEREOF, the City of Roseville, a municipal corporation, has authorized of this Amendment in duplicate by its City Manager and attested to by its City Clerk under the authority of Ordinance No. _____, adopted by the Council of the City of Roseville on the _____ day of _____, 2019.

[Signatures on the following page]

CITY:

CITY OF ROSEVILLE,
a municipal corporation

BY: _____
DOMINICK CASEY
City Manager

ATTEST:

BY: _____
SONIA OROZCO
City Clerk

APPROVED AS TO FORM:

BY: _____
ROBERT R. SCHMITT
City Attorney

APPROVED AS TO SUBSTANCE:

BY: _____
MIKE ISOM
Development Services Director

DEVELOPER:

ANTHEM UNITED CREEKVIEW DEVELOPMENTS
LIMITED PARTNERSHIP,
a Washington limited partnership

By: ANTHEM UNITED CREEKVIEW MANAGEMENT, LLC
a Washington limited liability company
Its General Partner

By: _____
Brian Moore
Its: Manager

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of PLACER)

On September 18, 2019 before me, Renee C. Kelty, Notary Public —,
Date *Here Insert Name and Title of the Officer*

personally appeared Brian Moore
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

RENEE C. KELTY
Notary Public – California
Sacramento County
Commission # 2192761
My Comm. Expires Apr 21, 2021

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____
Document Date: _____ Number of Pages: _____
Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

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Exhibit B
Property Map

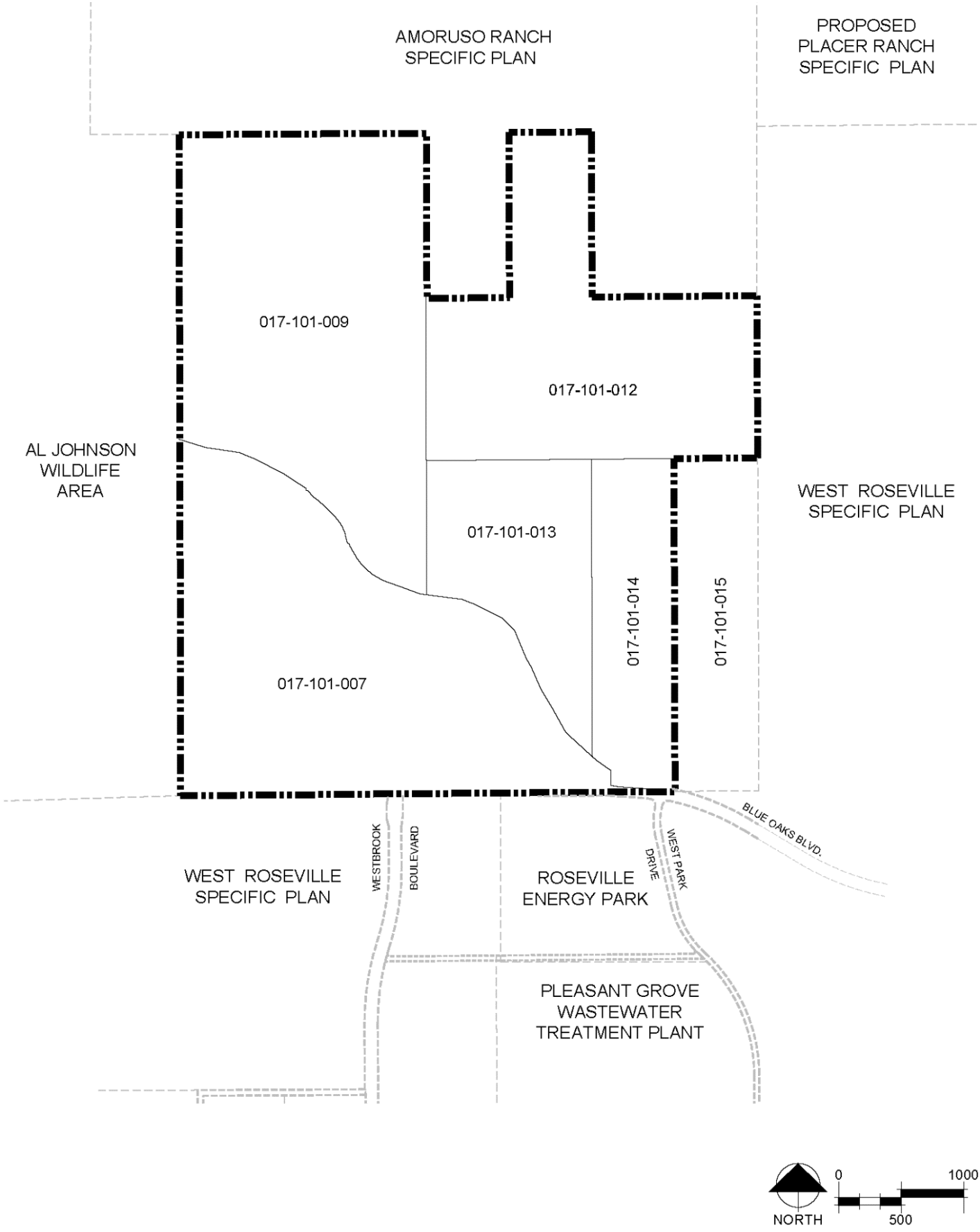


Exhibit C
Annexation Area/Plan Area

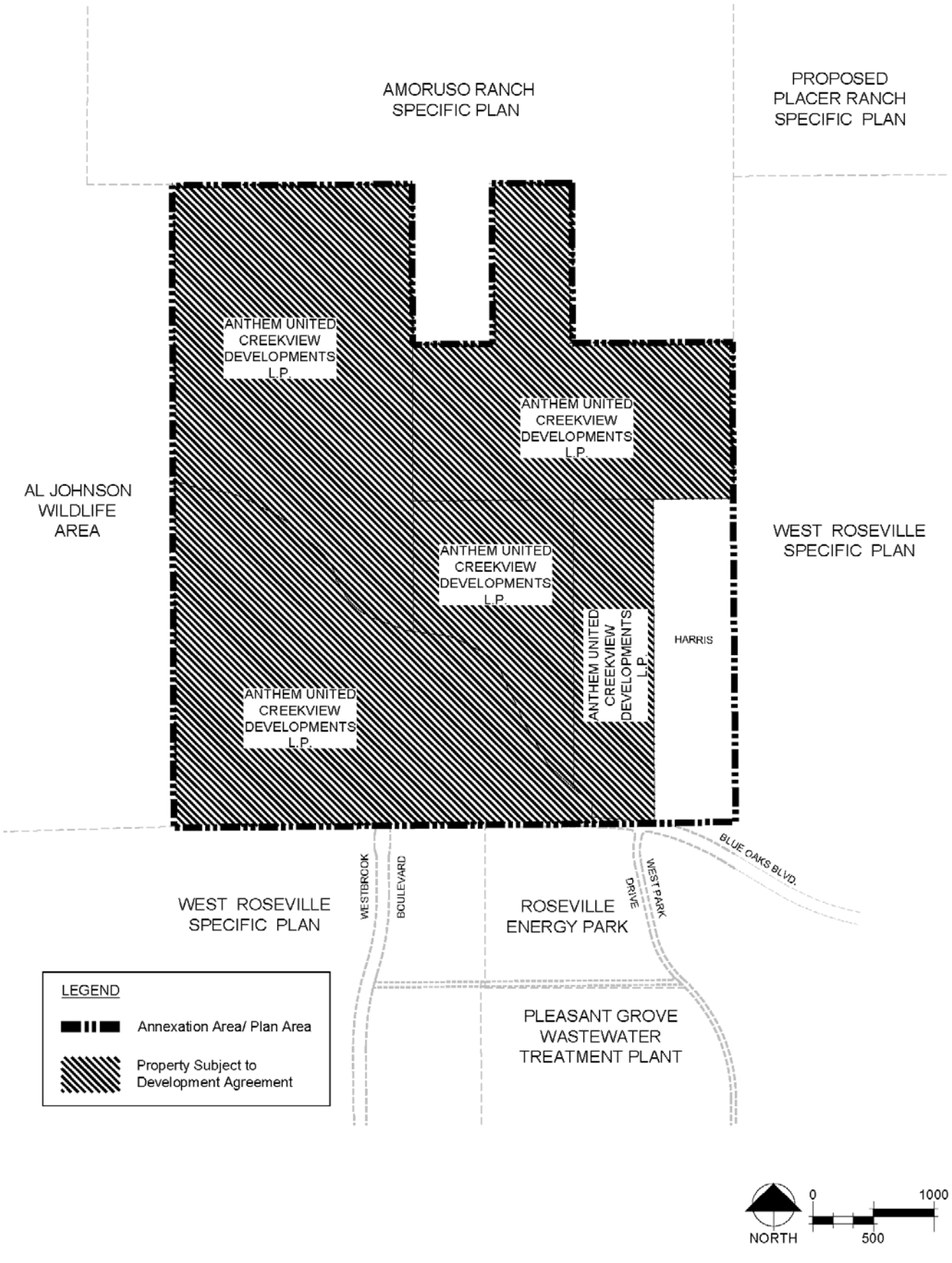


Exhibit D
Landowners

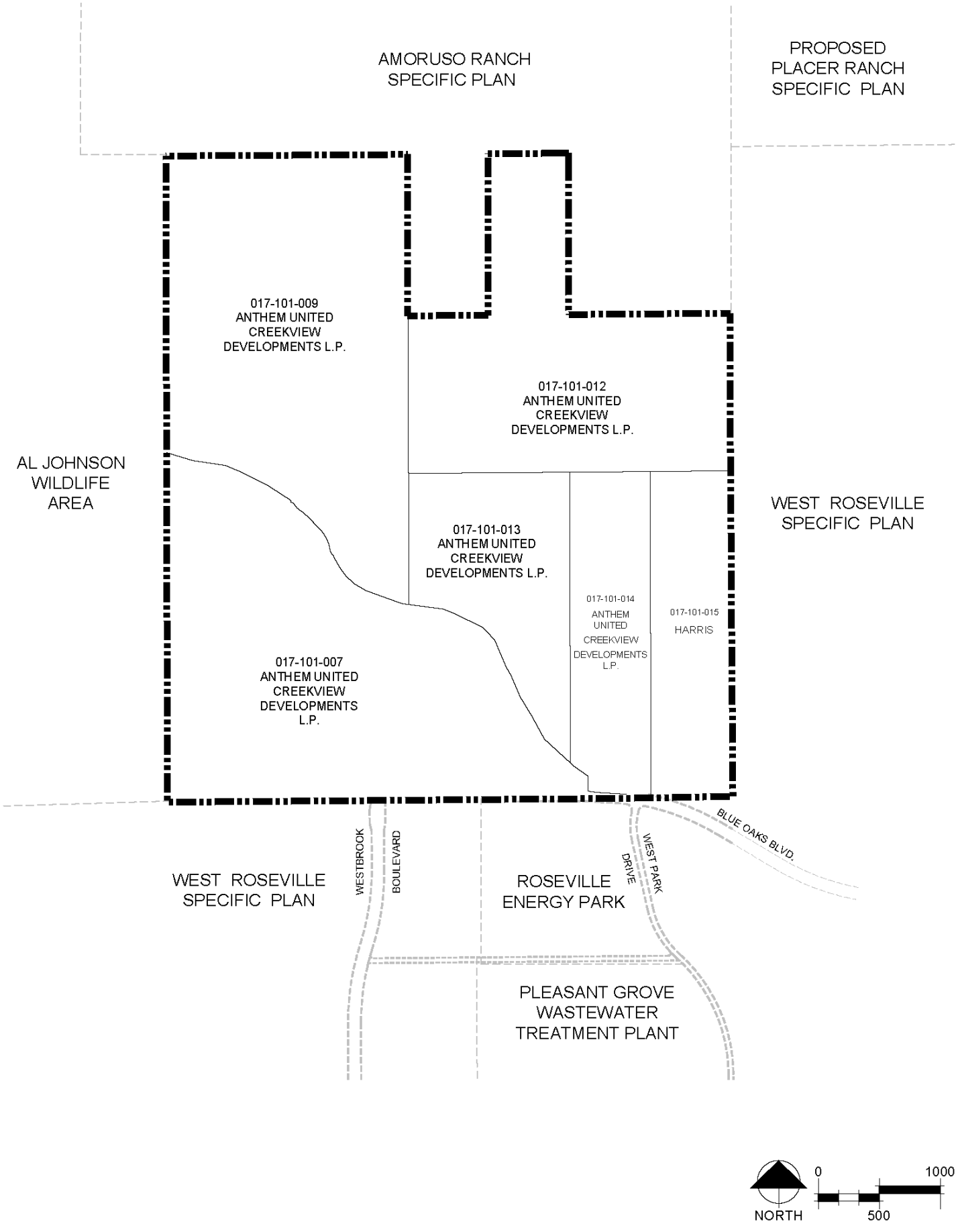


Exhibit E
Land Use Plan

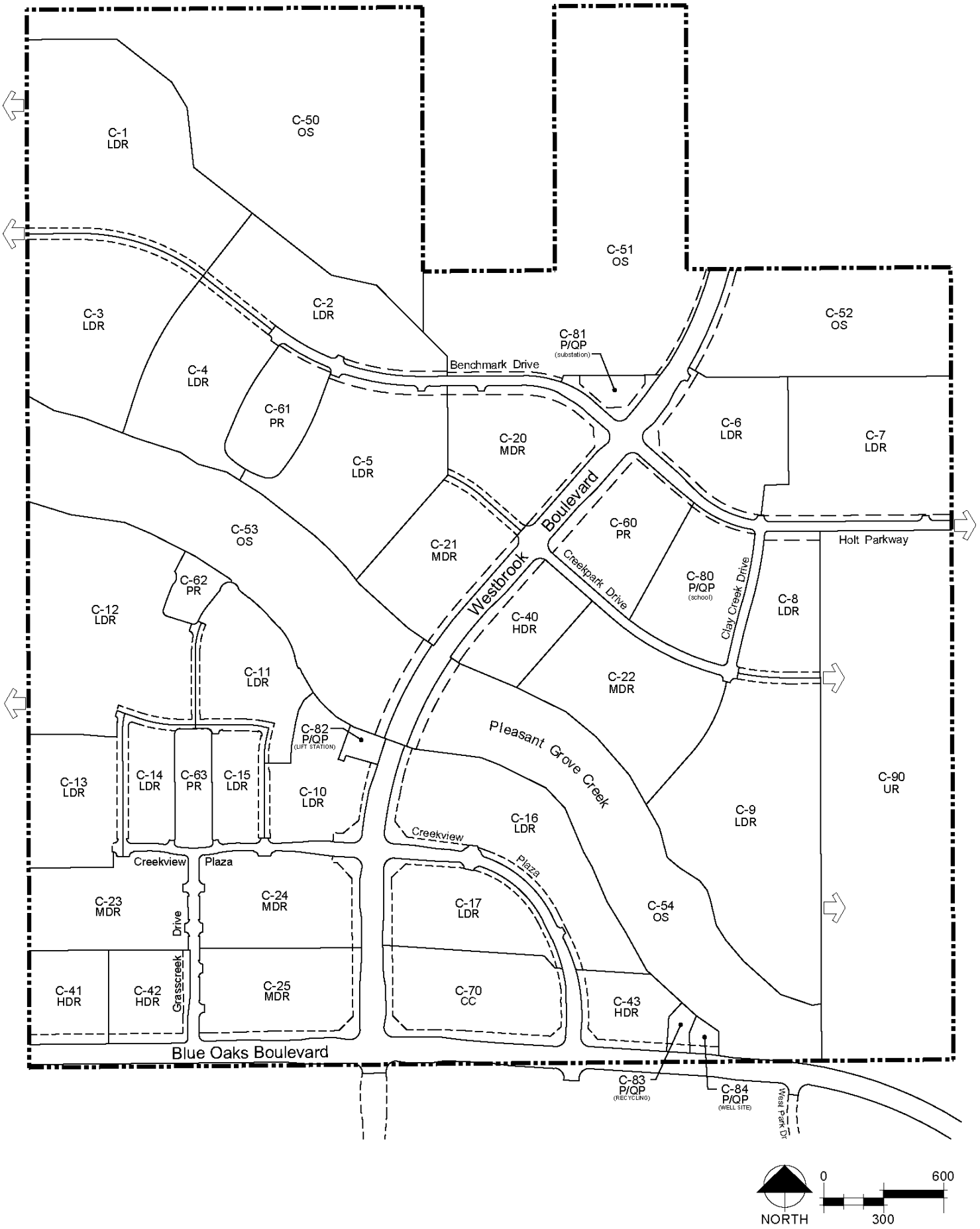


Exhibit F
Affordable Housing Sites

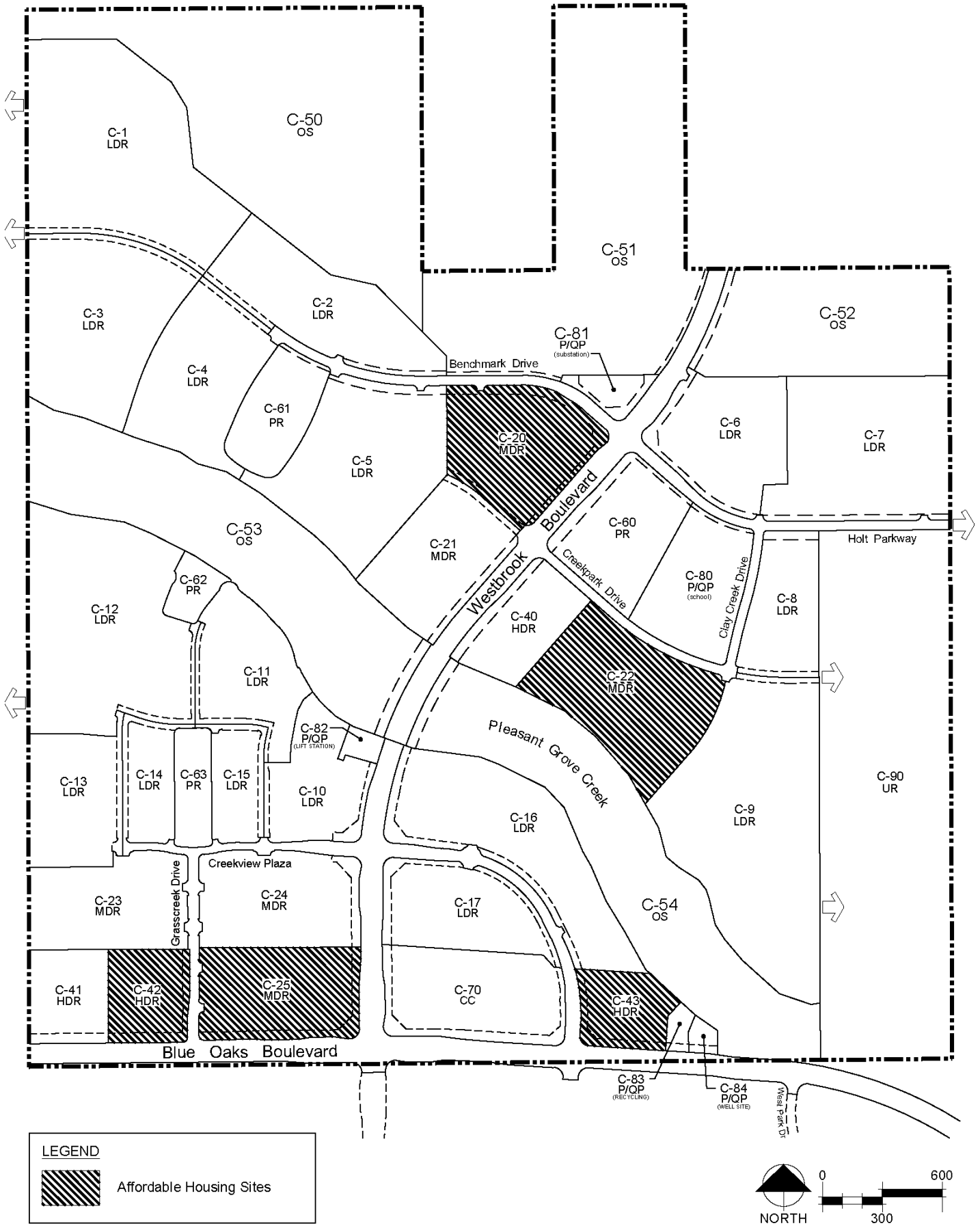


Exhibit G
Phasing Plan

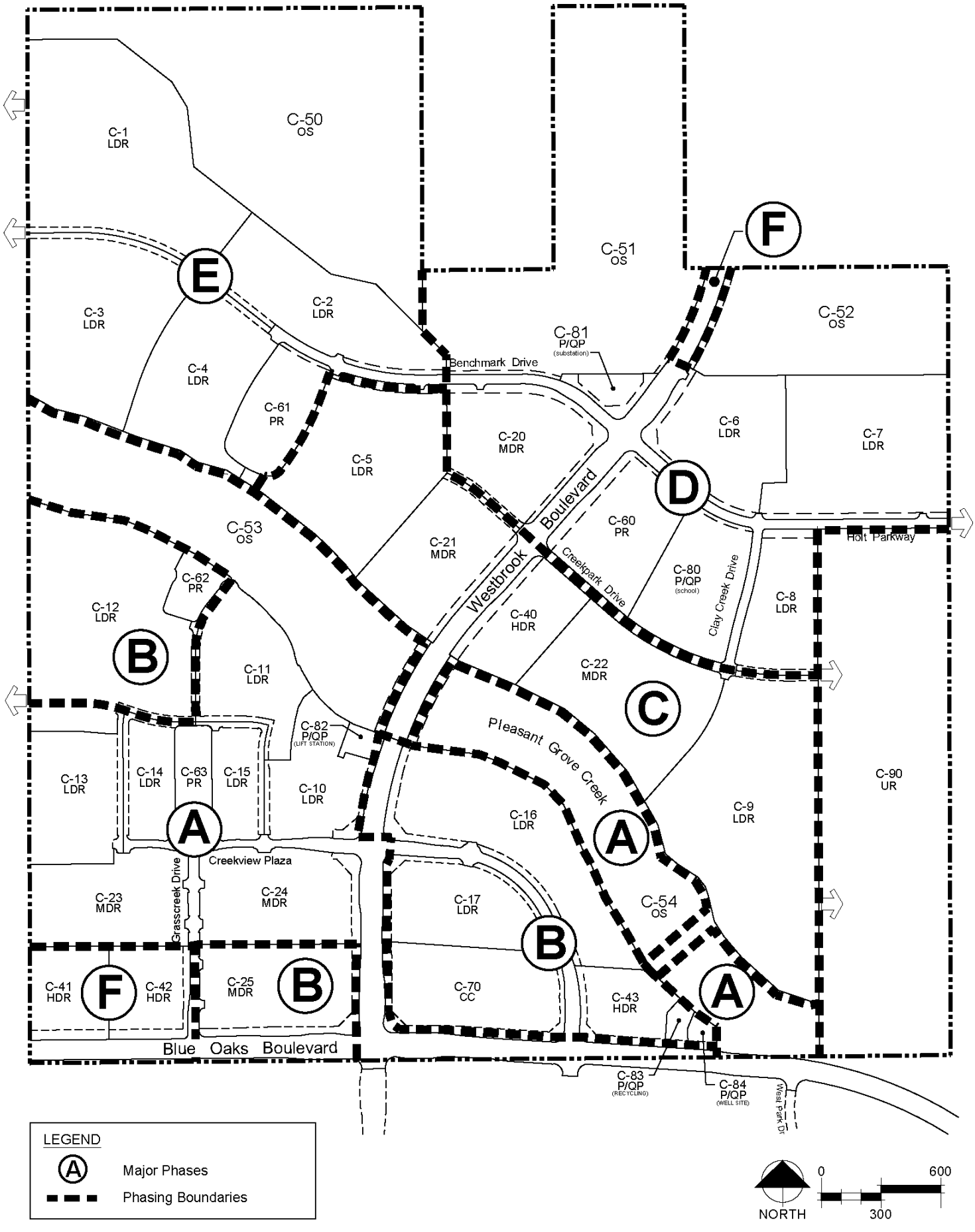


Exhibit H
Road Improvements

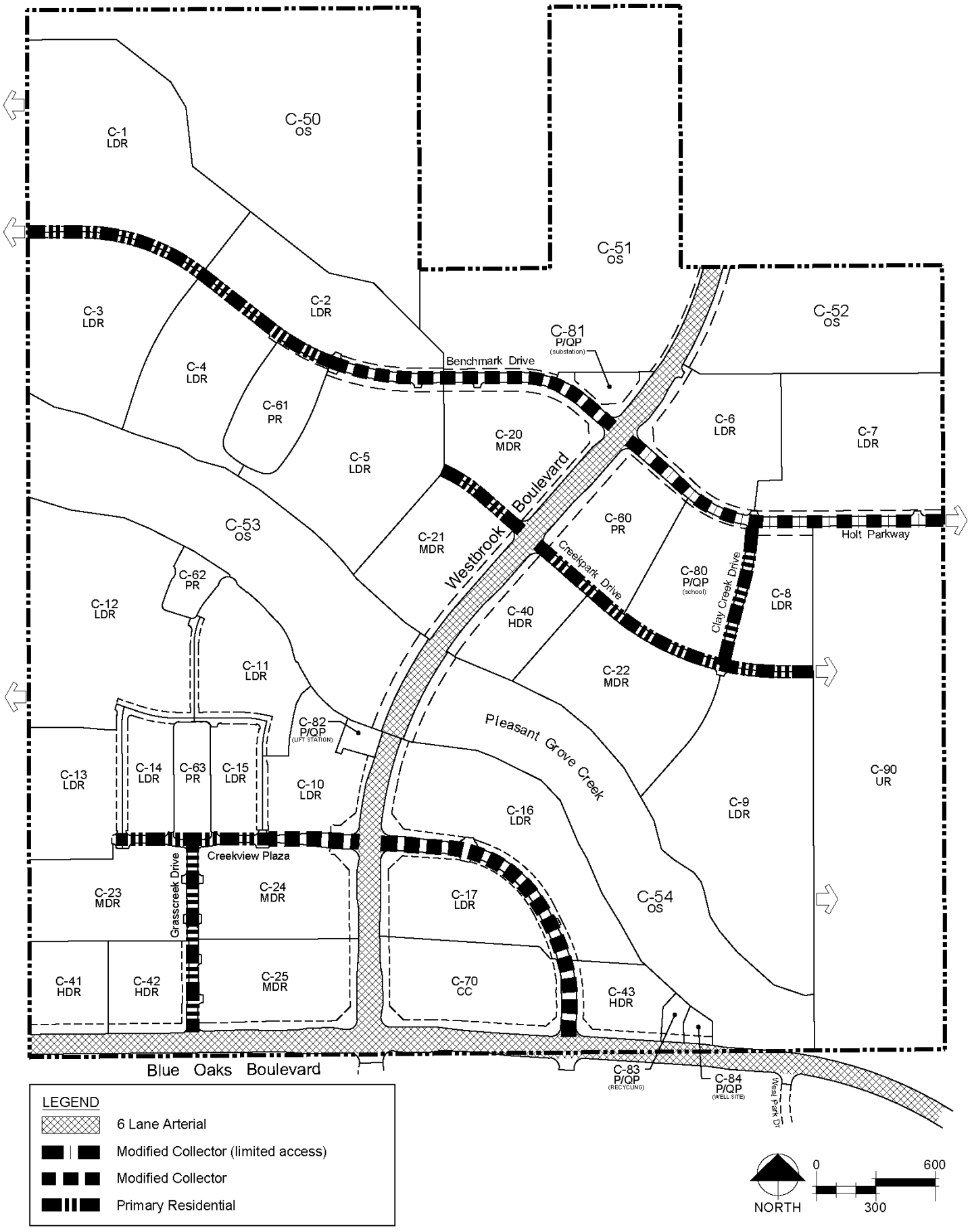


Exhibit I
Blue Oaks Boulevard Construction Obligations

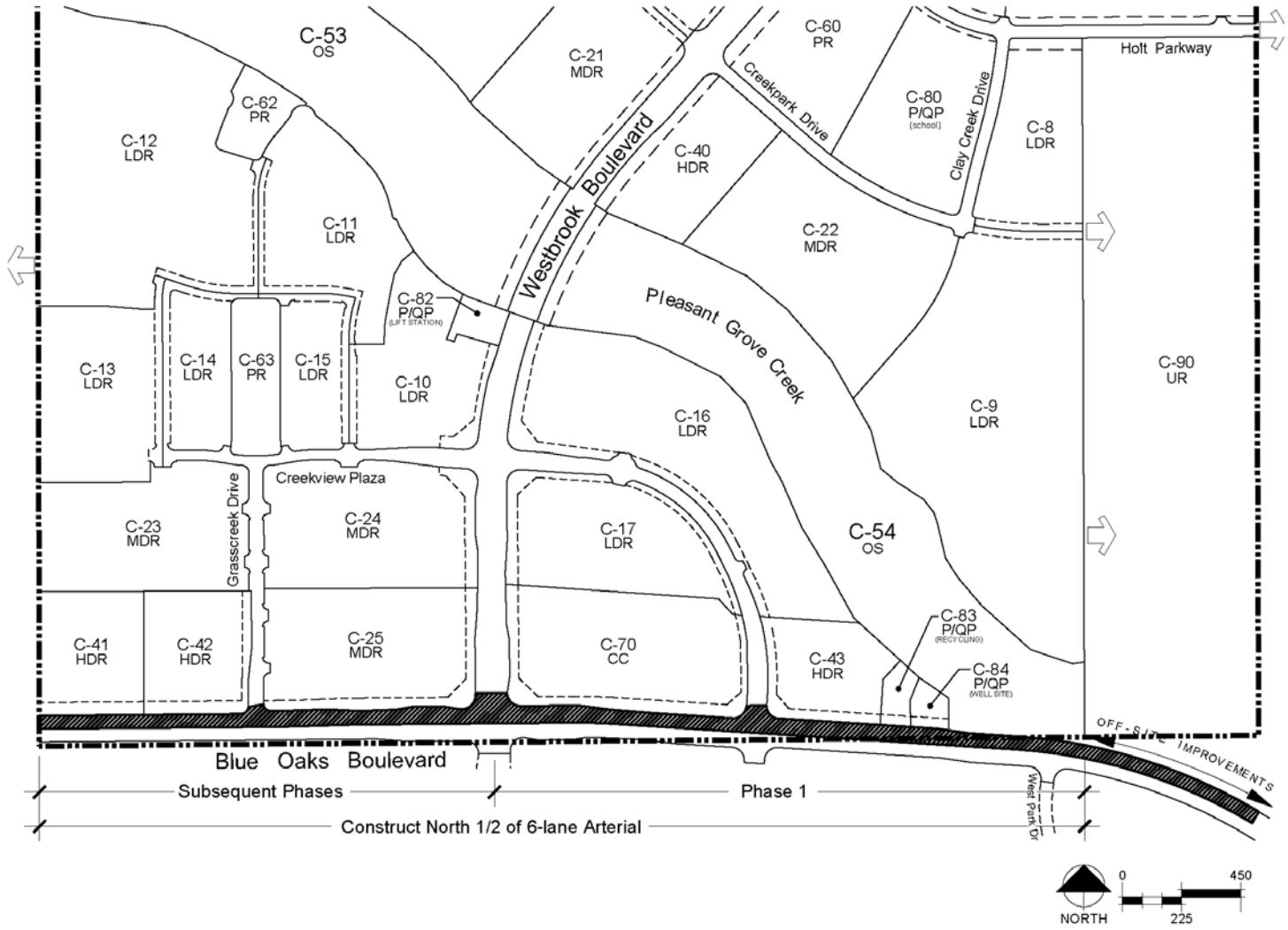


Exhibit K
Traffic Signals

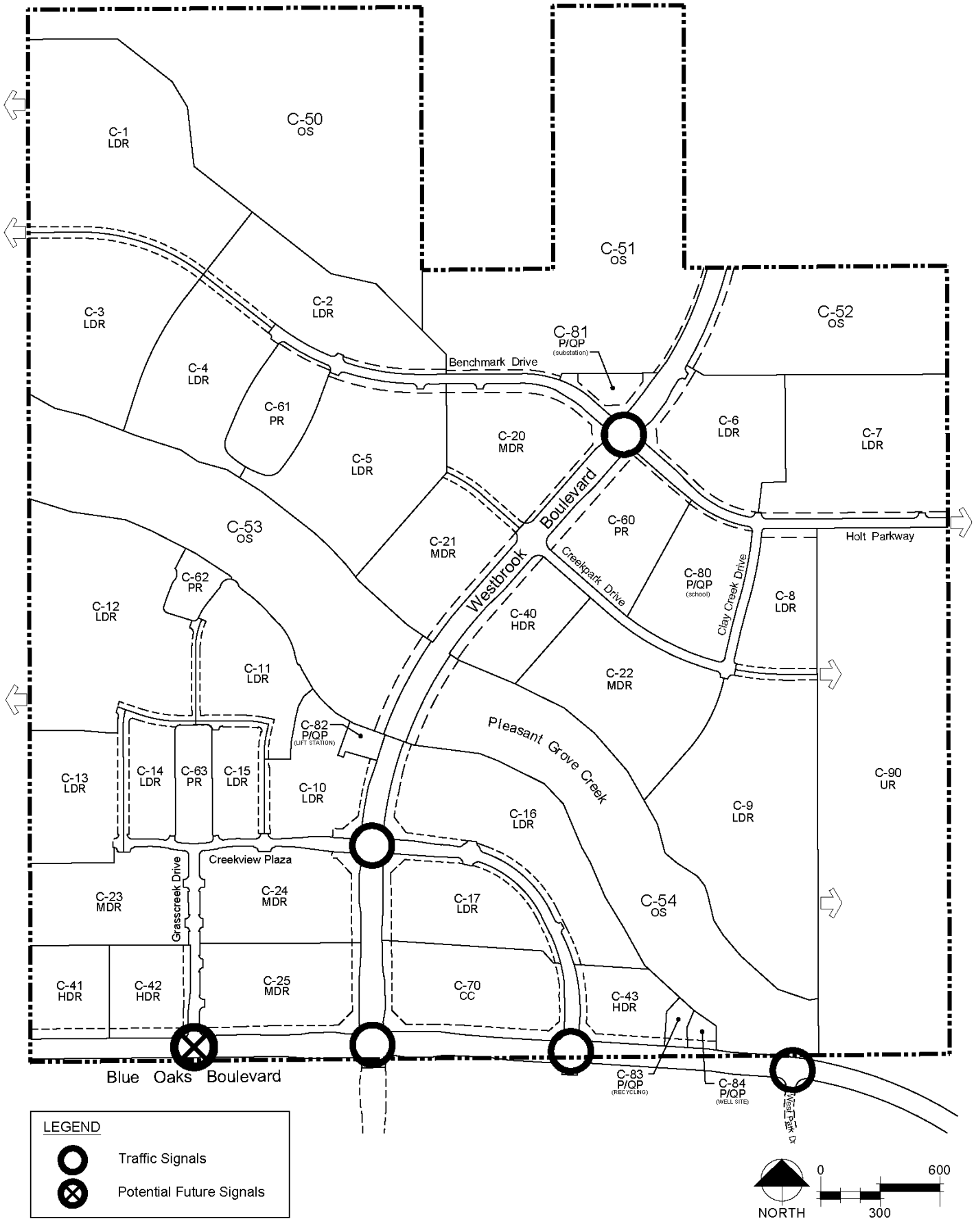


Exhibit L
Wagner Property Access

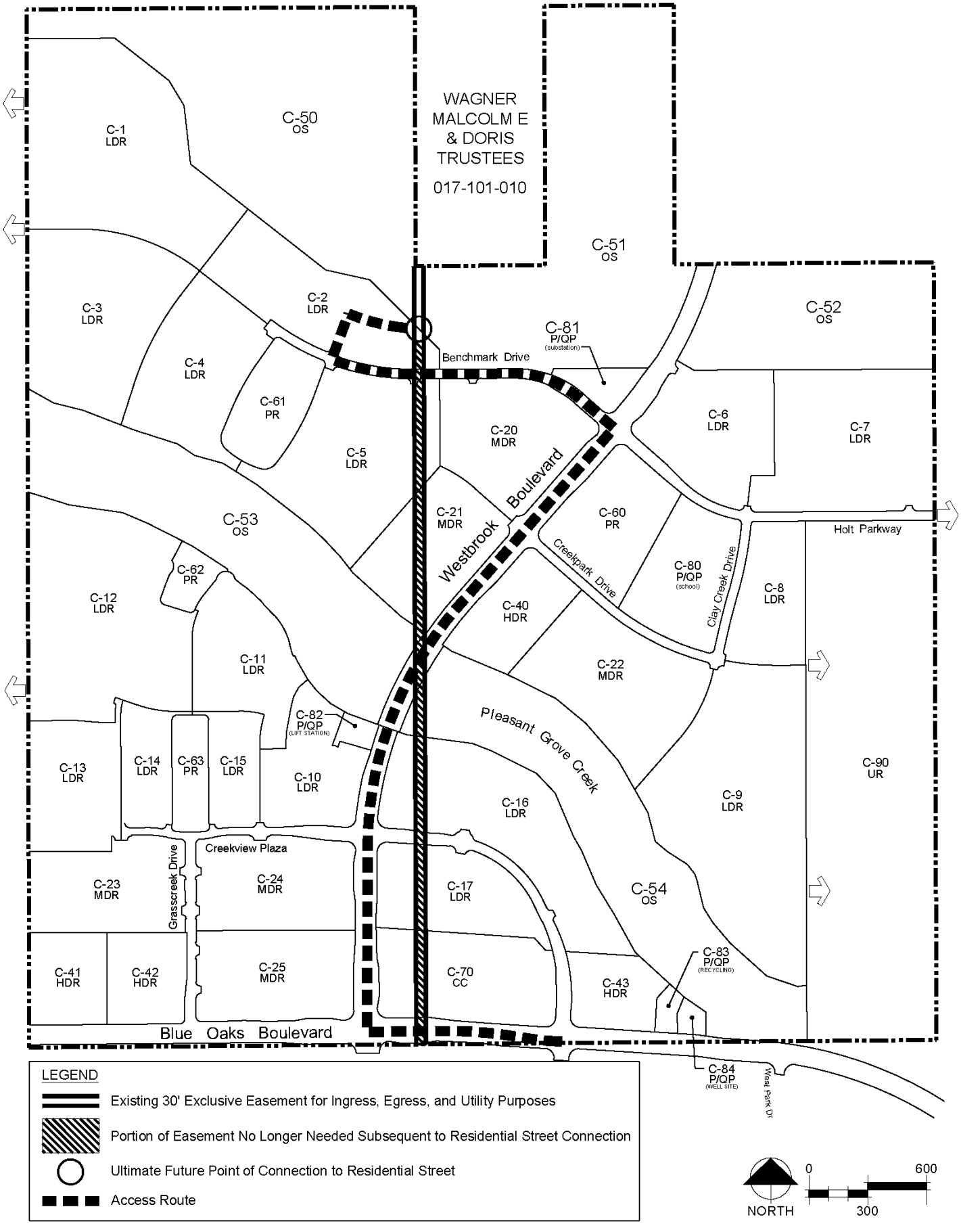


Exhibit M
Harris Property Access

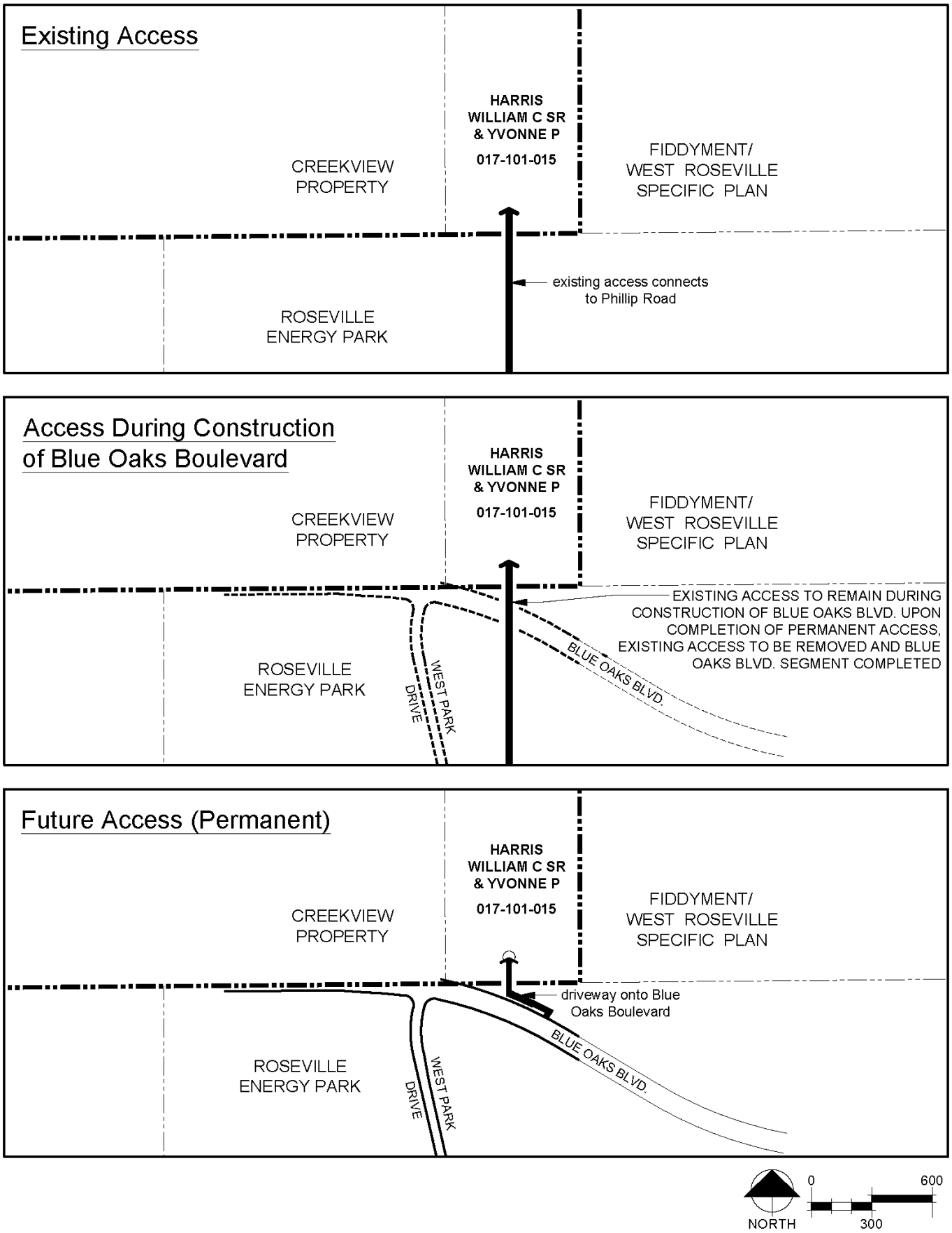


Exhibit N
Wastewater Facilities

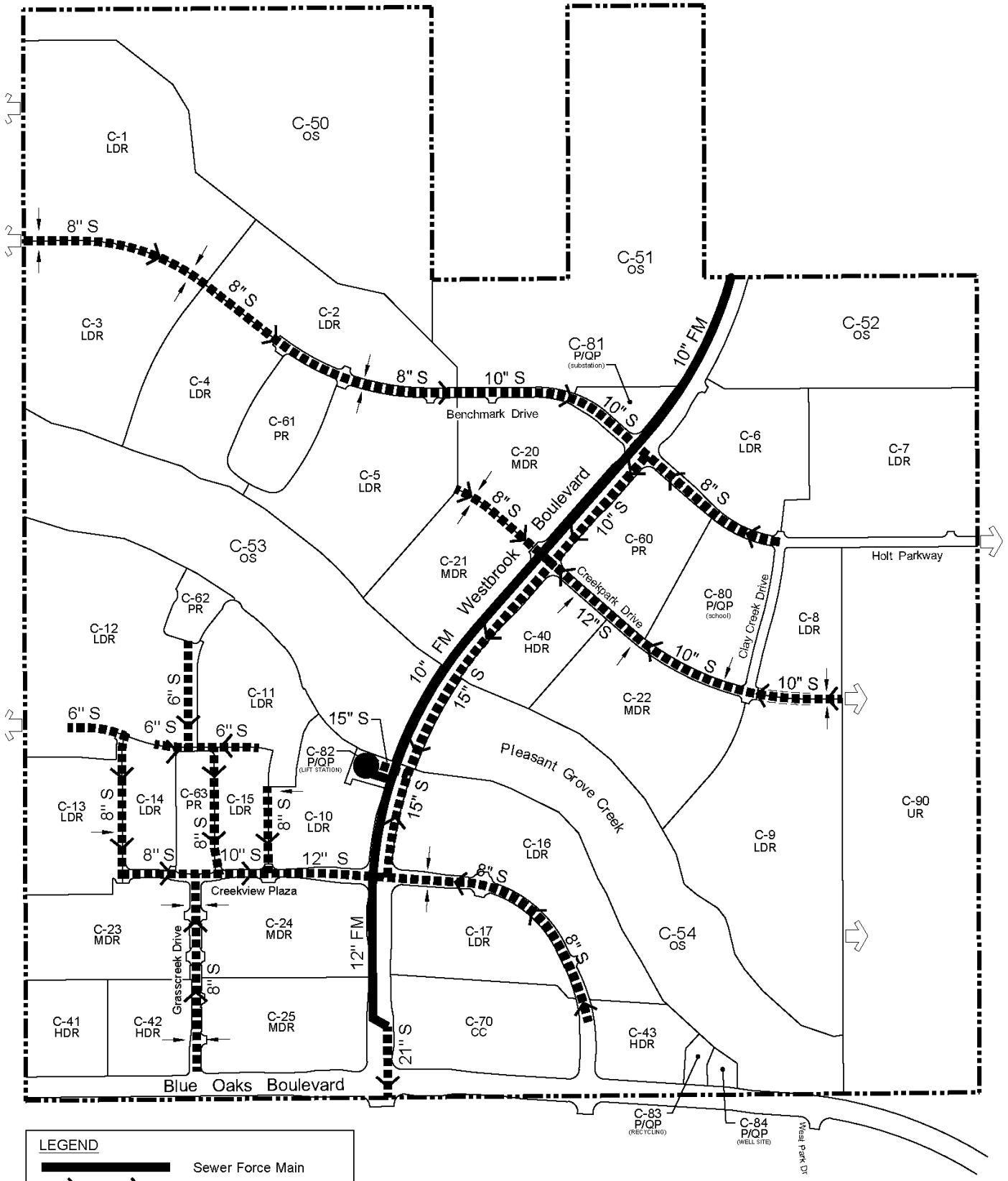


Exhibit O
Wastewater Facilities – Alternate Design

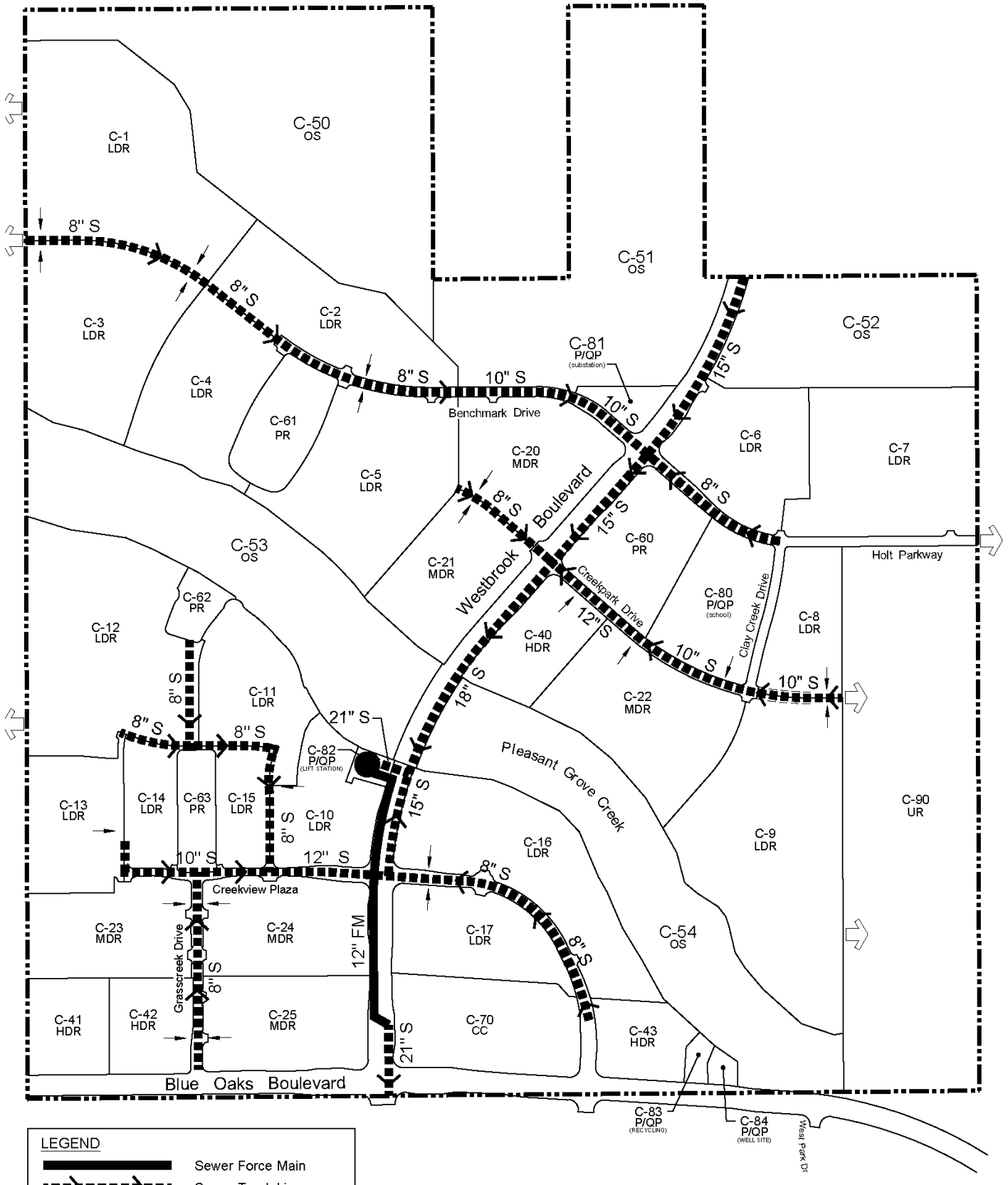


Exhibit P
Wastewater Facilities for Reimbursement

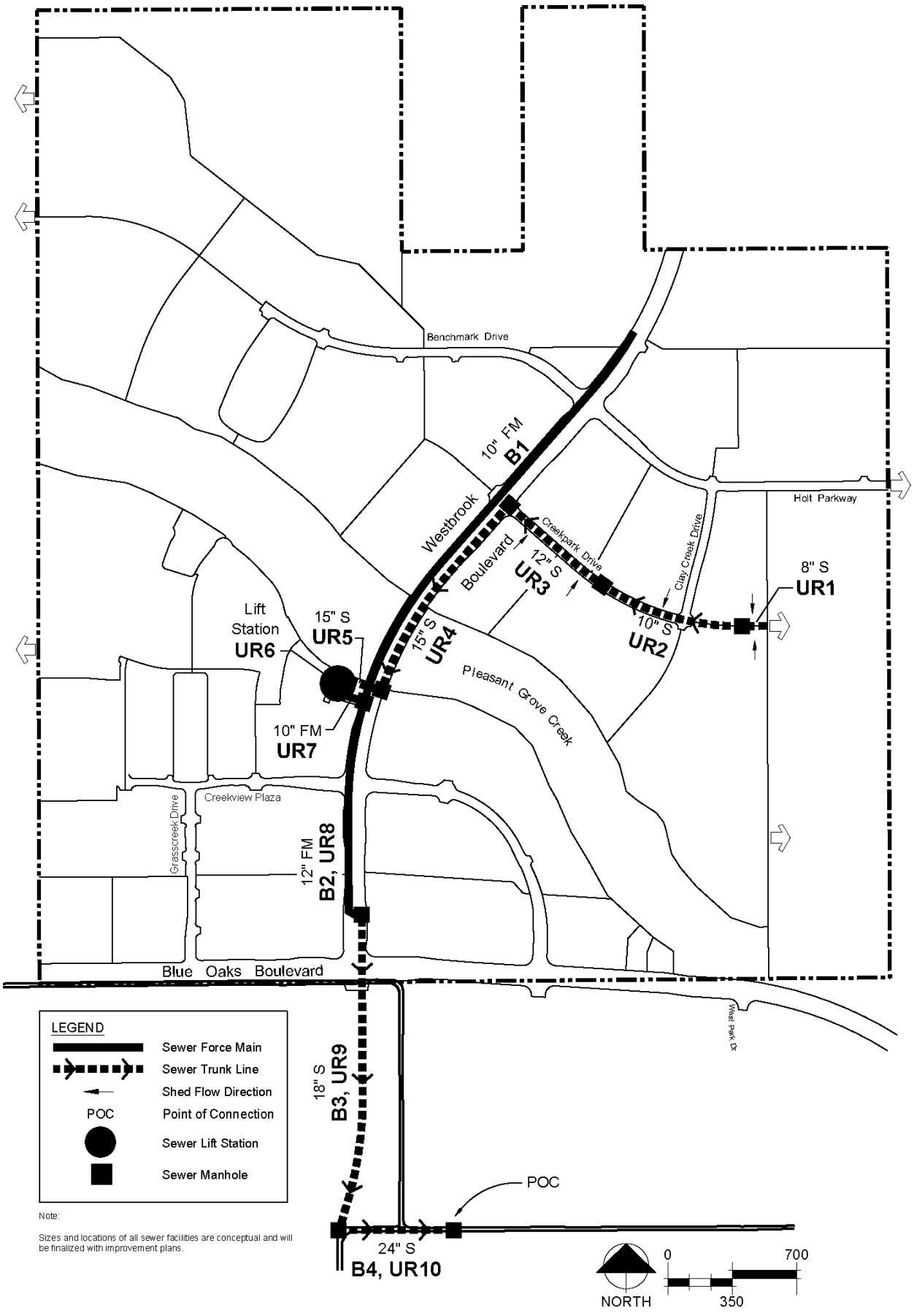


Exhibit R
Groundwater Well

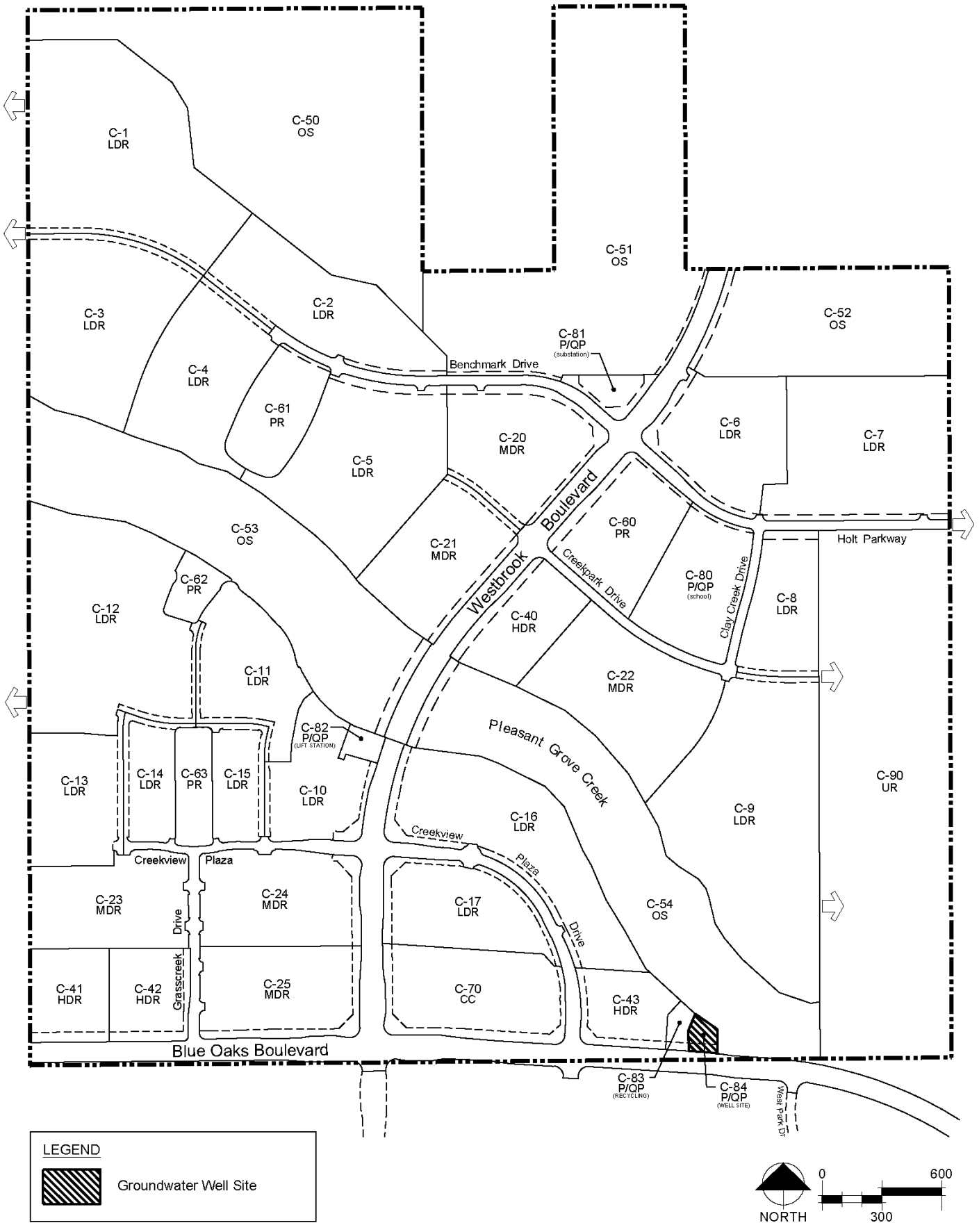


Exhibit T
Water Facilities

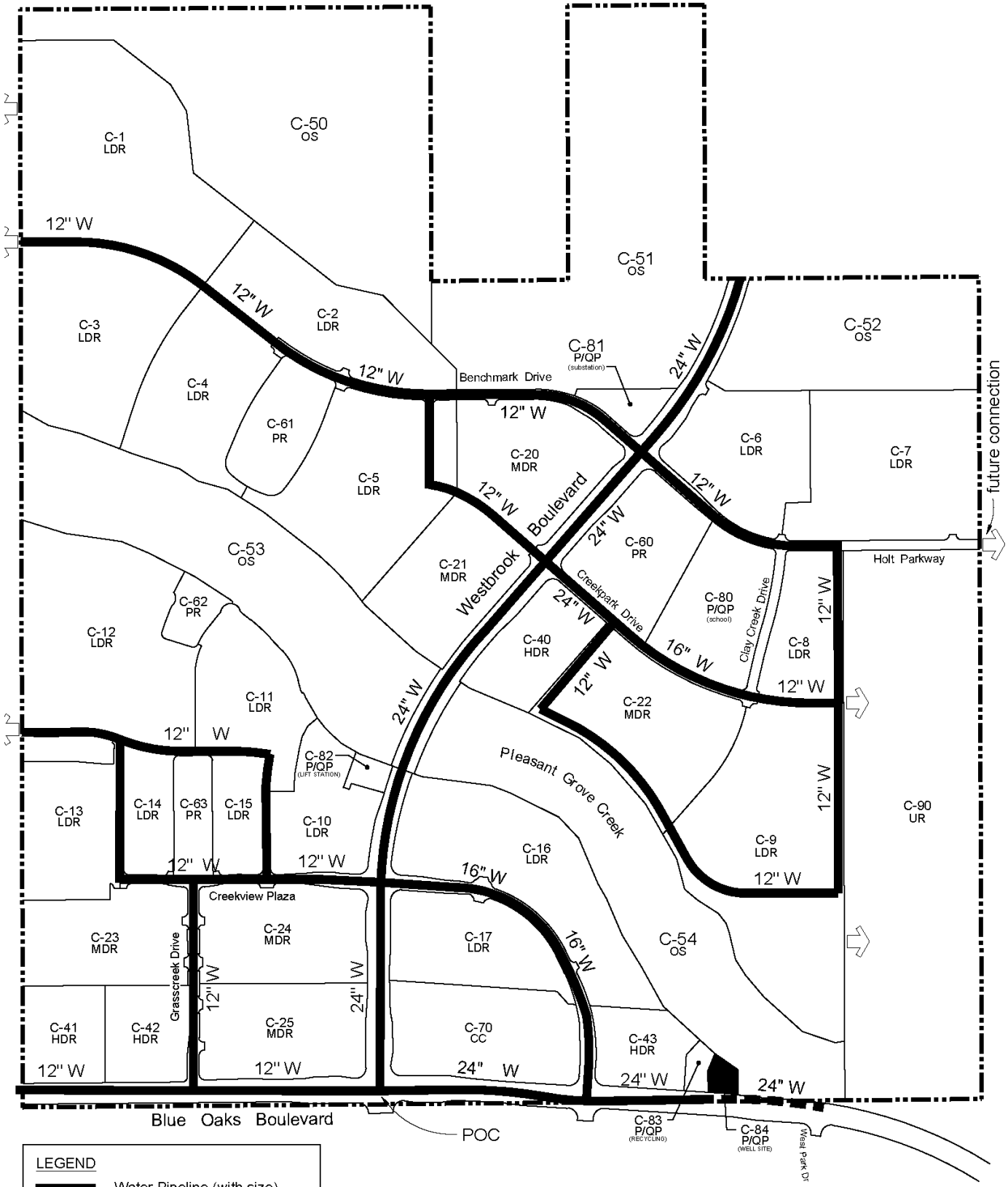


Exhibit U
Water Facilities for Reimbursement

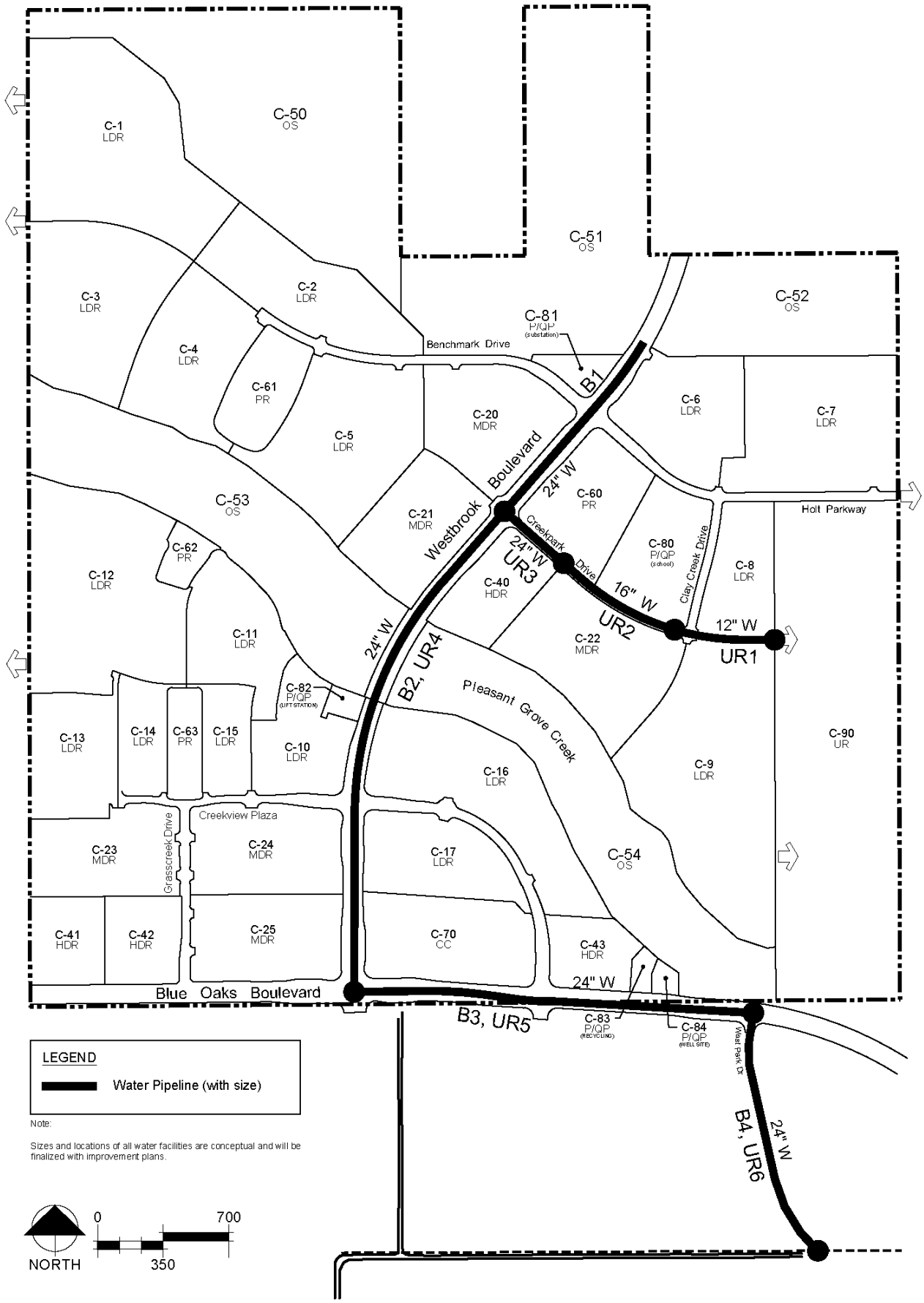
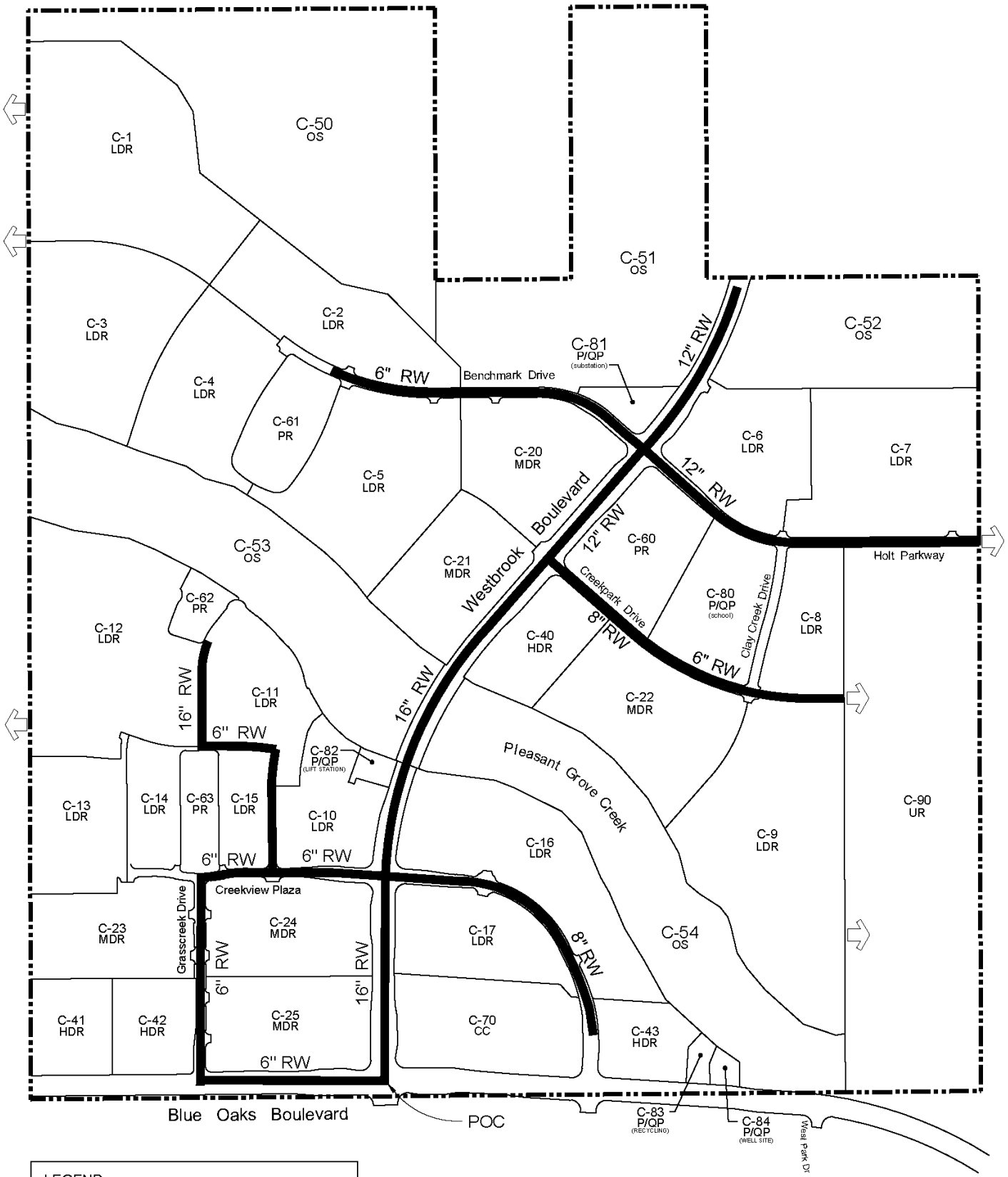


Exhibit W
Recycled Water Facilities



LEGEND

Recycled Water Pipeline (with size)

POC Point of Connection

Notes:

Sizes and locations of all utilities are conceptual and will be finalized with improvement plans.

This exhibit depicts on-site improvements, refer to Utility Master Plans for off-site connections.

Exhibit X
Recycled Water Facilities for Reimbursement

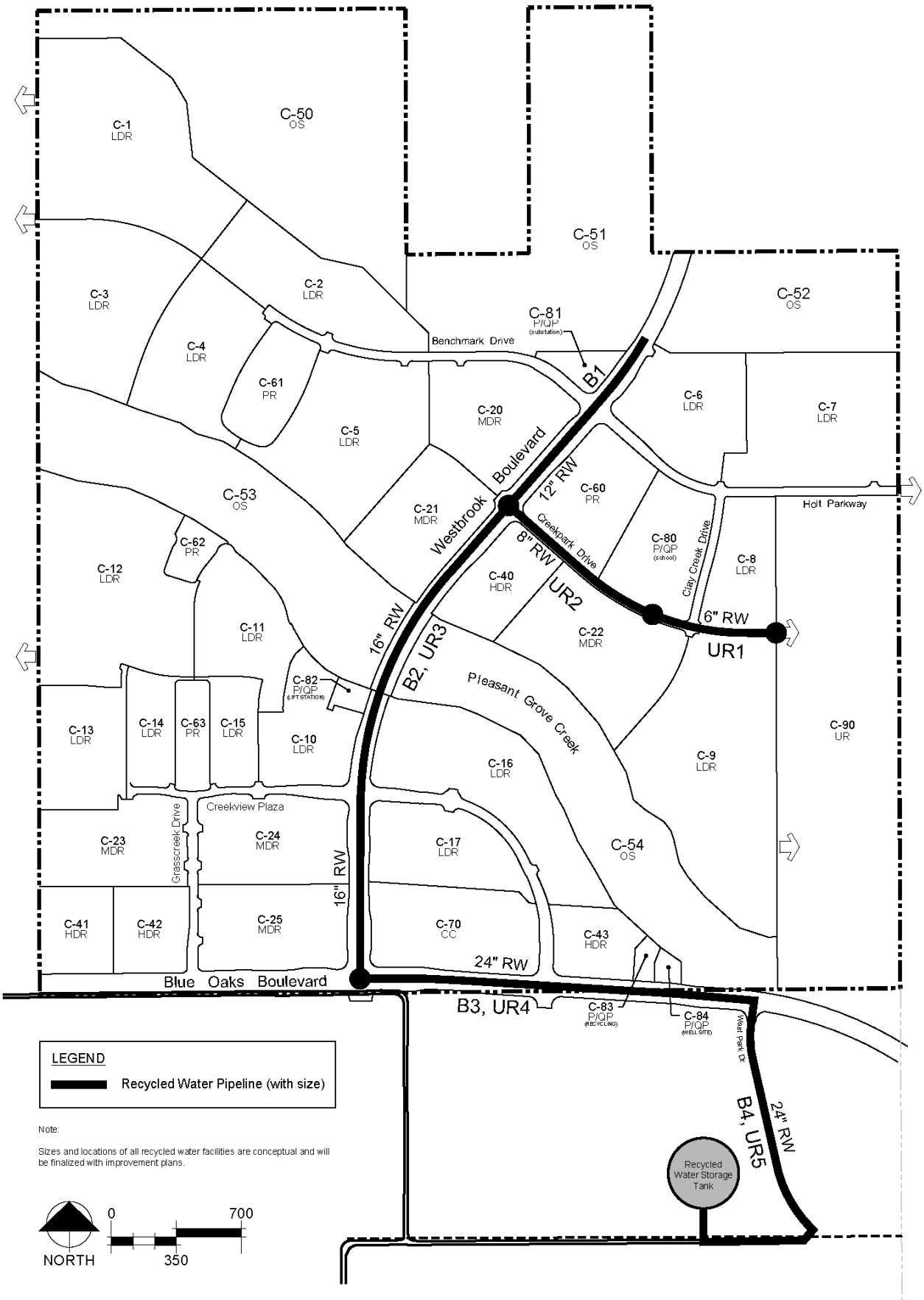


Exhibit Z
Drainage Facilities

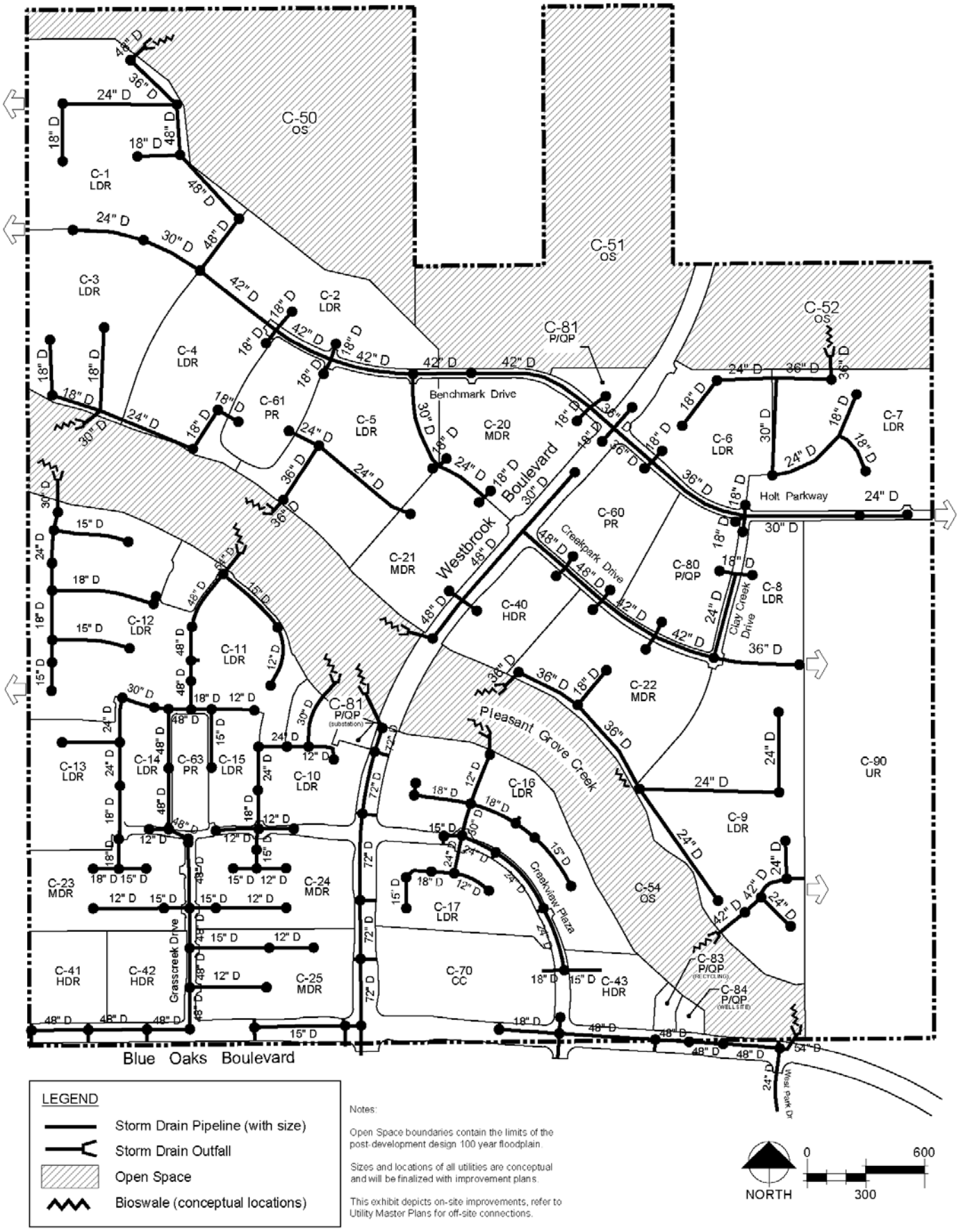


Exhibit AA
Post Development 100 Year Floodplain

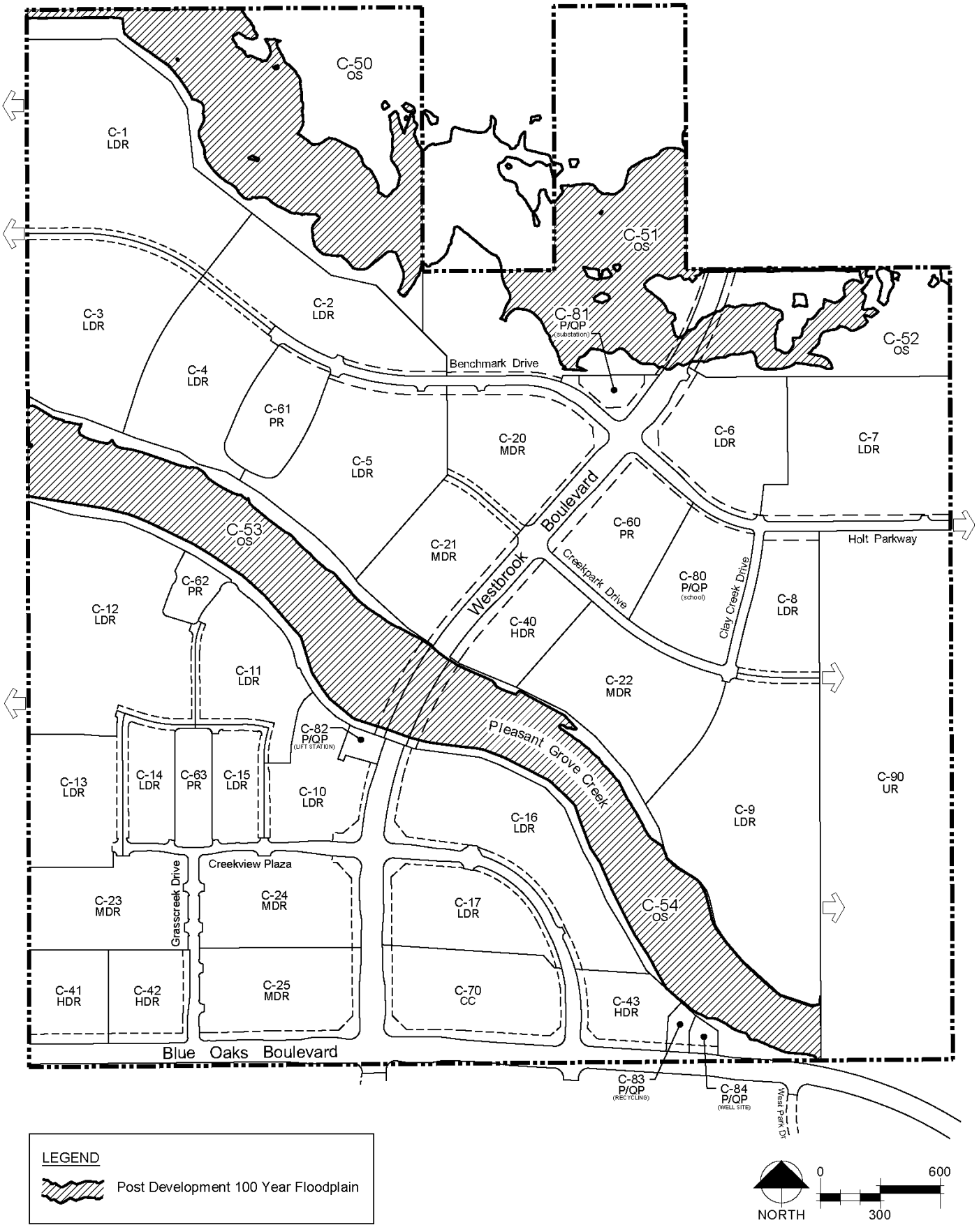


Exhibit BB
Pleasant Grove Creek Bypass Channel Improvements

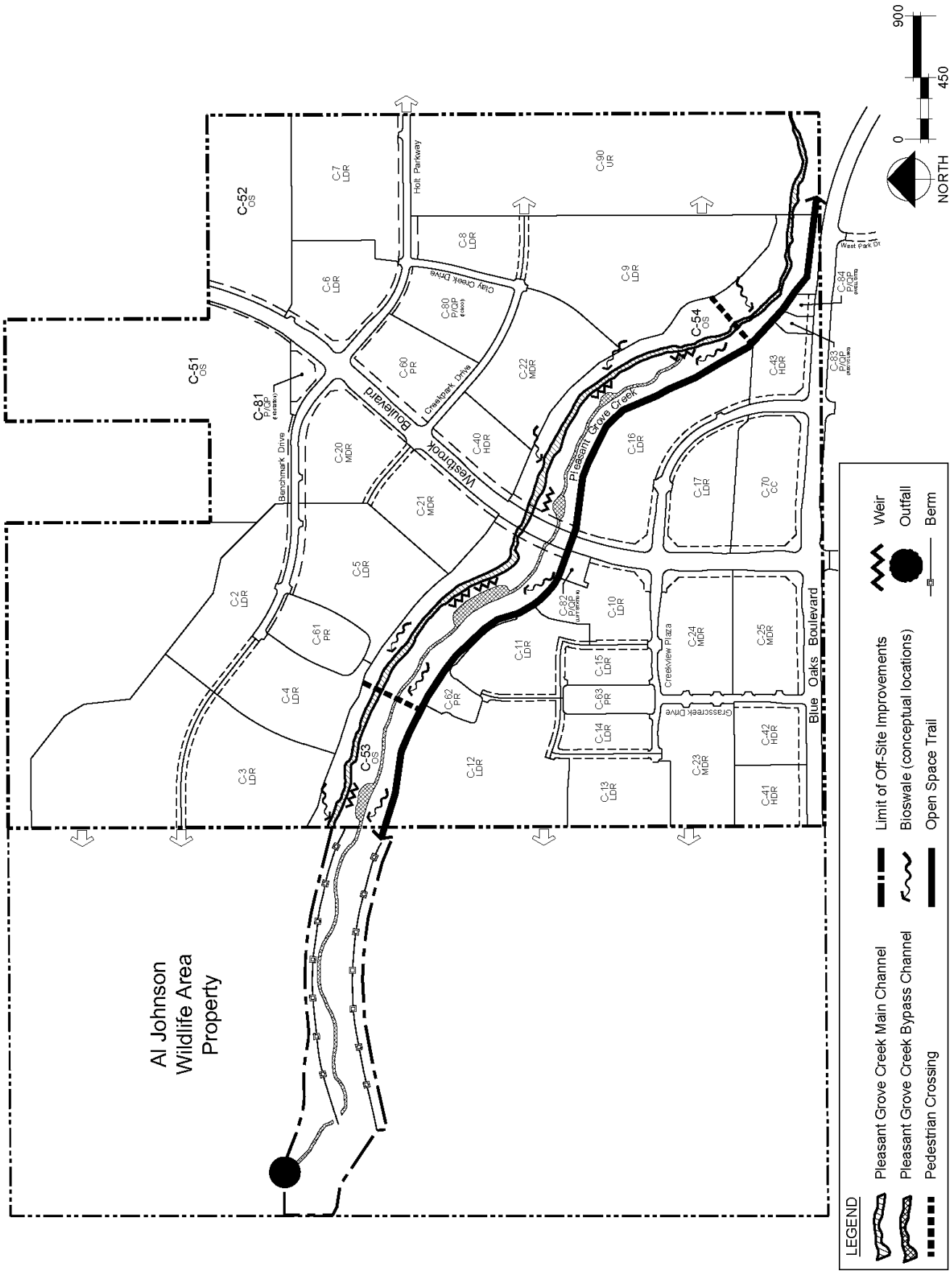


Exhibit CC
Electric Facilities

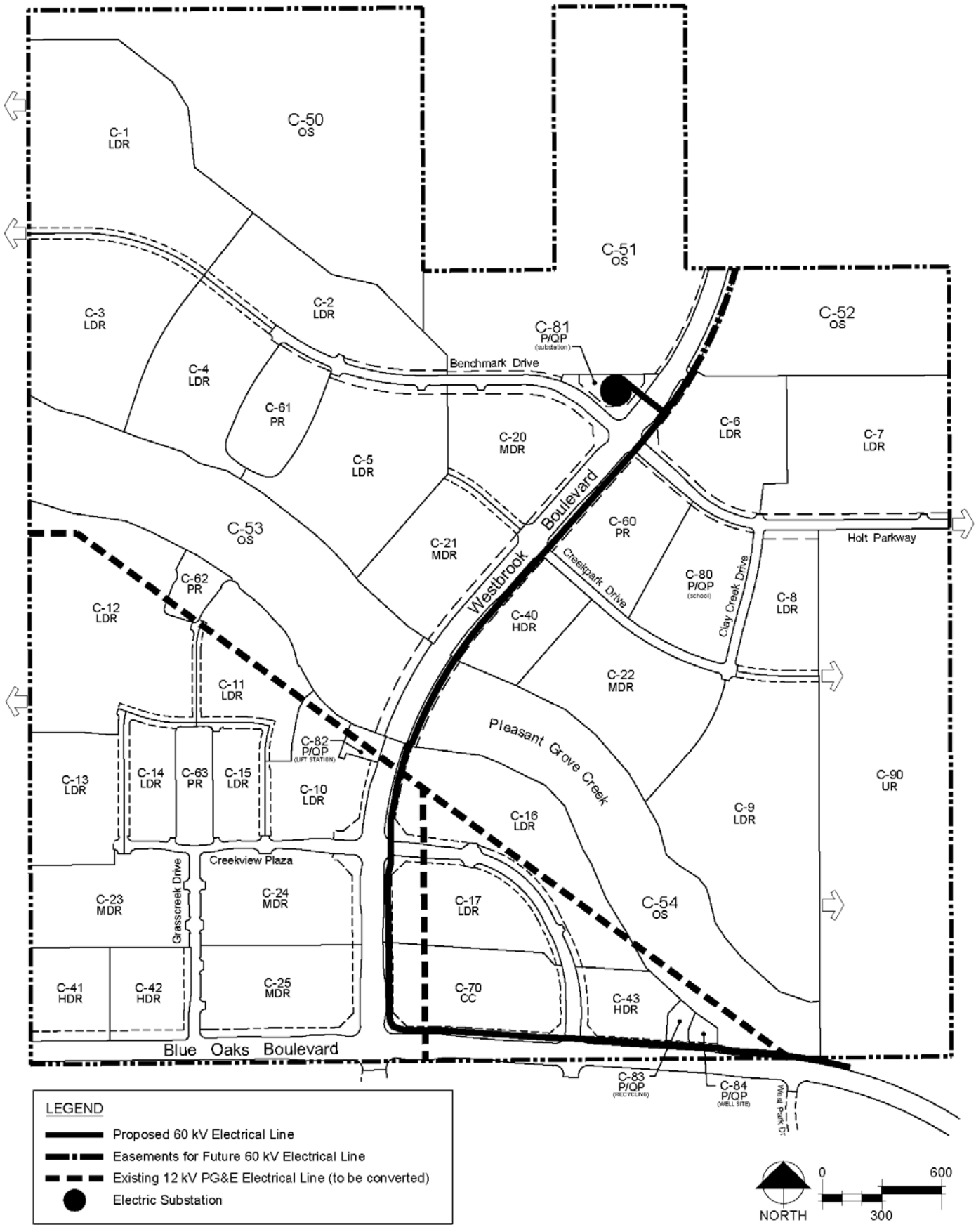


Exhibit DD
Parks and Open Space

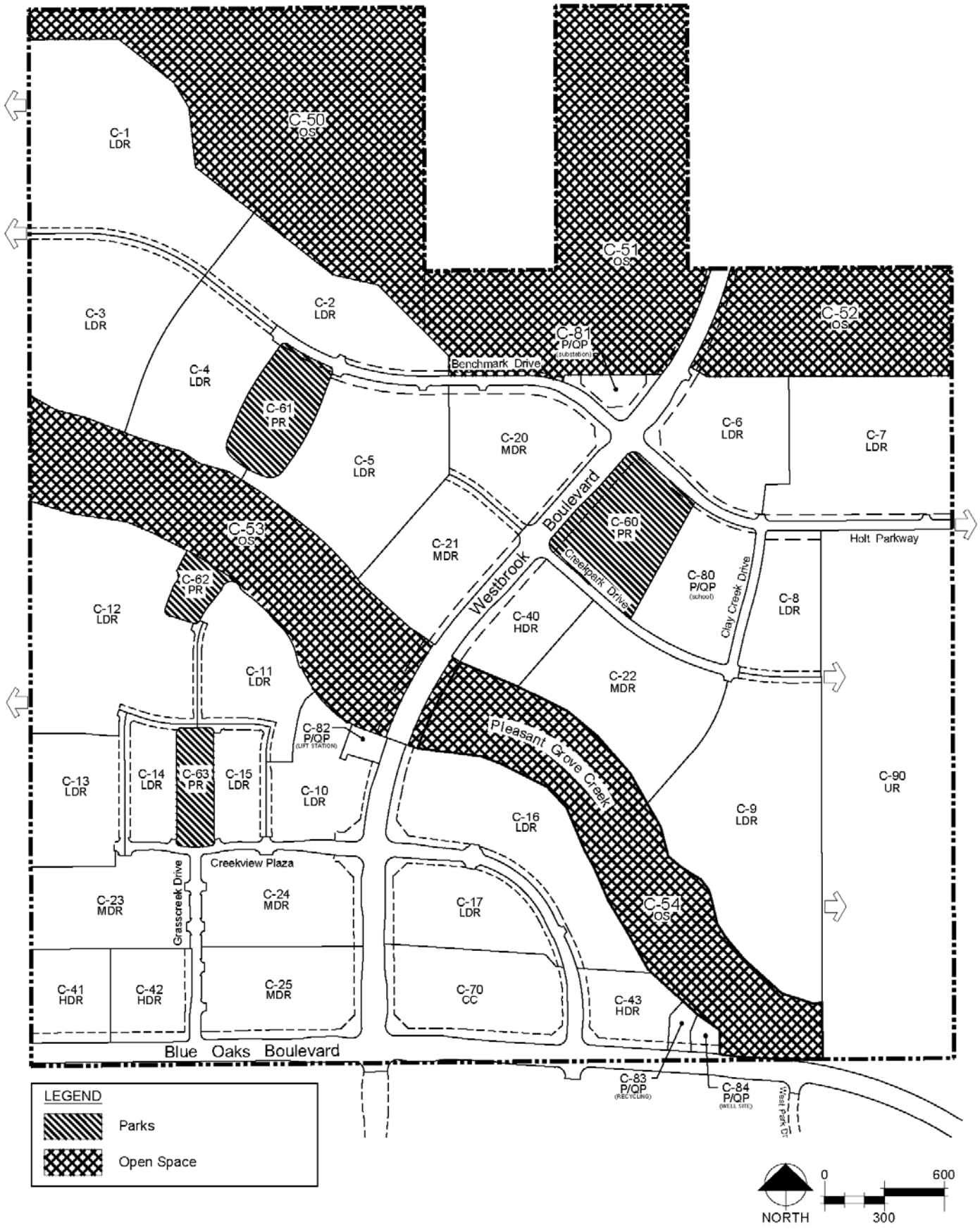


Exhibit FF
Bikeway Master Plan

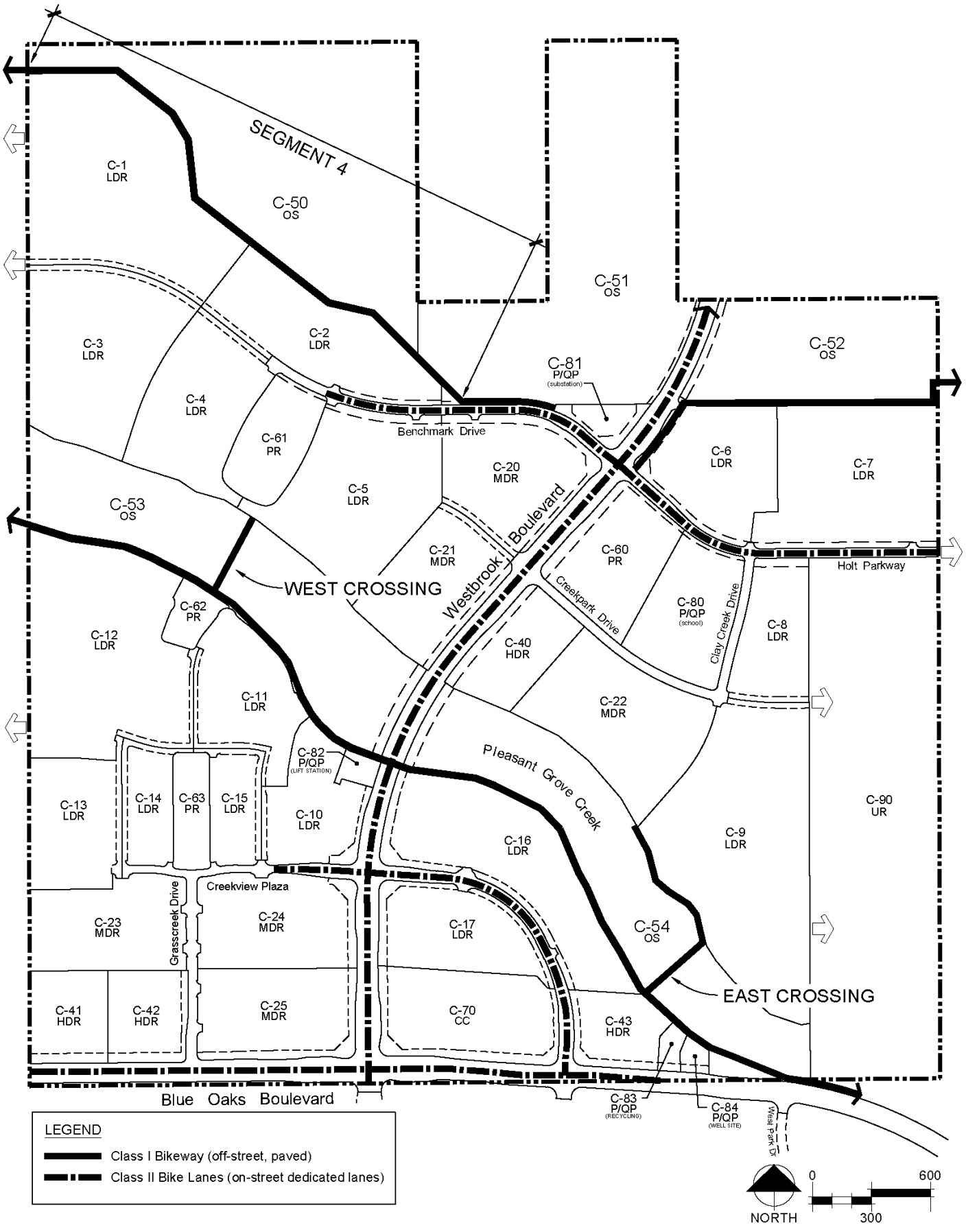


Exhibit GG
Pedestrian/Bicycle Crossings

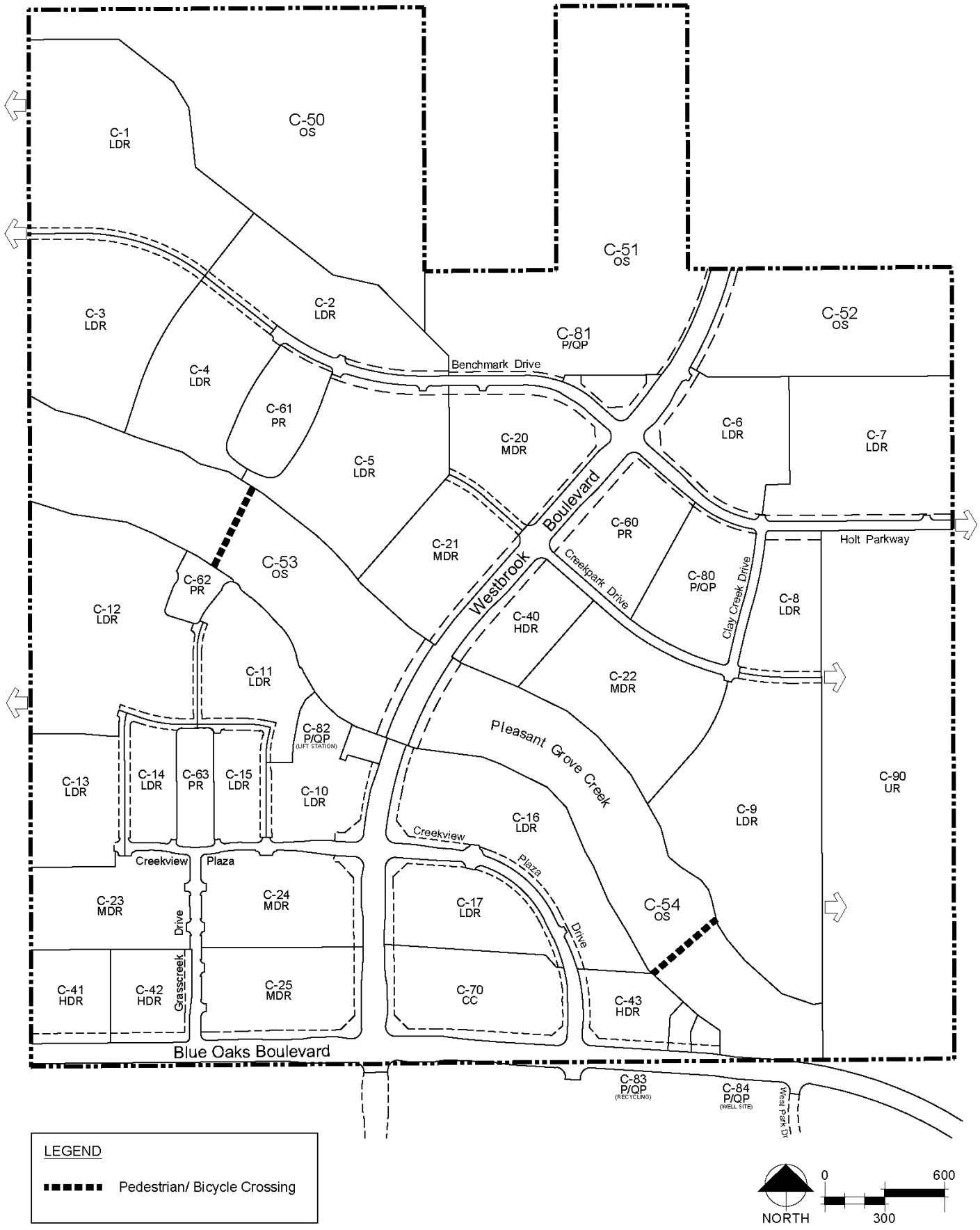
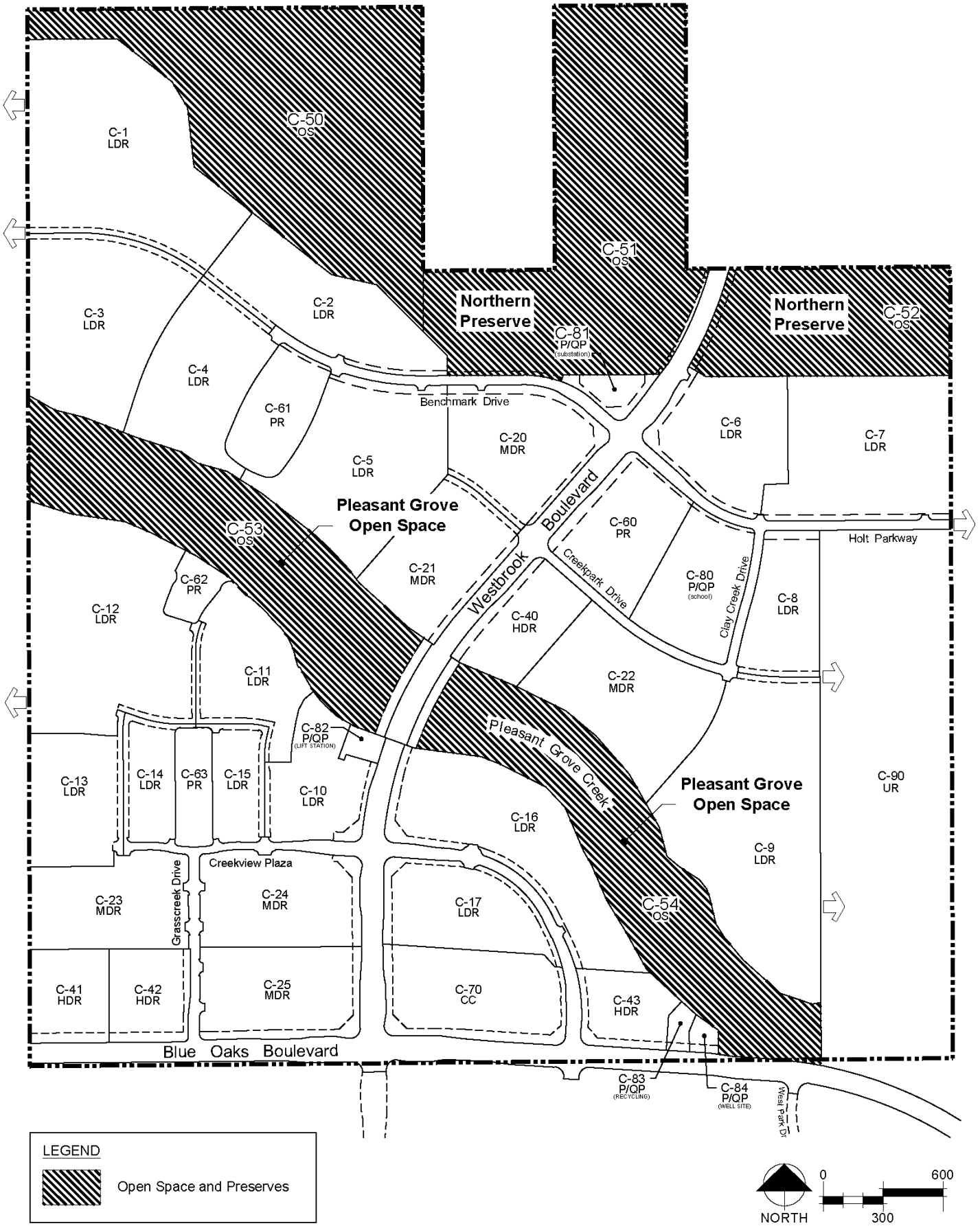


Exhibit HH
Open Space and Preserve Areas



MacKay & Somps Civil Engineers | CVSP - DUE ALLOCATION TO SPECIFIC PLAN PARCELS FOR WRSP REIMBURSEMENTS | EXHIBIT JJ

Creekview Specific Plan

		Specific Plan									
PARCEL	SPECIFIC PLAN LAND USE	ACRES	UNITS	DENSITY	WATER EDUs	% of CSP WATER EDUs	SEWER EDUs	% of CSP SEWER EDUs	RECYCLED WATER EDUs	% of CSP R.W. EDUs	TRAFFIC EDUs	% of CSP TRAFFIC EDUs
C-1	LDR	19.5	94	4.8	94	6.61%	94	5.01%	94	6.61%	94	4.81%
C-2	LDR	10.1	52	5.1	52	3.65%	52	2.77%	52	3.65%	52	2.66%
C-3	LDR	14.0	67	4.8	67	4.71%	67	3.57%	67	4.71%	67	3.43%
C-4	LDR	9.6	51	5.3	51	3.58%	51	2.72%	51	3.58%	51	2.61%
C-5	LDR	13.6	74	5.4	74	5.20%	74	3.94%	74	5.20%	74	3.79%
C-6	LDR	8.0	48	6.0	48	3.37%	48	2.56%	48	3.37%	48	2.46%
C-7	LDR	13.9	74	5.3	74	5.20%	74	3.94%	74	5.20%	74	3.79%
C-8	LDR	5.7	32	5.6	32	2.25%	32	1.70%	32	2.25%	32	1.64%
C-9	LDR	21.8	97	4.4	97	6.82%	97	5.17%	97	6.82%	97	4.96%
C-10	LDR	6.0	36	6.0	36	2.53%	36	1.92%	36	2.53%	36	1.84%
C-11	LDR	7.5	34	4.5	34	2.39%	34	1.81%	34	2.39%	34	1.74%
C-12	LDR	18.7	95	5.1	95	6.68%	95	5.06%	95	6.68%	95	4.86%
C-13	LDR	7.2	50	6.9	50	3.51%	50	2.66%	50	3.51%	50	2.56%
C-14	LDR	3.7	20	5.4	20	1.41%	20	1.07%	20	1.41%	20	1.02%
C-15	LDR	3.6	20	5.6	20	1.41%	20	1.07%	20	1.41%	20	1.02%
C-16	LDR	12.9	71	5.5	71	4.99%	71	3.78%	71	4.99%	71	3.63%
C-17	LDR	6.9	36	5.2	36	2.53%	36	1.92%	36	2.53%	36	1.84%
Low Density Residential		**182.7**	**951**	**5.2**	**951**	**67%**	**951**	**51%**	**951**	**67%**	**951**	**49%**
C-20	MDR	8.7	106	12.2	57	4.01%	106	5.65%	57	4.01%	106	5.42%
C-21	MDR	7.7	95	12.3	51	3.58%	95	5.06%	51	3.58%	95	4.86%
C-22	MDR	11.3	130	11.5	69	4.85%	130	6.93%	69	4.85%	130	6.65%
C-23	MDR	8.1	61	7.5	32	2.25%	61	3.25%	32	2.25%	61	3.12%
C-24	MDR	8.1	59	7.3	31	2.18%	59	3.14%	31	2.18%	59	3.02%
C-25	MDR	7.3	62	8.6	33	2.32%	62	3.30%	33	2.32%	62	3.17%
Medium Density Residential		**51.2**	**513**	**10.0**	**273**	**19%**	**513**	**27%**	**273**	**19%**	**513**	**26%**
C-40	HDR	5.2	168	32.3	49	3.44%	114	6.07%	49	3.44%	104	5.32%
C-41	HDR	4.3	127	29.7	37	2.60%	86	4.58%	37	2.60%	78	3.99%
C-42	HDR	4.3	136	31.4	40	2.81%	93	4.95%	40	2.81%	84	4.30%
C-43	HDR	3.9	116	29.9	34	2.39%	79	4.21%	34	2.39%	71	3.63%
High Density Residential		**17.7**	**547**	**30.0**	**160**	**11%**	**372**	**20%**	**160**	**11%**	**337**	**17%**
C-70	CC	9.2			39	2.74%	41	2.18%	39	2.74%	154	7.88%
Community Commercial		**9.2**			**39**	**3%**	**41**	**2%**	**39**	**3%**	**154**	**8%**
TOTAL		**260.7**	**2,011**	**7.7**	**1423.0**	**100%**	**1877.0**	**100%**	**1423.0**	**100%**	**1955.0**	**100%**

Note:

[1] One Water EDU = 600 gpd (Based on Table 2-2 of the CVSP Master Water Study Final Report, November 30, 2010)

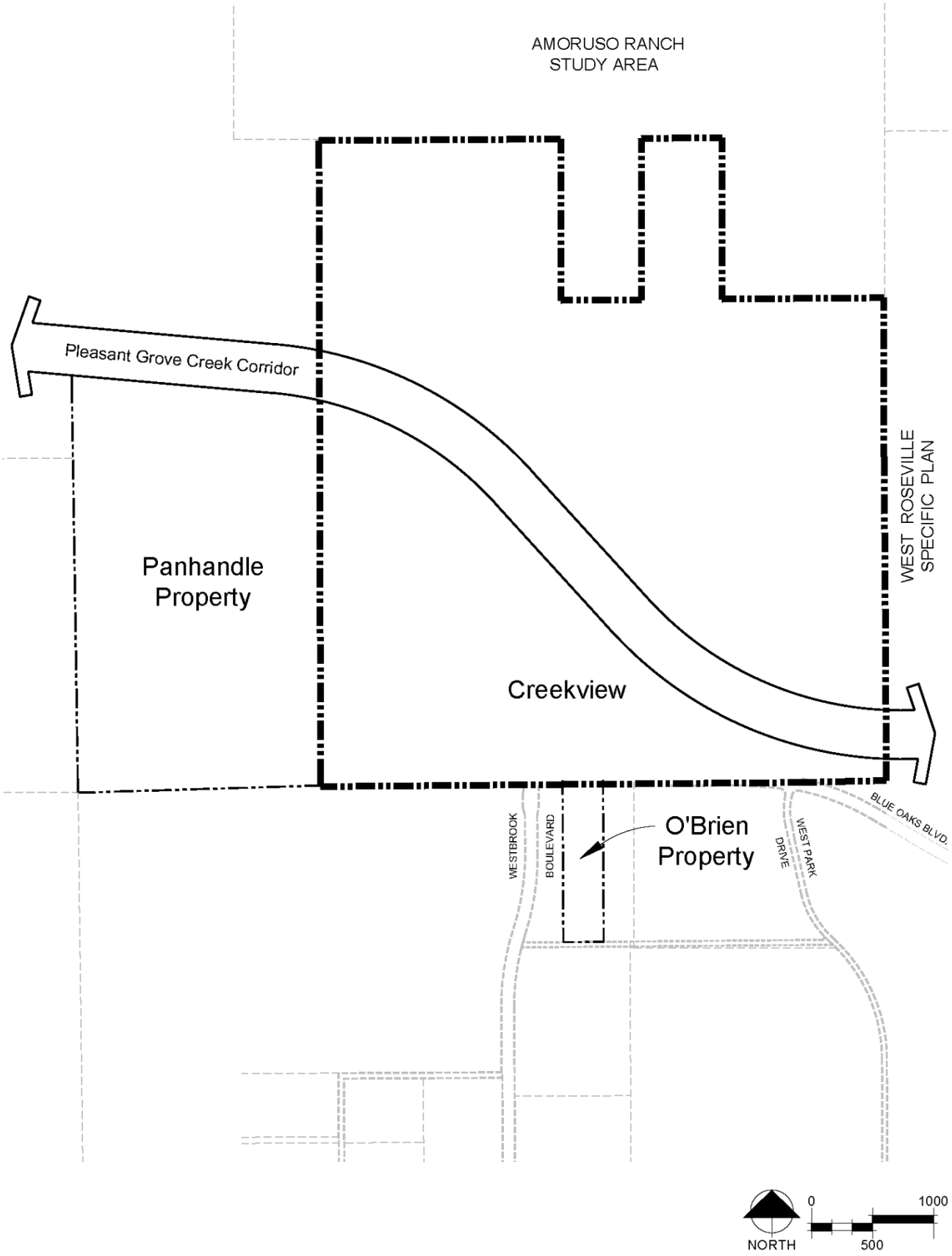
[2] One Sewer EDU = 190 gpd (Based on Table 1 of the CVSP Sanitary Sewer Master Plan, November 30, 2010)

[3] One Recycled Water EDU = 600 gpd (Based on Table 2-2 of the CVSP Master Water Study Final Report, November 30, 2010)

[4] Trip factor from City Traffic Mitigation Fee Study

Exhibit JJ
DUE Allocation to Specific Plan Parcels for WRSP Reimbursements

Exhibit LL
Panhandle and O'Brien Properties



COUNCIL COMMUNICATION

CC #: 0357
File #: 0502

Title:	Public Input Regarding the Composition of the City's Voting Districts - Public Hearing 3
Contact:	Sonia Orozco 916-774-5269 sorozco@roseville.ca.us M. Sheidenberger 916-774-5325 msheidenberger@roseville.ca.us

Meeting Date: 10/23/2019
Item #: 9.3.

RECOMMENDATION TO COUNCIL

Recommend the City Council conduct Public Hearing 3 - a hearing to receive input on the composition of voting districts, select two to four "focus" maps, request any desired map revisions and receive or provide any additional information needed for Public Hearing 4 scheduled for Wednesday, November 6, 2019, at 6:00 p.m. in the City Council Chambers, 311 Vernon Street.

BACKGROUND

On September 4, 2019, the City Council unanimously adopted a resolution of intention to transition from at-large to by-district elections. Pursuant to Section 14026(b) of the California Elections Code, district-based elections means a method of electing members to the City Council in which the candidate must reside within an election district that is a divisible part of the City and is elected only by voters residing within that election district. The resolution of intention outlined a 2020 general election implementation date. The City of Roseville held two required public hearings over a period of no more than 30 days before any map or maps of the boundaries for the proposed voting districts were drawn. At the public hearings held on September 18 and October 2, 2019, the community was invited to provide input regarding the composition of the districts and transition to by-district elections. Eleven speakers provided public input.

This is the third public hearing to inform the community about the districting process and receive public input on the draft district map alternatives provided by the demographer, and the public. Friday, October 11, 2019 was the deadline to submit maps. Maps will be presented to the City Council and public providing for five districts based on Council direction at the October 2, 2019 City Council meeting.

At this public hearing, the City Council will identify two to four "focus" maps, and present the draft map or maps for public comment and review in subsequent public hearings. The City Council will then provide further direction to finalize a map, which will be presented to the City Council for a final vote at the Wednesday, November 20, 2019 public hearing, along with adoption of an

ordinance outlining steps and provisions for by-district elections.

The sequence of district elections has not yet been determined. The transition to by-district elections will be implemented in 2020, at which time three councilmember seats will be on the ballot, with two remaining councilmember seats on the ballot in the 2022 election year. Sequencing will occur once a proposed draft map is identified.

At the October 2, 2019 public hearing, two councilmembers expressed a preference for a rotating mayor, two councilmembers expressed a preference for a Council appointed mayor, and one councilmember expressed a preference for an at-large mayor. Based on the majority preference of the Council, self-selection could encompass both an appointed mayor system and a rotating mayor system, equating to five districts with a self-selected Mayor (either Council appointed or rotating).

The next federal decennial census will be performed in 2020. The City of Roseville will then be required to conduct a district boundary readjustment in 2021. The readjustment can either be performed by the City Council, or an independent redistricting committee following multiple public hearings. This could potentially result in realigned districts for the November 2022 election. If the City Council completes conversion to by-district elections at this time, only the seats up for election in November 2020 will be subject to the new districts before the city is required to re-draw its districts.

FISCAL IMPACT

There is no fiscal impact associated with the public hearing. Costs have previously been outlined and are estimated to be between $35,000.00 to $50,000.00. Costs include the contract for a demographer to assist with drawing boundaries for the voting districts, which was approved at the August 21, 2019 Council meeting, with a cost not to exceed $30,750.00. There will also be costs for time spent by the City Clerk's Department and the City Attorney's Office. Funds are available in the City Manager's Contingency budget to pay for these costs.

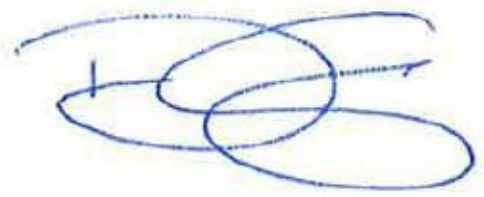
ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by CEQA Statute §21065 and CEQA State Guidelines §15060(c)(3) and §15378. Staff's request for public input and information on district-based elections meets the above criteria and is not subject to CEQA. No additional environmental review is required.

Respectfully Submitted,

Sonia Orozco, City Clerk

Michelle Sheidenberger, Assistant City Attorney



Dominick Casey, City Manager

ATTACHMENTS:

Description

Single District - Not Contiguous #101

Maps Not Population Balanced - #102, #103, #107, #109, #110, #111, #116, #120, #123, #124

Twelve 5-District Maps - $104, #105, #106, #108, #112, #113, #117, #118, #119, #122, #125, #128

Four 4-District Maps - #114, #115, #121, #126

One 6-District Map - #127

Roseville Plan Submitter Comments - October 16, 2019

Roseville Proposed Sequencing by Plan - 2019

Public Comment Emails and Letters - 2019

CITY OF ROSEVILLE
CALIFORNIA

Maps presented for October 23, 2019

City Council Public Hearing #3

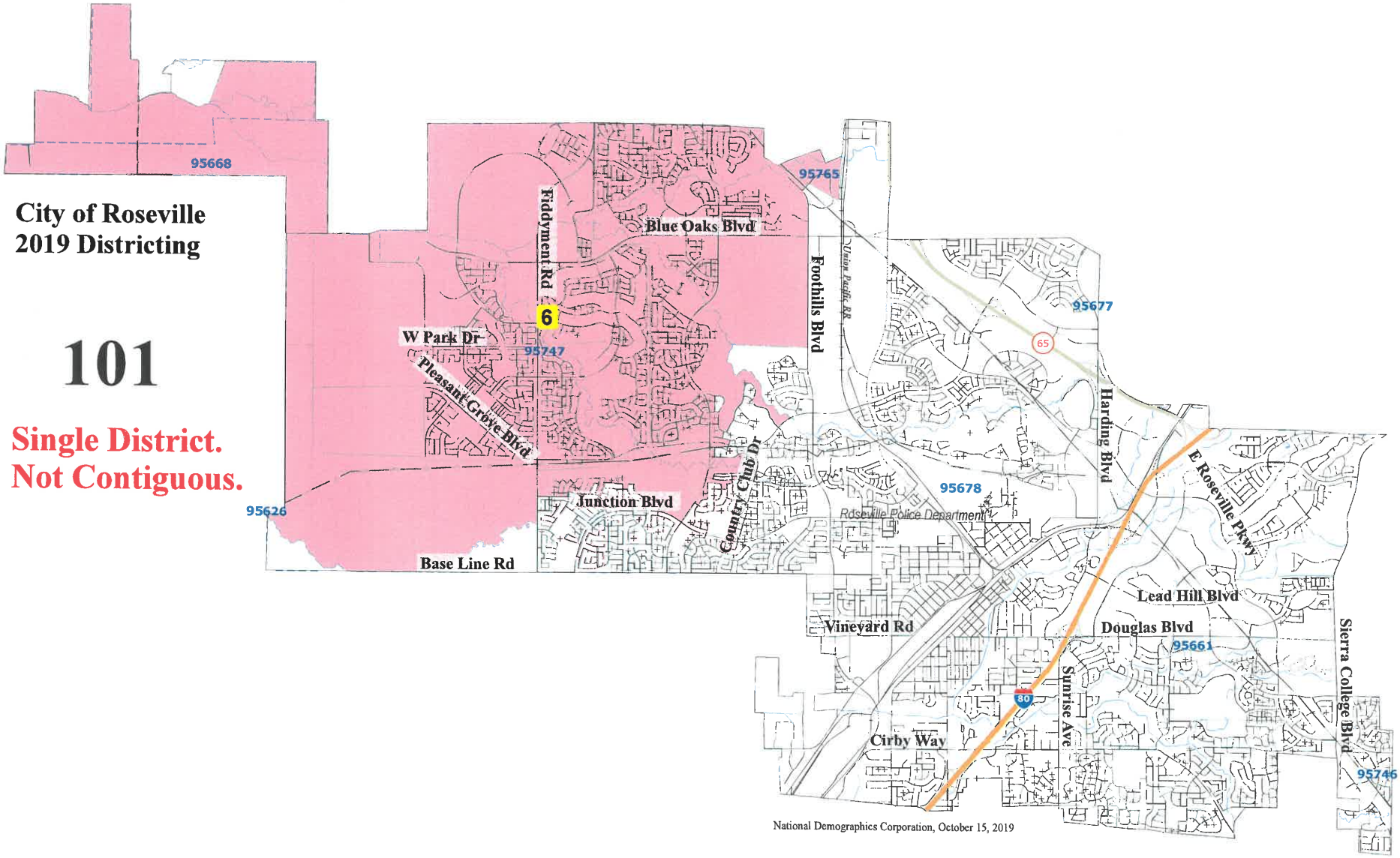
SINGLE DISTRICT – NOT CONTIGUOUS

#101

City of Roseville
2019 Districting

101

Single District.
Not Contiguous.



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CITY OF ROSEVILLE
CALIFORNIA

Maps presented for October 23, 2019

City Council Public Hearing #3

MAPS NOT POPULATION BALANCED

#102, #103, #107, #109, #110, #111, #116, #120, #123, #124

City of Roseville
2019 Districting

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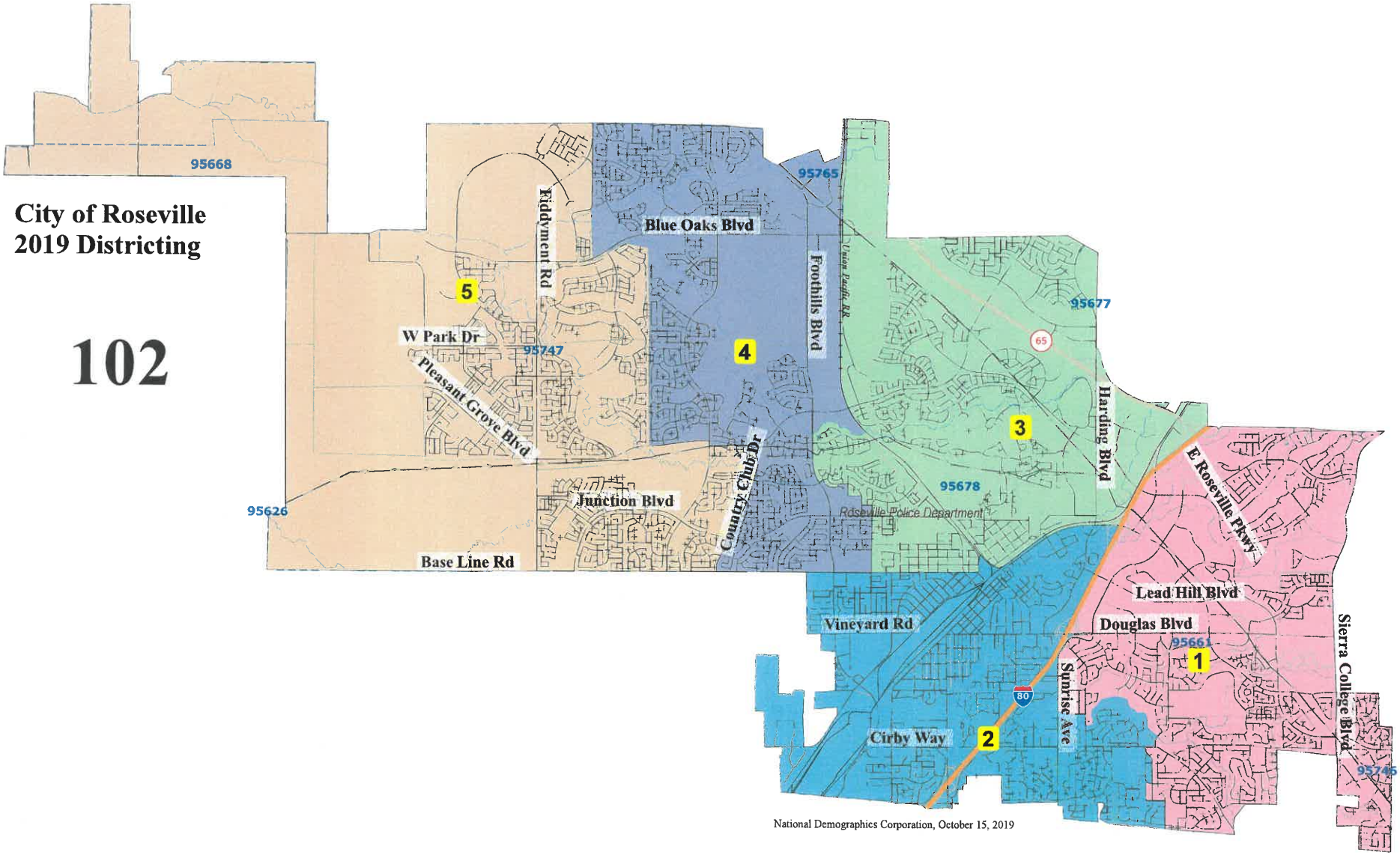

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 102							
District		**1**	**2**	**3**	**4**	**5**	**Total**
	Total Pop	23,495	23,938	24,622	25,322	21,430	118,807
	Deviation from ideal	-266	177	861	1,561	-2,331	3,892
	% Deviation	-1.12%	0.74%	3.62%	6.57%	-9.81%	16.38%
Total Pop	% Hisp	13%	22%	15%	12%	11%	15%
	% NH White	73%	69%	69%	72%	72%	71%
	% NH Black	2%	2%	2%	3%	2%	2%
	% Asian-American	10%	4%	11%	11%	13%	10%
Citizen Voting Age Pop	Total	17,044	18,586	16,084	20,503	18,302	90,519
	% Hisp	10%	19%	12%	10%	8%	12%
	% NH White	79%	73%	74%	75%	74%	75%
	% NH Black	2%	2%	2%	2%	2%	2%
	% Asian/Pac.Isl.	8%	4%	10%	11%	13%	9%
Voter Registration (Nov 2018)	Total	14,759	13,325	13,559	17,426	17,325	76,395
	% Latino est.	9%	14%	12%	10%	10%	11%
	% Spanish-Surnamed	8%	13%	11%	9%	9%	10%
	% Asian-Surnamed	5%	2%	4%	5%	4%	4%
	% Filipino-Surnamed	1%	1%	2%	2%	2%	2%
	% NH White est.	84%	80%	79%	79%	81%	81%
	% NH Black	2%	2%	3%	4%	2%	3%
Voter Turnout (Nov 2018)	Total	10,910	9,373	9,469	12,715	13,444	55,911
	% Latino est.	8%	13%	11%	10%	9%	10%
	% Spanish-Surnamed	7%	11%	10%	9%	8%	9%
	% Asian-Surnamed	4%	2%	4%	4%	4%	4%
	% Filipino-Surnamed	1%	1%	2%	2%	2%	1%
	% NH White est.	85%	82%	81%	81%	83%	82%
	% NH Black	2%	2%	2%	4%	2%	3%
Voter Turnout (Nov 2016)	Total	12,109	10,623	11,035	13,055	15,412	62,234
	% Latino est.	8%	13%	11%	10%	9%	10%
	% Spanish-Surnamed	7%	11%	10%	9%	8%	9%
	% Asian-Surnamed	5%	2%	4%	5%	4%	4%
	% Filipino-Surnamed	1%	1%	2%	2%	2%	1%
	% NH White est.	85%	82%	81%	82%	77%	81%
	% NH Black est.	2%	3%	2%	2%	6%	3%
ACS Pop. Est.	Total	23,582	24,890	23,768	28,852	25,202	126,294
Age	age0-19	25%	24%	27%	30%	26%	27%
	age20-60	52%	54%	56%	54%	44%	52%
	age60plus	23%	22%	16%	16%	30%	21%
Immigration	immigrants						
	naturalized						
Language spoken at home	english	84%	83%	82%	85%	82%	83%
	spanish	6%	11%	6%	4%	3%	6%
	asian-lang	4%	3%	5%	5%	7%	5%
	other lang	6%	3%	7%	6%	7%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	4%	6%	5%	4%	5%	5%
Education (among those age 25+)	hs-grad	51%	64%	54%	54%	57%	56%
	bachelor	29%	18%	28%	31%	28%	27%
	graduatedegree	15%	8%	13%	12%	11%	12%
Child in Household	child-under18	29%	27%	37%	40%	32%	33%
Pct of Pop. Age 16+	employed						
Household Income	income 0-25k	14%	20%	15%	7%	13%	14%
	income 25-50k	13%	22%	16%	11%	17%	16%
	income 50-75k	18%	19%	18%	14%	15%	17%
	income 75-200k	40%	34%	43%	56%	47%	44%
	income 200k-plus	14%	5%	8%	12%	7%	9%
Housing Stats	single family	69%	74%	75%	84%	90%	79%
	multi-family	31%	26%	25%	16%	10%	21%
	rented	40%	45%	42%	27%	20%	35%
	owned	60%	55%	58%	73%	80%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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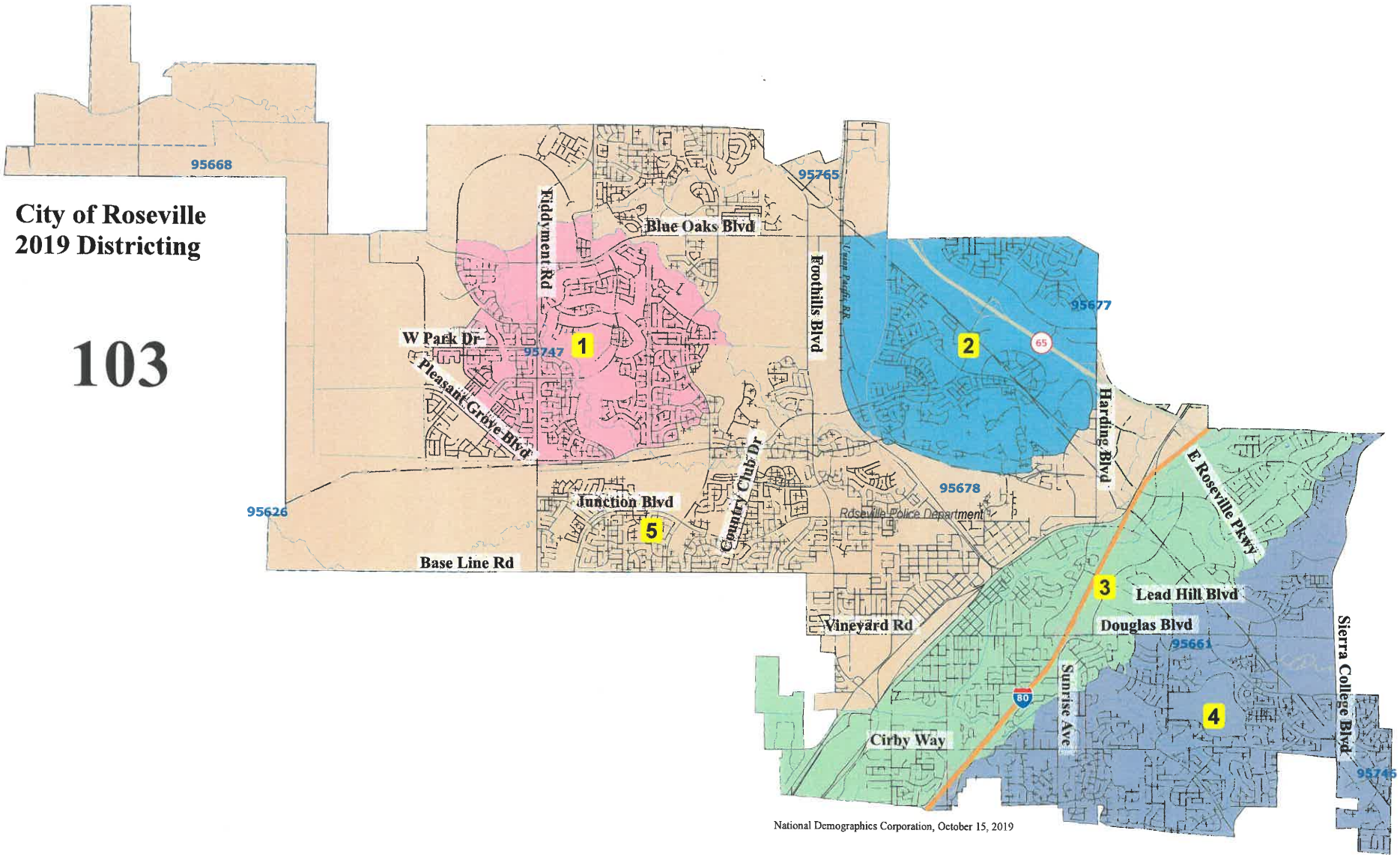

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 103							
District		**1**	**2**	**3**	**4**	**5**	**Total**
	Total Pop	13,089	15,427	18,403	22,912	48,976	118,807
	Deviation from ideal	-10,672	-8,334	-5,358	-849	25,215	35,887
	% Deviation	-44.91%	-35.08%	-22.55%	-3.57%	106.12%	151.03%
Total Pop	% Hisp	8%	13%	21%	11%	16%	15%
	% NH White	78%	69%	67%	78%	68%	71%
	% NH Black	2%	3%	2%	2%	3%	2%
	% Asian-American	11%	14%	7%	8%	10%	10%
Citizen Voting Age Pop	Total	11,821	9,522	13,557	17,790	37,829	90,519
	% Hisp	7%	11%	19%	9%	12%	12%
	% NH White	79%	70%	71%	81%	73%	75%
	% NH Black	1%	3%	3%	2%	2%	2%
	% Asian/Pac.Isl.	11%	14%	5%	7%	10%	9%
Voter Registration (Nov 2018)	Total	10,318	8,501	10,600	14,456	32,520	76,395
	% Latino est.	8%	11%	13%	9%	12%	11%
	% Spanish-Surnamed	7%	10%	12%	8%	11%	10%
	% Asian-Surnamed	3%	6%	4%	3%	4%	4%
	% Filipino-Surnamed	1%	2%	1%	1%	2%	2%
	% NH White est.	86%	78%	79%	85%	78%	81%
	% NH Black	1%	3%	3%	2%	3%	3%
Voter Turnout (Nov 2018)	Total	8,493	5,976	7,519	10,788	23,135	55,911
	% Latino est.	7%	10%	11%	8%	11%	10%
	% Spanish-Surnamed	6%	9%	10%	7%	10%	9%
	% Asian-Surnamed	3%	5%	4%	3%	4%	4%
	% Filipino-Surnamed	1%	2%	1%	1%	2%	1%
	% NH White est.	88%	79%	81%	87%	80%	82%
	% NH Black	1%	3%	3%	2%	3%	3%
Voter Turnout (Nov 2016)	Total	10,347	6,953	7,882	12,544	24,508	62,234
	% Latino est.	7%	11%	12%	8%	11%	10%
	% Spanish-Surnamed	7%	10%	11%	7%	10%	9%
	% Asian-Surnamed	3%	6%	4%	3%	4%	4%
	% Filipino-Surnamed	2%	2%	1%	1%	2%	1%
	% NH White est.	79%	80%	80%	86%	81%	81%
	% NH Black est.	6%	3%	3%	2%	2%	3%
ACS Pop. Est.	Total	15,361	15,143	18,569	23,290	53,930	126,294
Age	age0-19	22%	29%	25%	24%	30%	27%
	age20-60	38%	58%	56%	51%	54%	52%
	age60plus	40%	13%	20%	25%	17%	21%
Immigration	immigrants						
	naturalized						
Language spoken at home	english	84%	79%	83%	86%	83%	83%
	spanish	4%	6%	10%	6%	6%	6%
	asian-lang	6%	7%	3%	4%	5%	5%
	other lang	6%	8%	4%	4%	6%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	4%	6%	5%	4%	5%	5%
Education (among those age 25+)	hs-grad	57%	50%	60%	54%	57%	56%
	bachelor	27%	31%	22%	26%	27%	27%
	graduatedegree	12%	15%	10%	14%	11%	12%
Child in Household	child-under18	25%	43%	28%	28%	38%	33%
Pct of Pop. Age 16+	employed						
Household Income	income 0-25k	14%	12%	21%	15%	11%	14%
	income 25-50k	18%	12%	20%	15%	16%	16%
	income 50-75k	15%	18%	19%	18%	15%	17%
	income 75-200k	44%	48%	31%	42%	49%	44%
	income 200k-plus	8%	10%	9%	11%	9%	9%
Housing Stats	single family	92%	77%	70%	72%	82%	79%
	multi-family	8%	23%	30%	28%	18%	21%
	rented	18%	40%	46%	38%	33%	35%
	owned	82%	60%	54%	62%	67%	65%

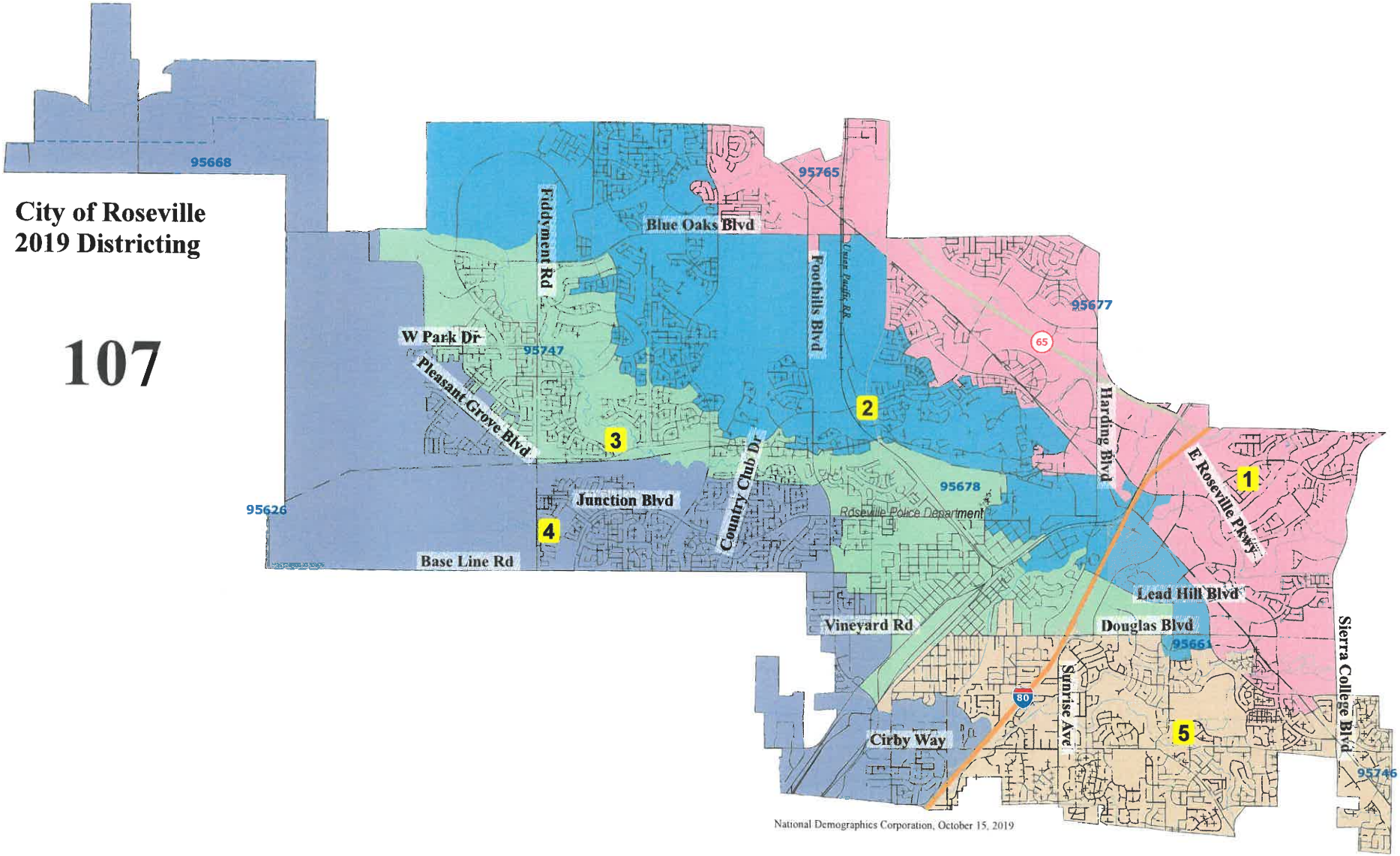
Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

107



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City of Roseville - Map 107							
District		**1**	**2**	**3**	**4**	**5**	**Total**
	Total Pop	23,275	22,516	24,216	23,399	25,401	118,807
	Deviation from ideal	-486	-1,245	455	-362	1,640	2,885
	% Deviation	-2.05%	-5.24%	1.91%	-1.53%	6.90%	12.14%
Total Pop	% Hisp	12%	11%	17%	15%	17%	15%
	% NH White	68%	73%	70%	70%	74%	71%
	% NH Black	3%	2%	2%	2%	2%	2%
	% Asian-American	15%	11%	8%	10%	5%	10%
Citizen Voting Age Pop	Total	15,989	17,561	19,337	18,238	19,394	90,519
	% Hisp	10%	11%	12%	15%	12%	12%
	% NH White	73%	74%	77%	71%	79%	75%
	% NH Black	3%	2%	1%	2%	2%	2%
	% Asian/Pac.Isl.	12%	11%	8%	9%	6%	9%
Voter Registration (Nov 2018)	Total	13,297	16,117	15,436	16,026	15,518	76,395
	% Latino est.	10%	10%	12%	13%	10%	11%
	% Spanish-Surnamed	9%	9%	10%	12%	9%	10%
	% Asian-Surnamed	7%	5%	2%	4%	3%	4%
	% Filipino-Surnamed	2%	2%	1%	2%	1%	2%
	% NH White est.	78%	80%	83%	78%	85%	81%
	% NH Black	3%	4%	2%	2%	2%	3%
Voter Turnout (Nov 2018)	Total	9,367	12,062	11,571	11,416	11,494	55,911
	% Latino est.	10%	9%	10%	12%	9%	10%
	% Spanish-Surnamed	9%	8%	9%	11%	8%	9%
	% Asian-Surnamed	6%	4%	2%	4%	3%	4%
	% Filipino-Surnamed	2%	2%	1%	2%	1%	1%
	% NH White est.	79%	81%	85%	80%	86%	82%
	% NH Black	3%	4%	2%	3%	2%	3%
Voter Turnout (Nov 2016)	Total	10,778	12,159	14,149	12,127	13,022	62,234
	% Latino est.	10%	9%	11%	12%	9%	10%
	% Spanish-Surnamed	9%	8%	10%	11%	8%	9%
	% Asian-Surnamed	7%	5%	2%	4%	3%	4%
	% Filipino-Surnamed	2%	2%	1%	2%	1%	1%
	% NH White est.	79%	83%	78%	79%	86%	81%
	% NH Black est.	2%	2%	5%	3%	2%	3%
ACS Pop. Est.	Total	23,397	25,320	26,443	25,318	25,815	126,294
Age	age0-19	29%	28%	24%	30%	24%	27%
	age20-60	56%	53%	46%	55%	51%	52%
	age60plus	15%	19%	30%	15%	26%	21%
Immigration	immigrants						
	naturalized						
Language spoken at home	english	80%	85%	82%	84%	85%	83%
	spanish	4%	4%	7%	6%	9%	6%
	asian-lang	6%	5%	5%	5%	3%	5%
	other lang	10%	6%	6%	6%	3%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	5%	4%	5%	5%	5%	5%
Education (among those age 25+)	hs-grad	48%	53%	60%	58%	59%	56%
	bachelor	32%	30%	23%	27%	23%	27%
	graduatedegree	17%	13%	10%	9%	11%	12%
Child in Household	child-under18	38%	36%	28%	39%	28%	33%
Pct of Pop. Age 16+	employed						
Household Income	income 0-25k	12%	10%	16%	11%	18%	14%
	income 25-50k	11%	13%	21%	16%	17%	16%
	income 50-75k	17%	15%	17%	16%	18%	17%
	income 75-200k	46%	50%	39%	50%	38%	44%
	income 200k-plus	15%	11%	7%	7%	9%	9%
Housing Stats	single family	71%	84%	79%	85%	75%	79%
	multi-family	29%	16%	21%	15%	25%	21%
	rented	41%	29%	35%	30%	39%	35%
	owned	59%	71%	65%	70%	61%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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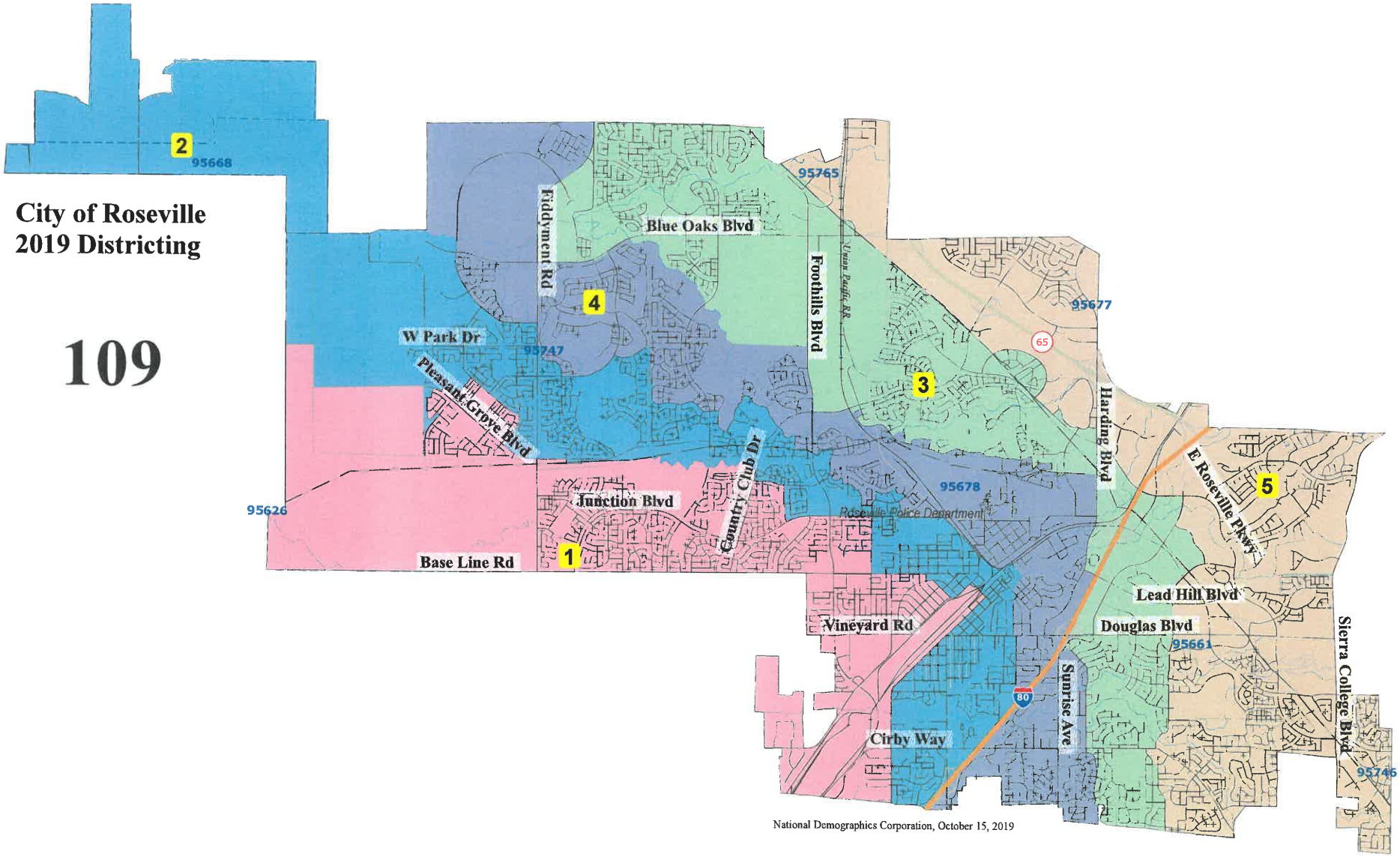

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 109							
District		**1**	**2**	**3**	**4**	**5**	**Total**
	Total Pop	23,564	21,737	25,614	22,581	25,311	118,807
	Deviation from ideal	-197	-2,024	1,853	-1,180	1,550	3,877
	% Deviation	-0.83%	-8.52%	7.80%	-4.97%	6.52%	16.32%
Total Pop	% Hisp	18%	18%	13%	13%	11%	15%
	% NH White	67%	69%	70%	77%	72%	71%
	% NH Black	2%	2%	3%	2%	2%	2%
	% Asian-American	10%	8%	12%	6%	12%	10%
Citizen Voting Age Pop	Total	17,774	17,739	19,455	17,662	17,889	90,519
	% Hisp	15%	14%	10%	12%	9%	12%
	% NH White	71%	75%	74%	79%	76%	75%
	% NH Black	2%	2%	3%	2%	2%	2%
	% Asian/Pac.Isl.	10%	7%	12%	6%	10%	9%
Voter Registration (Nov 2018)	Total	13,296	16,269	16,803	13,984	16,042	76,395
	% Latino est.	14%	12%	10%	10%	9%	11%
	% Spanish-Surnamed	13%	11%	9%	9%	8%	10%
	% Asian-Surnamed	4%	3%	5%	2%	5%	4%
	% Filipino-Surnamed	2%	2%	2%	1%	1%	2%
	% NH White est.	79%	81%	78%	85%	82%	81%
	% NH Black	2%	2%	4%	2%	3%	3%
Voter Turnout (Nov 2018)	Total	9,316	12,121	12,171	10,572	11,730	55,911
	% Latino est.	13%	11%	10%	9%	8%	10%
	% Spanish-Surnamed	11%	9%	9%	8%	7%	9%
	% Asian-Surnamed	3%	3%	4%	2%	5%	4%
	% Filipino-Surnamed	2%	1%	2%	1%	1%	1%
	% NH White est.	81%	83%	79%	87%	83%	82%
	% NH Black	2%	2%	4%	2%	2%	3%
Voter Turnout (Nov 2016)	Total	10,785	12,416	13,105	13,005	12,923	62,234
	% Latino est.	12%	11%	10%	9%	8%	10%
	% Spanish-Surnamed	11%	10%	9%	8%	8%	9%
	% Asian-Surnamed	4%	3%	5%	2%	5%	4%
	% Filipino-Surnamed	2%	1%	2%	1%	1%	1%
	% NH White est.	80%	81%	81%	81%	83%	81%
	% NH Black est.	2%	3%	3%	5%	2%	3%
ACS Pop. Est.	Total	25,566	23,854	28,418	23,202	25,254	126,294
Age	age0-19	31%	24%	29%	23%	26%	27%
	age20-60	54%	50%	54%	48%	53%	52%
	age60plus	16%	26%	17%	29%	20%	21%
Immigration	immigrants						
	naturalized						
Language spoken at home	english	82%	82%	83%	87%	82%	83%
	spanish	7%	8%	6%	5%	5%	6%
	asian-lang	5%	5%	5%	4%	5%	5%
	other lang	6%	5%	6%	4%	8%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	6%	5%	5%	4%	4%	5%
Education (among those age 25+)	hs-grad	59%	61%	54%	59%	48%	56%
	bachelor	26%	23%	28%	25%	31%	27%
	graduatedegree	9%	9%	13%	10%	17%	12%
Child in Household	child-under18	40%	28%	38%	27%	33%	33%
Pct of Pop. Age 16+	employed						
Household Income	income 0-25k	11%	17%	10%	17%	13%	14%
	income 25-50k	16%	21%	12%	19%	12%	16%
	income 50-75k	15%	16%	15%	18%	18%	17%
	income 75-200k	50%	39%	51%	39%	43%	44%
	income 200k-plus	7%	6%	12%	7%	15%	9%
Housing Stats	single family	86%	80%	81%	77%	71%	79%
	multi-family	14%	20%	19%	23%	29%	21%
	rented	31%	37%	32%	34%	39%	35%
	owned	69%	63%	68%	66%	61%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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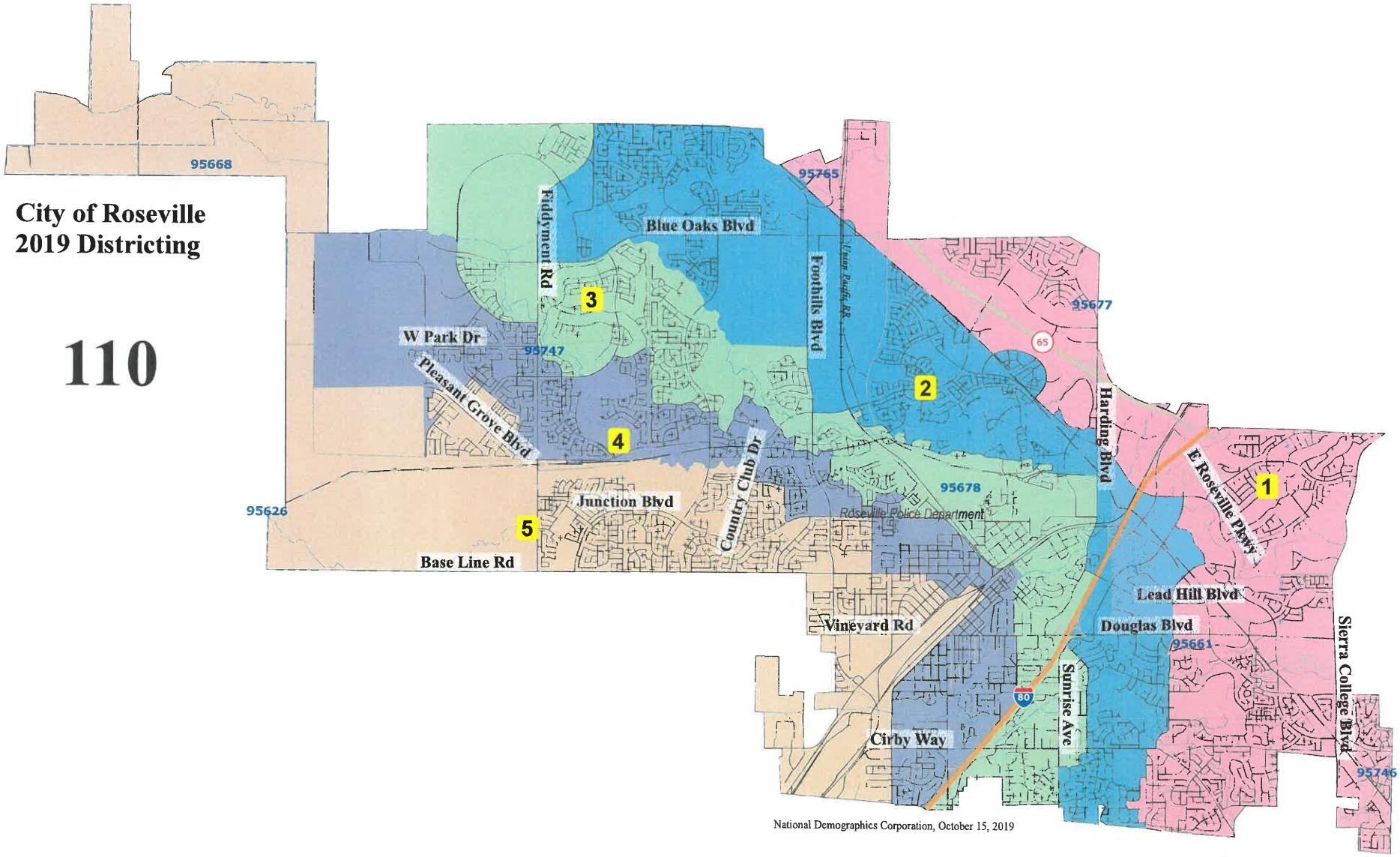

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 110							
District		**1**	**2**	**3**	**4**	**5**	**Total**
	Total Pop	26,098	25,778	21,630	21,729	23,572	118,807
	Deviation from ideal	2,337	2,017	-2,131	-2,032	-189	4,468
	% Deviation	9.83%	8.49%	-8.97%	-8.55%	-0.80%	18.80%
Total Pop	% Hisp	11%	13%	13%	18%	18%	15%
	% NH White	72%	70%	77%	69%	67%	71%
	% NH Black	2%	3%	2%	2%	2%	2%
	% Asian-American	12%	12%	6%	8%	10%	10%
Citizen Voting Age Pop	Total	18,609	19,529	16,869	17,736	17,777	90,519
	% Hisp	9%	10%	12%	14%	15%	12%
	% NH White	76%	74%	79%	75%	71%	75%
	% NH Black	2%	3%	1%	2%	2%	2%
	% Asian/Pac.Isl.	10%	12%	6%	7%	10%	9%
Voter Registration (Nov 2018)	Total	16,544	16,982	13,303	16,265	13,300	76,395
	% Latino est.	9%	10%	10%	12%	14%	11%
	% Spanish-Surnamed	8%	9%	9%	11%	13%	10%
	% Asian-Surnamed	5%	5%	2%	3%	4%	4%
	% Filipino-Surnamed	1%	2%	1%	2%	2%	2%
	% NH White est.	82%	77%	86%	81%	79%	81%
	% NH Black	2%	5%	1%	2%	2%	3%
Voter Turnout (Nov 2018)	Total	12,095	12,336	10,043	12,118	9,318	55,911
	% Latino est.	8%	10%	9%	11%	13%	10%
	% Spanish-Surnamed	7%	9%	8%	9%	11%	9%
	% Asian-Surnamed	5%	4%	2%	3%	3%	4%
	% Filipino-Surnamed	1%	2%	1%	1%	2%	1%
	% NH White est.	83%	79%	87%	83%	81%	82%
	% NH Black	2%	5%	1%	2%	2%	3%
Voter Turnout (Nov 2016)	Total	13,334	13,247	12,451	12,412	10,789	62,234
	% Latino est.	8%	10%	9%	11%	12%	10%
	% Spanish-Surnamed	8%	9%	8%	10%	11%	9%
	% Asian-Surnamed	5%	5%	2%	3%	4%	4%
	% Filipino-Surnamed	1%	2%	1%	1%	2%	1%
	% NH White est.	83%	81%	81%	81%	80%	81%
	% NH Black est.	2%	3%	5%	3%	2%	3%
ACS Pop. Est.	Total	26,019	28,731	22,123	23,850	25,570	126,294
Age	age0-19	26%	29%	23%	24%	31%	27%
	age20-60	53%	54%	48%	50%	54%	52%
	age60plus	21%	17%	29%	26%	16%	21%
Immigration	immigrants						
	naturalized						
Language spoken at home	english	82%	83%	87%	82%	82%	83%
	spanish	5%	6%	5%	8%	7%	6%
	asian-lang	5%	6%	4%	5%	5%	5%
	other lang	8%	6%	4%	5%	6%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	4%	5%	4%	5%	6%	5%
Education (among those age 25+)	hs-grad	48%	54%	59%	61%	59%	56%
	bachelor	31%	28%	25%	23%	26%	27%
	graduatedegree	17%	13%	10%	9%	9%	12%
Child in Household	child-under18	33%	39%	27%	28%	40%	33%
Pct of Pop. Age 16+	employed						
Household Income	income 0-25k	13%	10%	18%	17%	11%	14%
	income 25-50k	12%	12%	19%	21%	16%	16%
	income 50-75k	18%	15%	18%	16%	15%	17%
	income 75-200k	43%	51%	39%	39%	50%	44%
	income 200k-plus	14%	12%	7%	6%	7%	9%
Housing Stats	single family	72%	81%	76%	80%	86%	79%
	multi-family	28%	19%	24%	20%	14%	21%
	rented	39%	32%	35%	37%	31%	35%
	owned	61%	68%	65%	63%	69%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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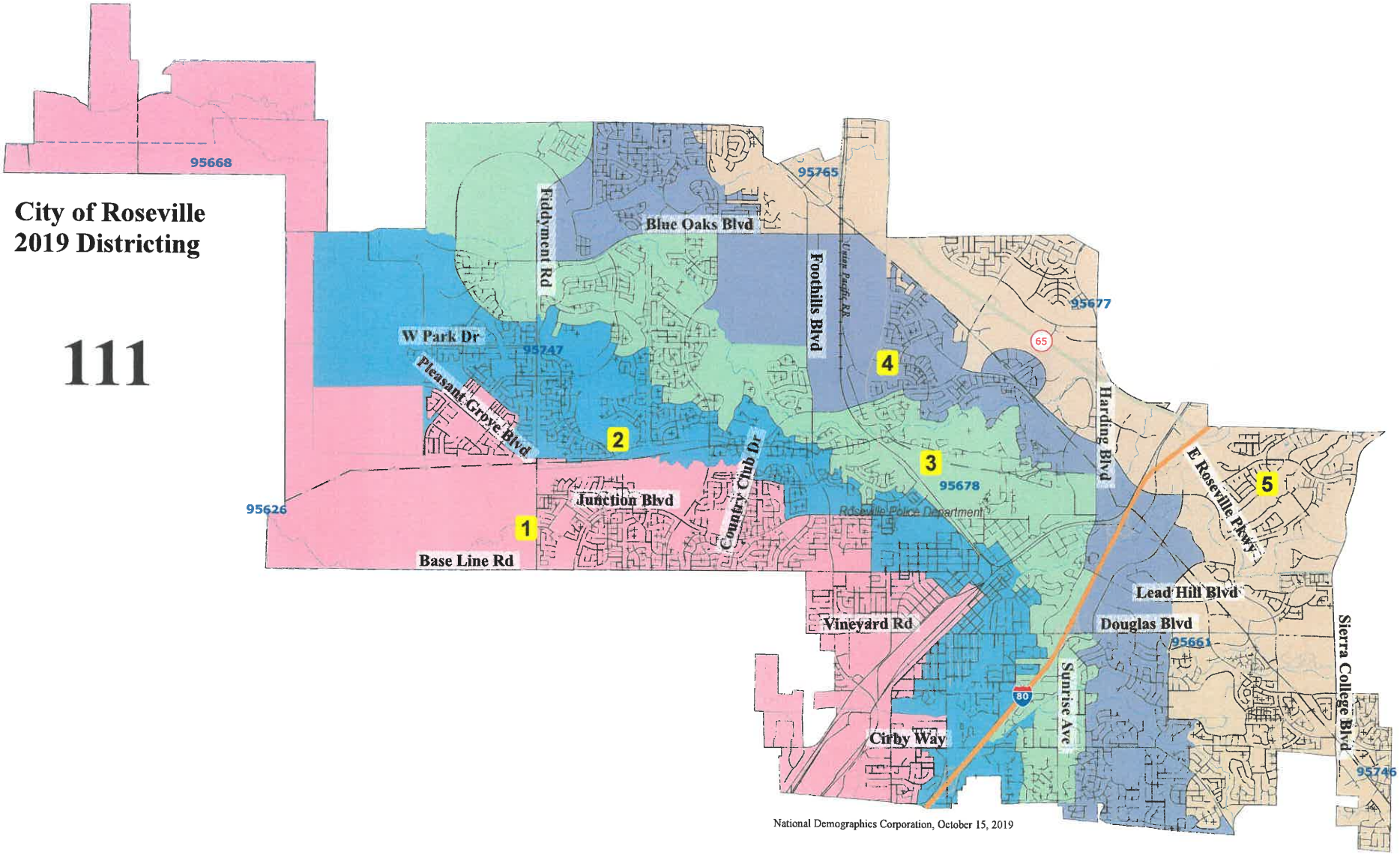

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 111							
District		1	2	3	4	5	Total
	Total Pop	26,135	22,229	22,171	22,167	26,105	118,807
	Deviation from ideal	2,374	-1,532	-1,590	-1,594	2,344	3,968
	% Deviation	9.99%	-6.45%	-6.69%	-6.71%	9.86%	16.70%
Total Pop	% Hisp	18%	17%	13%	14%	11%	15%
	% NH White	67%	70%	77%	70%	71%	71%
	% NH Black	2%	2%	2%	2%	2%	2%
	% Asian-American	10%	8%	7%	11%	13%	10%
Citizen Voting Age Pop	Total	19,686	18,310	17,186	16,494	18,843	90,519
	% Hisp	16%	12%	11%	10%	9%	12%
	% NH White	71%	76%	77%	75%	76%	75%
	% NH Black	2%	2%	2%	2%	2%	2%
	% Asian/Pac.Isl.	10%	7%	8%	10%	11%	9%
Voter Registration (Nov 2018)	Total	14,547	16,947	13,470	14,929	16,501	76,395
	% Latino est.	14%	11%	10%	10%	9%	11%
	% Spanish-Surnamed	13%	10%	9%	9%	8%	10%
	% Asian-Surnamed	3%	3%	2%	5%	6%	4%
	% Filipino-Surnamed	2%	2%	1%	2%	2%	2%
	% NH White est.	78%	82%	85%	78%	81%	81%
	% NH Black	2%	2%	2%	4%	3%	3%
Voter Turnout (Nov 2018)	Total	10,187	12,724	10,124	10,854	12,022	55,911
	% Latino est.	13%	10%	9%	9%	8%	10%
	% Spanish-Surnamed	12%	9%	8%	8%	7%	9%
	% Asian-Surnamed	3%	3%	2%	4%	5%	4%
	% Filipino-Surnamed	2%	1%	1%	2%	1%	1%
	% NH White est.	81%	83%	86%	80%	82%	82%
	% NH Black	2%	2%	2%	4%	3%	3%
Voter Turnout (Nov 2016)	Total	11,782	13,329	12,241	11,478	13,404	62,234
	% Latino est.	13%	10%	9%	9%	9%	10%
	% Spanish-Surnamed	11%	9%	8%	8%	8%	9%
	% Asian-Surnamed	3%	3%	2%	5%	6%	4%
	% Filipino-Surnamed	2%	1%	1%	2%	1%	1%
	% NH White est.	80%	82%	80%	82%	82%	81%
	% NH Black est.	2%	3%	6%	2%	2%	3%
ACS Pop. Est.	Total	28,144	24,236	23,032	24,215	26,667	126,294
Age	age0-19	30%	24%	24%	28%	27%	27%
	age20-60	54%	48%	50%	54%	54%	52%
	age60plus	16%	28%	26%	18%	19%	21%
Immigration	immigrants						
	naturalized						
Language spoken at home	english	83%	82%	87%	82%	82%	83%
	spanish	7%	8%	5%	6%	4%	6%
	asian-lang	4%	5%	4%	6%	6%	5%
	other lang	5%	5%	4%	6%	8%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	5%	5%	4%	5%	4%	5%
Education (among those age 25+)	hs-grad	59%	61%	58%	55%	47%	56%
	bachelor	25%	23%	26%	27%	32%	27%
	graduatedegree	9%	9%	11%	13%	17%	12%
Child in Household	child-under18	38%	28%	29%	36%	34%	33%
Pct of Pop. Age 16+	employed						
Household Income	income 0-25k	12%	17%	17%	10%	12%	14%
	income 25-50k	17%	21%	18%	13%	12%	16%
	income 50-75k	16%	17%	18%	16%	17%	17%
	income 75-200k	48%	39%	40%	50%	44%	44%
	income 200k-plus	7%	6%	7%	11%	15%	9%
Housing Stats	single family	84%	81%	77%	82%	71%	79%
	multi-family	16%	19%	23%	18%	29%	21%
	rented	32%	35%	35%	31%	40%	35%
	owned	68%	65%	65%	69%	60%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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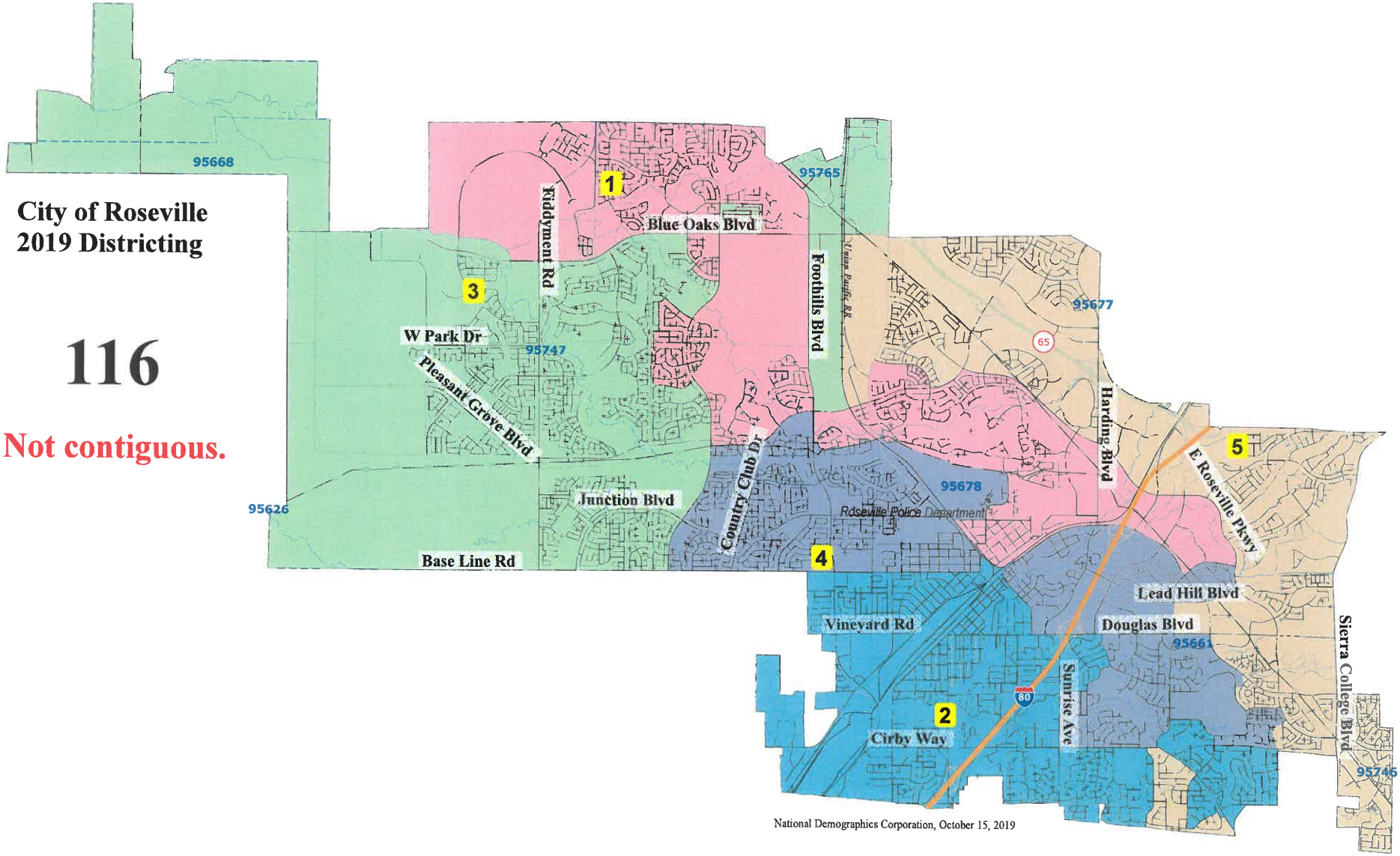
Not contiguous.



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City of Roseville - Map 116							
District		1	2	3	4	5	Total
	Total Pop	22,053	23,833	21,427	25,803	25,691	118,807
	Deviation from ideal	-1,708	72	-2,334	2,042	1,930	4,376
	% Deviation	-7.19%	0.30%	-9.82%	8.59%	8.12%	18.42%
Total Pop	% Hisp	12%	22%	10%	17%	12%	15%
	% NH White	71%	70%	73%	72%	70%	71%
	% NH Black	3%	2%	2%	2%	2%	2%
	% Asian-American	12%	4%	13%	6%	14%	10%
Citizen Voting Age Pop	Total	16,963	18,247	19,262	18,631	17,415	90,519
	% Hisp	9%	17%	8%	13%	11%	12%
	% NH White	75%	74%	74%	78%	73%	75%
	% NH Black	2%	2%	2%	1%	2%	2%
	% Asian/Pac.Isl.	12%	5%	13%	5%	13%	10%
Voter Registration (Nov 2018)	Total	15,282	13,483	17,789	14,682	15,158	76,395
	% Latino est.	10%	14%	10%	12%	10%	11%
	% Spanish-Surnamed	9%	12%	9%	11%	9%	10%
	% Asian-Surnamed	5%	2%	4%	2%	6%	4%
	% Filipino-Surnamed	2%	1%	2%	1%	2%	2%
	% NH White est.	78%	81%	81%	83%	80%	81%
	% NH Black	4%	2%	2%	1%	3%	3%
Voter Turnout (Nov 2018)	Total	11,241	9,609	13,830	10,397	10,834	55,911
	% Latino est.	10%	12%	9%	10%	9%	10%
	% Spanish-Surnamed	9%	11%	8%	9%	8%	9%
	% Asian-Surnamed	4%	2%	4%	2%	6%	4%
	% Filipino-Surnamed	2%	1%	2%	1%	2%	1%
	% NH White est.	80%	83%	83%	85%	81%	82%
	% NH Black	4%	2%	2%	1%	3%	3%
Voter Turnout (Nov 2016)	Total	11,520	10,833	15,710	12,017	12,153	62,234
	% Latino est.	10%	12%	9%	11%	9%	10%
	% Spanish-Surnamed	9%	11%	8%	9%	8%	9%
	% Asian-Surnamed	4%	2%	4%	2%	6%	4%
	% Filipino-Surnamed	2%	1%	2%	1%	2%	1%
	% NH White est.	82%	82%	78%	84%	81%	81%
	% NH Black est.	2%	2%	6%	2%	2%	3%
ACS Pop. Est.	Total	25,312	24,806	25,707	25,118	25,351	126,294
Age	age0-19	30%	24%	26%	27%	27%	27%
	age20-60	55%	54%	44%	52%	55%	52%
	age60plus	15%	23%	30%	21%	17%	21%
Immigration	immigrants	12%	12%	14%	11%	14%	13%
	naturalized	74%	45%	72%	59%	70%	65%
Language spoken at home	english	84%	83%	83%	85%	81%	83%
	spanish	4%	12%	3%	7%	5%	6%
	asian-lang	5%	3%	7%	4%	6%	5%
	other lang	6%	3%	7%	4%	8%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	4%	6%	5%	5%	5%	5%
Education (among those age 25+)	hs-grad	53%	63%	56%	61%	47%	56%
	bachelor	31%	19%	29%	23%	32%	27%
	graduatedegree	13%	8%	11%	9%	17%	12%
Child in Household	child-under18	39%	27%	32%	32%	36%	33%
Pct of Pop. Age 16+	employed	63%	59%	53%	59%	63%	59%
Household Income	income 0-25k	9%	18%	12%	17%	12%	14%
	income 25-50k	11%	21%	16%	19%	11%	16%
	income 50-75k	15%	19%	15%	17%	18%	17%
	income 75-200k	52%	36%	48%	41%	44%	44%
	income 200k-plus	12%	6%	8%	6%	15%	9%
Housing Stats	single family	82%	78%	91%	70%	73%	79%
	multi-family	18%	22%	9%	30%	27%	21%
	rented	30%	42%	20%	43%	39%	35%
	owned	70%	58%	80%	57%	61%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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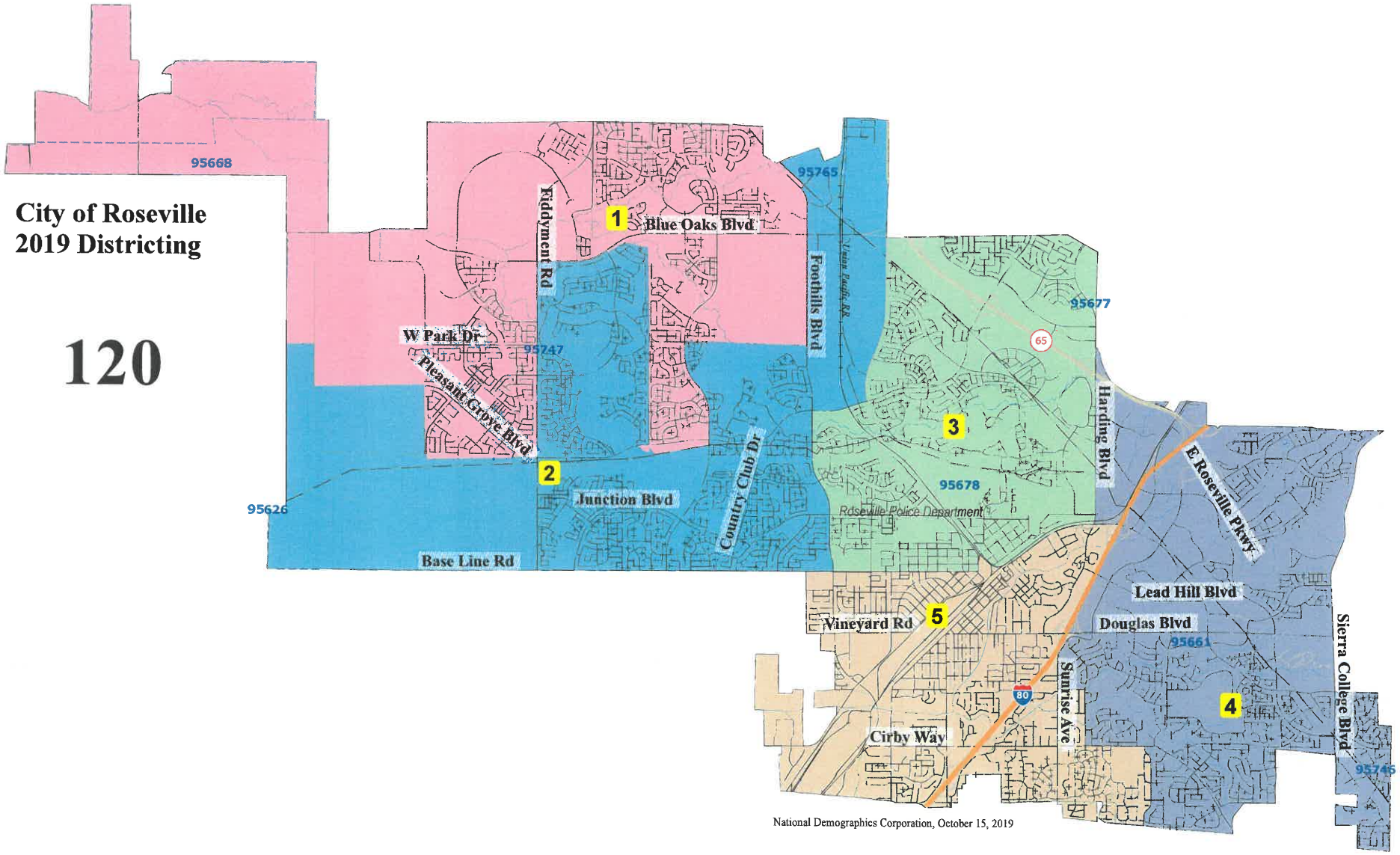

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 120							
District		1	2	3	4	5	Total
	Total Pop	19,933	25,115	25,710	25,028	23,021	118,807
	Deviation from ideal	-3,828	1,354	1,949	1,267	-740	5,777
	% Deviation	-16.11%	5.70%	8.20%	5.33%	-3.11%	24.31%
Total Pop	% Hisp	11%	12%	15%	13%	22%	15%
	% NH White	67%	76%	69%	74%	69%	71%
	% NH Black	3%	2%	2%	2%	2%	2%
	% Asian-American	17%	8%	11%	9%	4%	10%
Citizen Voting Age Pop	Total	18,276	18,970	17,169	18,271	17,832	90,519
	% Hisp	9%	10%	12%	10%	19%	12%
	% NH White	71%	79%	73%	79%	73%	75%
	% NH Black	3%	2%	2%	2%	2%	2%
	% Asian/Pac.Isl.	16%	8%	11%	8%	5%	10%
Voter Registration (Nov 2018)	Total	16,945	17,032	14,160	15,527	12,730	76,395
	% Latino est.	11%	9%	12%	9%	15%	11%
	% Spanish-Surnamed	10%	8%	11%	8%	13%	10%
	% Asian-Surnamed	6%	3%	4%	5%	2%	4%
	% Filipino-Surnamed	3%	1%	2%	1%	1%	2%
	% NH White est.	75%	85%	80%	84%	80%	81%
	% NH Black	5%	1%	2%	2%	2%	3%
Voter Turnout (Nov 2018)	Total	12,522	13,123	9,881	11,456	8,929	55,911
	% Latino est.	11%	8%	11%	8%	13%	10%
	% Spanish-Surnamed	9%	7%	10%	7%	12%	9%
	% Asian-Surnamed	5%	3%	4%	4%	2%	4%
	% Filipino-Surnamed	3%	1%	2%	1%	1%	1%
	% NH White est.	77%	87%	81%	85%	82%	82%
	% NH Black	5%	1%	2%	2%	2%	3%
Voter Turnout (Nov 2016)	Total	14,069	13,788	11,349	12,911	10,117	62,234
	% Latino est.	10%	8%	11%	8%	13%	10%
	% Spanish-Surnamed	9%	8%	10%	7%	12%	9%
	% Asian-Surnamed	5%	3%	4%	4%	2%	4%
	% Filipino-Surnamed	3%	1%	2%	1%	1%	1%
	% NH White est.	73%	86%	81%	85%	81%	81%
	% NH Black est.	7%	1%	2%	2%	3%	3%
ACS Pop. Est.	Total	27,126	25,201	24,885	25,064	24,018	126,294
Age	age0-19	31%	26%	27%	25%	24%	27%
	age20-60	52%	45%	56%	52%	54%	52%
	age60plus	16%	29%	16%	23%	22%	21%
Immigration	immigrants	16%	10%	13%	11%	12%	13%
	naturalized	72%	70%	67%	67%	44%	65%
Language spoken at home	english	81%	87%	82%	84%	83%	83%
	spanish	4%	3%	6%	6%	12%	6%
	asian-lang	7%	5%	5%	4%	3%	5%
	other lang	8%	5%	7%	6%	3%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	5%	4%	5%	4%	6%	5%
Education (among those age 25+)	hs-grad	52%	58%	54%	52%	64%	56%
	bachelor	31%	28%	27%	28%	18%	27%
	graduatedegree	13%	10%	13%	15%	8%	12%
Child in Household	child-under18	44%	29%	37%	30%	27%	33%
Pct of Pop. Age 16+	employed	63%	54%	62%	60%	59%	59%
Household Income	income 0-25k	7%	13%	14%	15%	19%	14%
	income 25-50k	10%	17%	17%	14%	23%	16%
	income 50-75k	12%	16%	18%	18%	19%	17%
	income 75-200k	56%	49%	43%	40%	34%	44%
	income 200k-plus	15%	5%	8%	14%	5%	9%
Housing Stats	single family	88%	88%	74%	69%	75%	79%
	multi-family	12%	12%	26%	31%	25%	21%
	rented	22%	23%	43%	40%	45%	35%
	owned	78%	77%	57%	60%	55%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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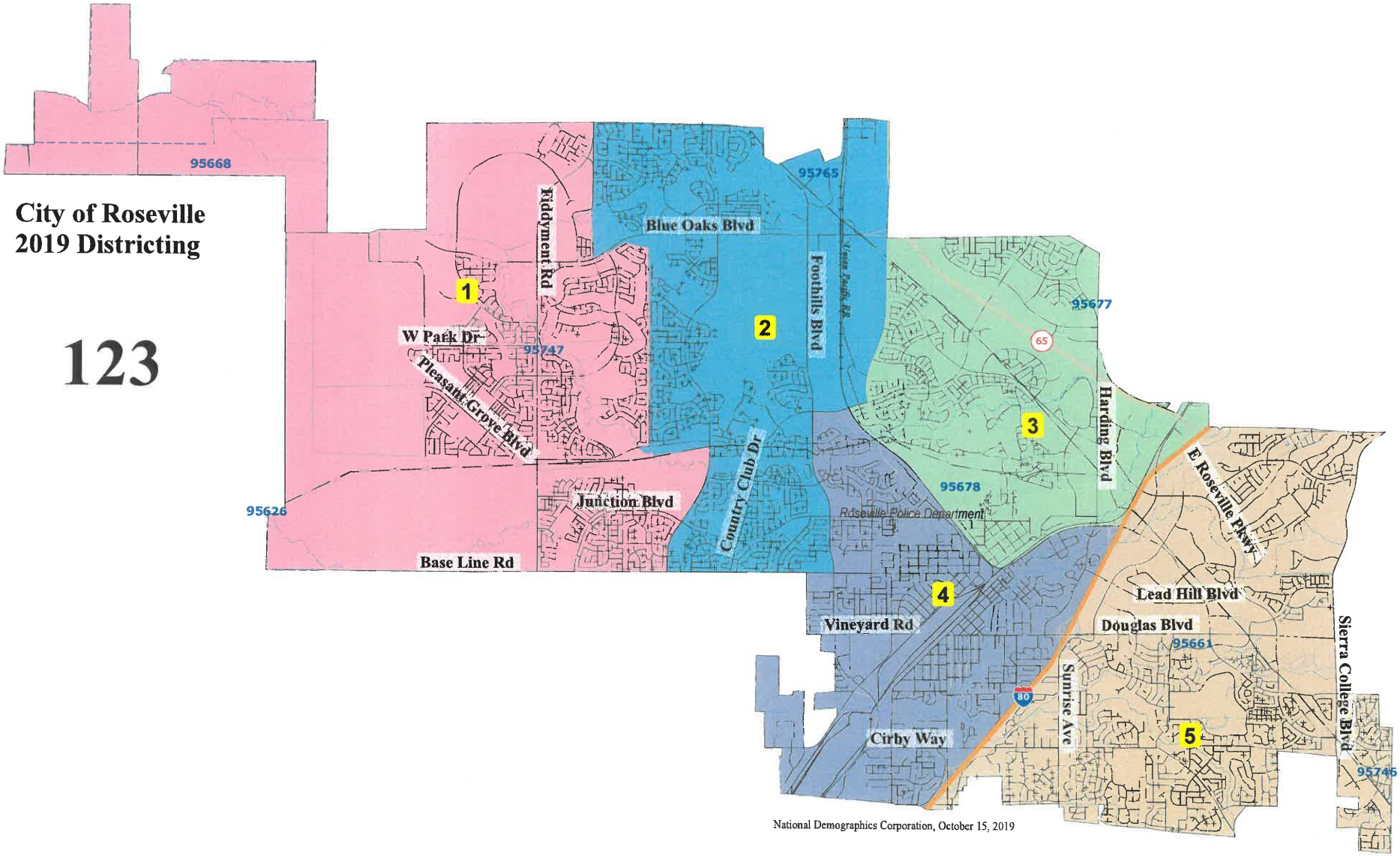

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 123							
District		1	2	3	4	5	Total
	Total Pop	17,881	27,167	18,653	24,377	30,729	118,807
	Deviation from ideal	-5,880	3,406	-5,108	616	6,968	12,848
	% Deviation	-24.75%	14.33%	-21.50%	2.59%	29.33%	54.07%
Total Pop	% Hisp	9%	13%	13%	24%	13%	15%
	% NH White	73%	71%	69%	66%	75%	71%
	% NH Black	2%	3%	2%	2%	2%	2%
	% Asian-American	14%	11%	12%	5%	8%	10%
Citizen Voting Age Pop	Total	16,235	21,011	12,219	17,960	23,093	90,519
	% Hisp	8%	10%	11%	20%	10%	12%
	% NH White	74%	76%	71%	72%	79%	75%
	% NH Black	3%	2%	2%	2%	2%	2%
	% Asian/Pac.Isl.	14%	11%	13%	4%	8%	10%
Voter Registration (Nov 2018)	Total	15,420	18,557	10,158	12,897	19,362	76,395
	% Latino est.	10%	10%	12%	16%	9%	11%
	% Spanish-Surnamed	9%	9%	11%	14%	8%	10%
	% Asian-Surnamed	4%	5%	5%	2%	4%	4%
	% Filipino-Surnamed	2%	2%	2%	1%	1%	2%
	% NH White est.	81%	80%	78%	79%	84%	81%
	% NH Black	3%	3%	3%	2%	2%	3%
Voter Turnout (Nov 2018)	Total	12,105	13,540	7,128	8,769	14,368	55,911
	% Latino est.	9%	10%	11%	14%	8%	10%
	% Spanish-Surnamed	8%	9%	10%	13%	7%	9%
	% Asian-Surnamed	4%	4%	5%	2%	4%	4%
	% Filipino-Surnamed	2%	2%	2%	1%	1%	1%
	% NH White est.	83%	81%	80%	82%	85%	82%
	% NH Black	3%	3%	3%	2%	2%	3%
Voter Turnout (Nov 2016)	Total	13,841	14,016	8,441	9,981	15,955	62,234
	% Latino est.	9%	10%	11%	14%	8%	10%
	% Spanish-Surnamed	8%	9%	10%	13%	7%	9%
	% Asian-Surnamed	4%	4%	5%	1%	4%	4%
	% Filipino-Surnamed	2%	2%	2%	1%	1%	1%
	% NH White est.	76%	83%	80%	81%	85%	81%
	% NH Black est.	6%	2%	2%	2%	2%	3%
ACS Pop. Est.	Total	21,686	30,641	18,304	24,514	31,148	126,294
Age	age0-19	25%	31%	28%	24%	24%	27%
	age20-60	42%	54%	57%	56%	51%	52%
	age60plus	32%	15%	15%	20%	24%	21%
Immigration	immigrants	15%	12%	14%	12%	11%	13%
	naturalized	72%	71%	67%	46%	66%	65%
Language spoken at home	english	82%	85%	81%	82%	85%	83%
	spanish	3%	4%	6%	13%	6%	6%
	asian-lang	7%	5%	6%	2%	4%	5%
	other lang	8%	6%	7%	4%	5%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	5%	4%	6%	6%	4%	5%
Education (among those age 25+)	hs-grad	57%	54%	51%	64%	54%	56%
	bachelor	28%	31%	31%	18%	26%	27%
	graduatedegree	11%	12%	14%	7%	14%	12%
Child in Household	child-under18	31%	40%	40%	27%	29%	33%
Pct of Pop. Age 16+	employed	51%	64%	61%	61%	59%	59%
Household Income	income 0-25k	13%	7%	14%	19%	15%	14%
	income 25-50k	18%	10%	13%	25%	14%	16%
	income 50-75k	15%	14%	18%	18%	18%	17%
	income 75-200k	46%	57%	45%	33%	40%	44%
	income 200k-plus	7%	12%	10%	5%	12%	9%
Housing Stats	single family	91%	85%	78%	73%	70%	79%
	multi-family	9%	15%	22%	27%	30%	21%
	rented	20%	26%	39%	49%	39%	35%
	owned	80%	74%	61%	51%	61%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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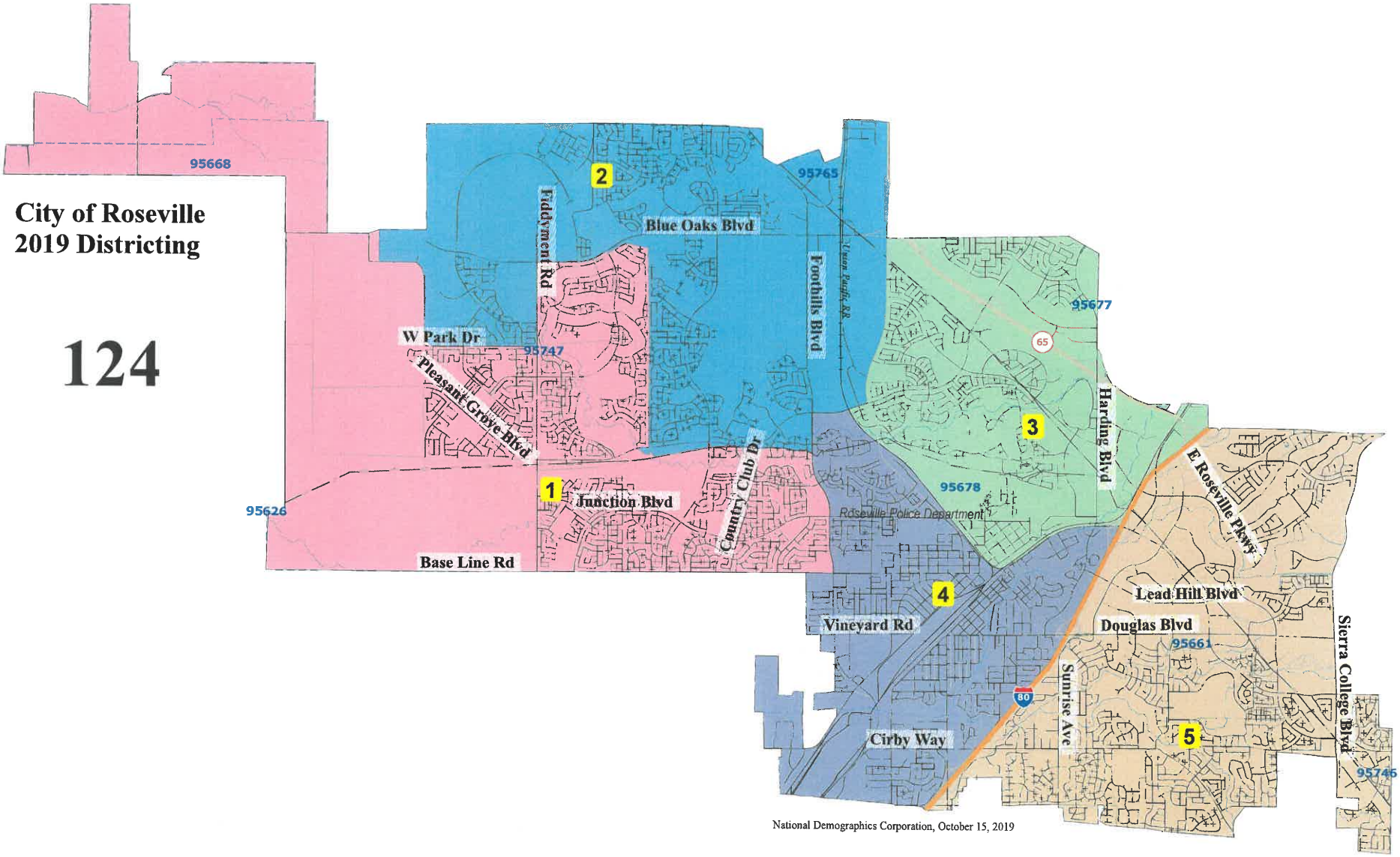

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 124							
District		1	2	3	4	5	Total
	Total Pop	25,683	19,365	18,653	24,377	30,729	118,807
	Deviation from ideal	1,922	-4,396	-5,108	616	6,968	12,076
	% Deviation	8.09%	-18.50%	-21.50%	2.59%	29.33%	50.82%
Total Pop	% Hisp	12%	11%	13%	24%	13%	15%
	% NH White	73%	70%	69%	66%	75%	71%
	% NH Black	2%	3%	2%	2%	2%	2%
	% Asian-American	11%	14%	12%	5%	8%	10%
Citizen Voting Age Pop	Total	20,942	16,305	12,219	17,960	23,093	90,519
	% Hisp	9%	10%	11%	20%	10%	12%
	% NH White	76%	73%	71%	72%	79%	75%
	% NH Black	2%	2%	2%	2%	2%	2%
	% Asian/Pac.Isl.	11%	13%	13%	4%	8%	10%
Voter Registration (Nov 2018)	Total	19,987	13,990	10,158	12,897	19,362	76,395
	% Latino est.	10%	10%	12%	16%	9%	11%
	% Spanish-Surnamed	9%	9%	11%	14%	8%	10%
	% Asian-Surnamed	4%	6%	5%	2%	4%	4%
	% Filipino-Surnamed	2%	2%	2%	1%	1%	2%
	% NH White est.	82%	78%	78%	79%	84%	81%
	% NH Black	2%	4%	3%	2%	2%	3%
Voter Turnout (Nov 2018)	Total	15,351	10,294	7,128	8,769	14,368	55,911
	% Latino est.	9%	10%	11%	14%	8%	10%
	% Spanish-Surnamed	8%	9%	10%	13%	7%	9%
	% Asian-Surnamed	3%	5%	5%	2%	4%	4%
	% Filipino-Surnamed	2%	2%	2%	1%	1%	1%
	% NH White est.	84%	79%	80%	82%	85%	82%
	% NH Black	2%	4%	3%	2%	2%	3%
Voter Turnout (Nov 2016)	Total	16,066	11,791	8,441	9,981	15,955	62,234
	% Latino est.	9%	10%	11%	14%	8%	10%
	% Spanish-Surnamed	8%	9%	10%	13%	7%	9%
	% Asian-Surnamed	3%	5%	5%	1%	4%	4%
	% Filipino-Surnamed	2%	2%	2%	1%	1%	1%
	% NH White est.	83%	75%	80%	81%	85%	81%
	% NH Black est.	3%	6%	2%	2%	2%	3%
ACS Pop. Est.	Total	28,319	24,008	18,304	24,514	31,148	126,294
Age	age0-19	27%	31%	28%	24%	24%	27%
	age20-60	45%	54%	57%	56%	51%	52%
	age60plus	28%	15%	15%	20%	24%	21%
Immigration	immigrants	13%	14%	14%	12%	11%	13%
	naturalized	69%	74%	67%	46%	66%	65%
Language spoken at home	english	84%	83%	81%	82%	85%	83%
	spanish	3%	4%	6%	13%	6%	6%
	asian-lang	6%	6%	6%	2%	4%	5%
	other lang	7%	7%	7%	4%	5%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	5%	4%	6%	6%	4%	5%
Education (among those age 25+)	hs-grad	58%	52%	51%	64%	54%	56%
	bachelor	28%	32%	31%	18%	26%	27%
	graduatedegree	10%	13%	14%	7%	14%	12%
Child in Household	child-under18	32%	41%	40%	27%	29%	33%
Pct of Pop. Age 16+	employed	54%	64%	61%	61%	59%	59%
Household Income	income 0-25k	13%	5%	14%	19%	15%	14%
	income 25-50k	17%	9%	13%	25%	14%	16%
	income 50-75k	15%	13%	18%	18%	18%	17%
	income 75-200k	48%	58%	45%	33%	40%	44%
	income 200k-plus	7%	14%	10%	5%	12%	9%
Housing Stats	single family	89%	87%	78%	73%	70%	79%
	multi-family	11%	13%	22%	27%	30%	21%
	rented	22%	24%	39%	49%	39%	35%
	owned	78%	76%	61%	51%	61%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

CITY OF ROSEVILLE
CALIFORNIA

Maps presented for October 23, 2019

City Council Public Hearing #3

TWELVE 5-DISTRICT MAPS

#104, #105, #106, #108, #112, #113, #117, #118, #119, #122, #125, #128

City of Roseville
2019 Districting

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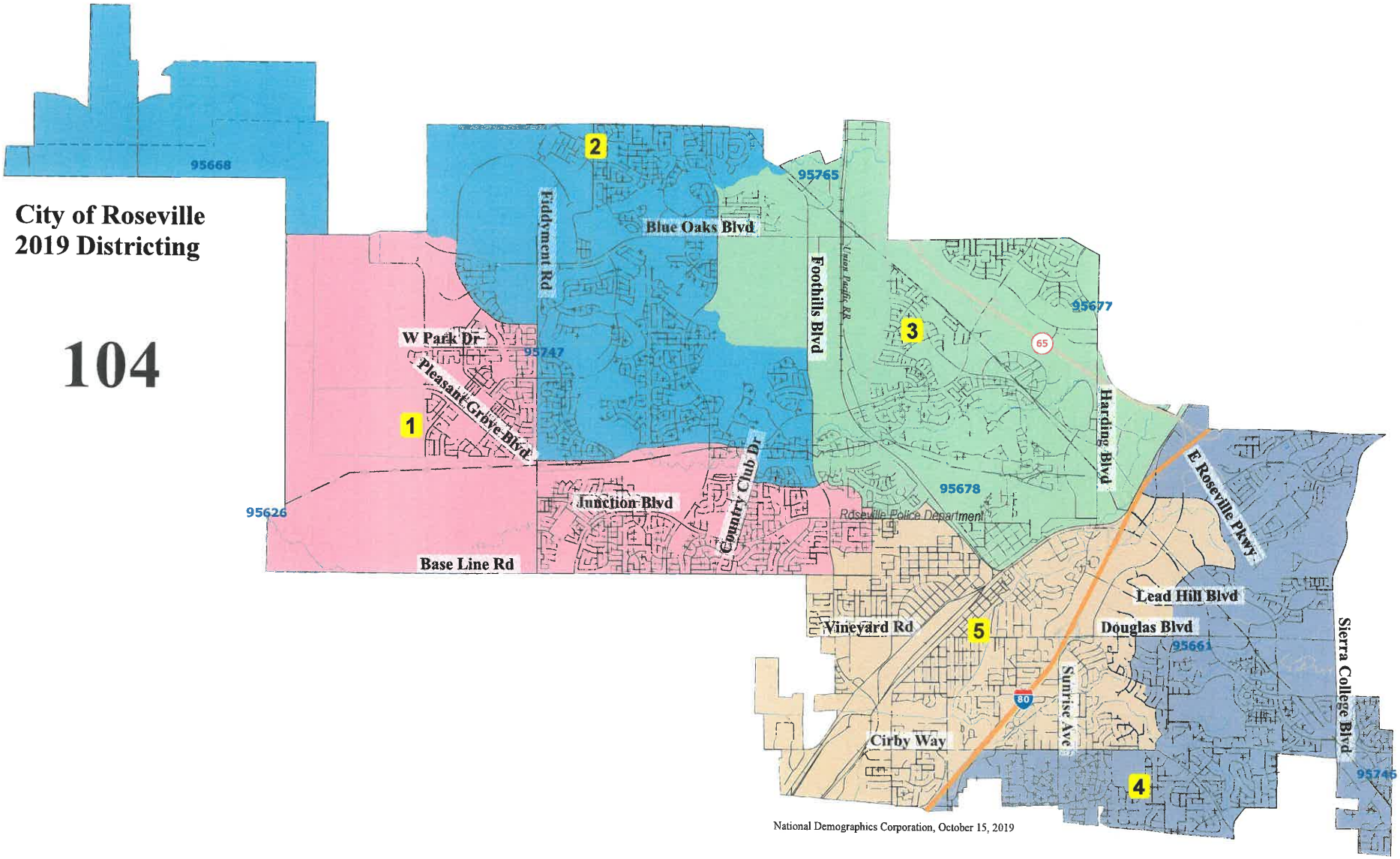

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 104							
District		**1**	**2**	**3**	**4**	**5**	**Total**
	Total Pop	22,600	23,040	23,463	24,859	24,845	118,807
	Deviation from ideal	-1,161	-721	-298	1,098	1,084	2,259
	% Deviation	-4.89%	-3.04%	-1.26%	4.62%	4.56%	9.51%
Total Pop	% Hisp	13%	10%	14%	11%	25%	15%
	% NH White	68%	76%	69%	76%	66%	71%
	% NH Black	3%	2%	2%	2%	2%	2%
	% Asian-American	13%	10%	12%	10%	4%	10%
Citizen Voting Age Pop	Total	18,343	19,211	15,658	18,862	18,445	90,519
	% Hisp	11%	8%	11%	9%	21%	12%
	% NH White	71%	78%	73%	79%	72%	75%
	% NH Black	2%	2%	2%	2%	2%	2%
	% Asian/Pac.Isl.	13%	10%	12%	8%	3%	9%
Voter Registration (Nov 2018)	Total	15,479	18,570	13,016	16,165	13,165	76,395
	% Latino est.	13%	8%	12%	8%	15%	11%
	% Spanish-Surnamed	11%	7%	10%	7%	14%	10%
	% Asian-Surnamed	5%	4%	5%	5%	2%	4%
	% Filipino-Surnamed	3%	2%	2%	1%	1%	2%
	% NH White est.	78%	82%	79%	84%	80%	81%
	% NH Black	3%	3%	2%	2%	2%	3%
Voter Turnout (Nov 2018)	Total	11,192	14,483	9,100	12,124	9,011	55,911
	% Latino est.	11%	8%	11%	7%	14%	10%
	% Spanish-Surnamed	10%	7%	10%	7%	12%	9%
	% Asian-Surnamed	4%	4%	4%	4%	1%	4%
	% Filipino-Surnamed	2%	1%	2%	1%	1%	1%
	% NH White est.	79%	84%	81%	85%	82%	82%
	% NH Black	3%	3%	2%	2%	2%	3%
Voter Turnout (Nov 2016)	Total	12,757	15,029	10,783	13,158	10,507	62,234
	% Latino est.	11%	8%	11%	8%	14%	10%
	% Spanish-Surnamed	10%	7%	10%	7%	12%	9%
	% Asian-Surnamed	5%	4%	5%	5%	2%	4%
	% Filipino-Surnamed	2%	2%	2%	1%	1%	1%
	% NH White est.	78%	81%	81%	85%	81%	81%
	% NH Black est.	3%	5%	2%	2%	2%	3%
ACS Pop. Est.	Total	26,424	26,095	22,879	25,064	25,832	126,294
Age	age0-19	32%	25%	28%	24%	24%	27%
	age20-60	52%	46%	56%	53%	54%	52%
	age60plus	16%	29%	16%	23%	22%	21%
Immigration	immigrants						
	naturalized						
Language spoken at home	english	82%	85%	81%	85%	82%	83%
	spanish	4%	3%	6%	5%	13%	6%
	asian-lang	7%	5%	6%	4%	2%	5%
	other lang	7%	6%	7%	5%	3%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	5%	4%	5%	3%	6%	5%
Education (among those age 25+)	hs-grad	56%	55%	52%	51%	65%	56%
	bachelor	29%	30%	29%	29%	17%	27%
	graduatedegree	10%	13%	14%	16%	6%	12%
Child in Household	child-under18	44%	28%	38%	29%	28%	33%
Pct of Pop. Age 16+	employed						
Household Income	income 0-25k	10%	11%	14%	12%	21%	14%
	income 25-50k	14%	15%	15%	13%	23%	16%
	income 50-75k	14%	15%	17%	19%	18%	17%
	income 75-200k	53%	50%	44%	43%	32%	44%
	income 200k-plus	9%	10%	9%	14%	5%	9%
Housing Stats	single family	86%	88%	75%	73%	73%	79%
	multi-family	14%	12%	25%	27%	27%	21%
	rented	25%	23%	41%	37%	48%	35%
	owned	75%	77%	59%	63%	52%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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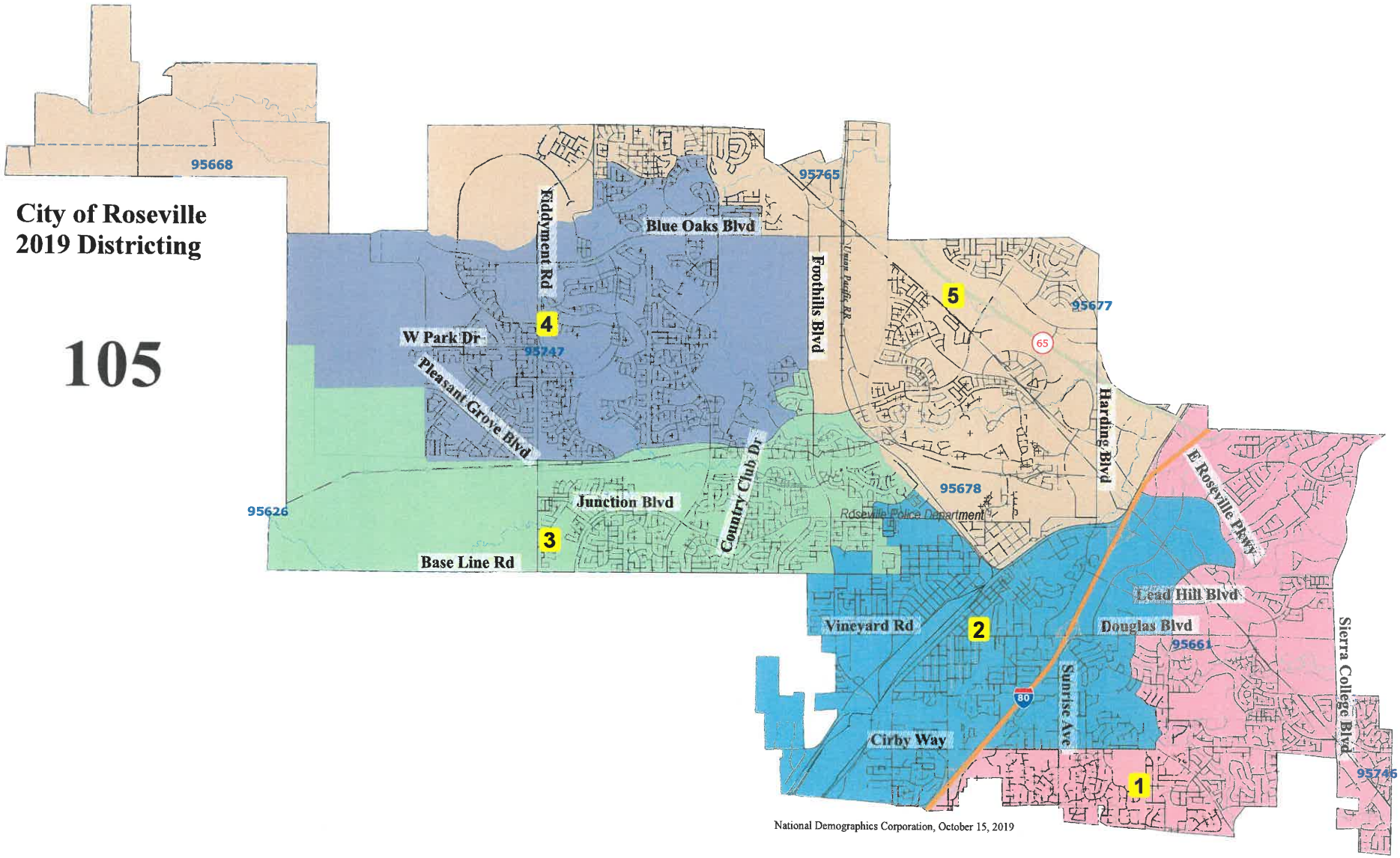

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 105							
District		**1**	**2**	**3**	**4**	**5**	**Total**
	Total Pop	24,919	25,003	22,893	22,971	23,021	118,807
	Deviation from ideal	1,158	1,242	-868	-790	-740	2,110
	% Deviation	4.87%	5.23%	-3.65%	-3.33%	-3.12%	8.88%
Total Pop	% Hisp	11%	25%	15%	9%	13%	15%
	% NH White	76%	66%	71%	74%	68%	71%
	% NH Black	2%	2%	2%	2%	3%	2%
	% Asian-American	10%	4%	10%	12%	14%	10%
Citizen Voting Age Pop	Total	18,912	18,566	16,085	20,926	16,029	90,519
	% Hisp	9%	21%	11%	9%	10%	12%
	% NH White	79%	72%	75%	75%	72%	75%
	% NH Black	2%	2%	2%	2%	2%	2%
	% Asian/Pac.Isl.	8%	3%	9%	12%	14%	9%
Voter Registration (Nov 2018)	Total	16,205	13,190	13,188	20,911	12,901	76,395
	% Latino est.	8%	15%	12%	9%	11%	11%
	% Spanish-Surnamed	7%	14%	11%	8%	10%	10%
	% Asian-Surnamed	5%	2%	3%	5%	6%	4%
	% Filipino-Surnamed	1%	1%	2%	2%	2%	2%
	% NH White est.	84%	80%	81%	80%	78%	81%
	% NH Black	2%	2%	2%	4%	2%	3%
Voter Turnout (Nov 2018)	Total	12,154	9,024	9,304	16,301	9,127	55,911
	% Latino est.	7%	14%	11%	8%	11%	10%
	% Spanish-Surnamed	7%	12%	10%	8%	10%	9%
	% Asian-Surnamed	4%	1%	3%	4%	5%	4%
	% Filipino-Surnamed	1%	1%	1%	2%	2%	1%
	% NH White est.	85%	82%	83%	82%	80%	82%
	% NH Black	2%	2%	2%	4%	2%	3%
Voter Turnout (Nov 2016)	Total	13,193	10,594	10,533	16,799	11,114	62,234
	% Latino est.	8%	14%	11%	8%	11%	10%
	% Spanish-Surnamed	7%	12%	10%	7%	10%	9%
	% Asian-Surnamed	5%	2%	3%	5%	6%	4%
	% Filipino-Surnamed	1%	1%	2%	2%	2%	1%
	% NH White est.	85%	81%	83%	79%	79%	81%
	% NH Black est.	2%	2%	2%	6%	2%	3%
ACS Pop. Est.	Total	25,130	25,811	22,786	27,970	24,597	126,294
Age	age0-19	24%	24%	30%	26%	29%	27%
	age20-60	53%	53%	54%	45%	56%	52%
	age60plus	23%	22%	16%	29%	15%	21%
Immigration	immigrants						
	naturalized						
Language spoken at home	english	85%	82%	85%	83%	81%	83%
	spanish	5%	13%	4%	4%	5%	6%
	asian-lang	4%	2%	5%	6%	7%	5%
	other lang	5%	3%	6%	7%	8%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	3%	6%	4%	4%	5%	5%
Education (among those age 25+)	hs-grad	51%	65%	58%	55%	51%	56%
	bachelor	29%	17%	28%	29%	31%	27%
	graduatedegree	16%	7%	9%	12%	14%	12%
Child in Household	child-under18	29%	27%	38%	32%	41%	33%
Pct of Pop. Age 16+	employed						
Household Income	income 0-25k	13%	21%	12%	10%	12%	14%
	income 25-50k	13%	24%	16%	15%	12%	16%
	income 50-75k	19%	18%	16%	14%	16%	17%
	income 75-200k	43%	32%	50%	50%	48%	44%
	income 200k-plus	14%	5%	6%	11%	11%	9%
Housing Stats	single family	73%	72%	79%	90%	80%	79%
	multi-family	27%	28%	21%	10%	20%	21%
	rented	37%	48%	33%	20%	36%	35%
	owned	63%	52%	67%	80%	64%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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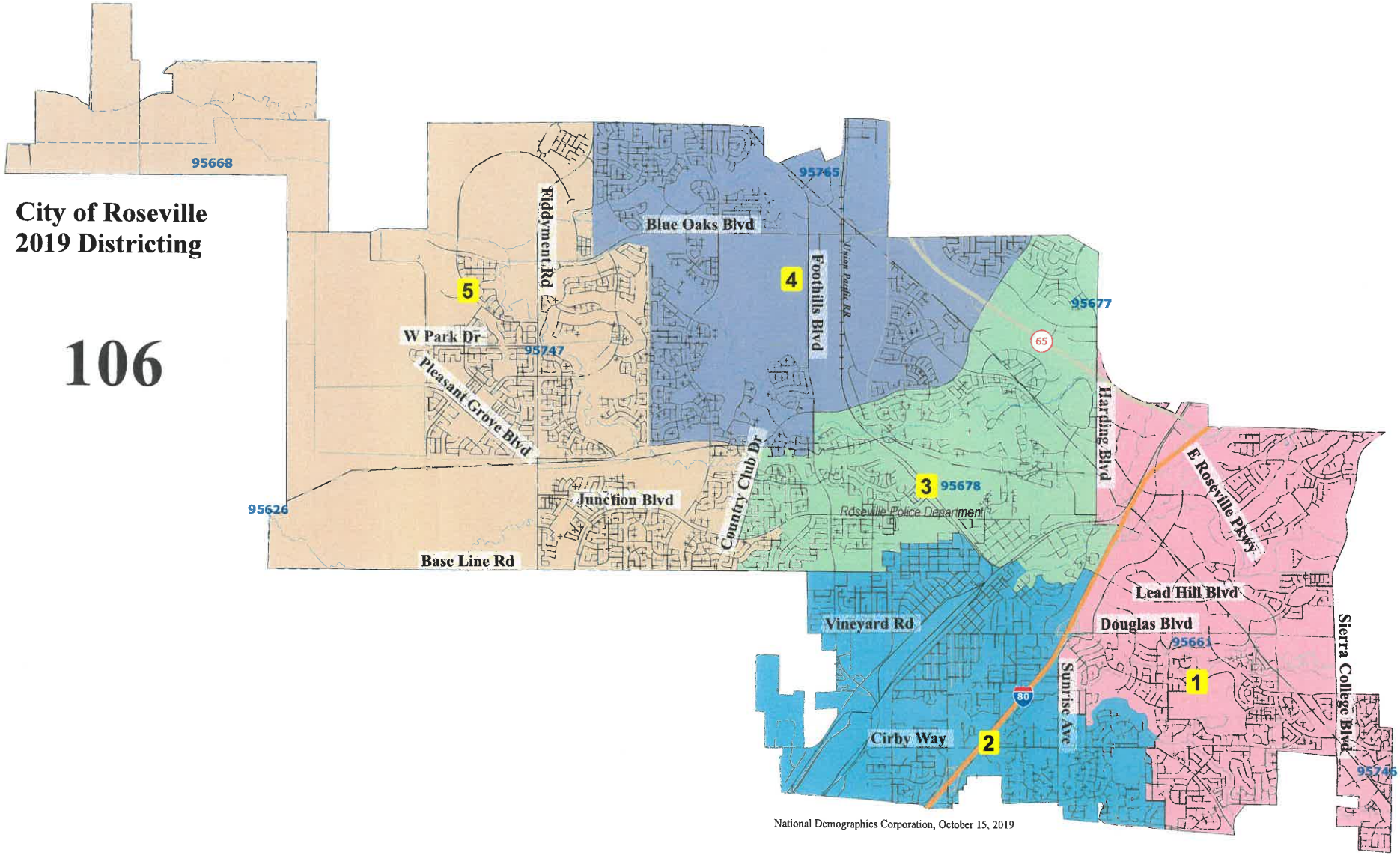

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 106							
District		**1**	**2**	**3**	**4**	**5**	**Total**
	Total Pop	24,111	24,231	24,531	23,775	22,159	118,807
	Deviation from ideal	350	470	770	14	-1,602	2,372
	% Deviation	1.47%	1.98%	3.24%	0.06%	-6.74%	9.98%
Total Pop	% Hisp	13%	22%	15%	11%	11%	15%
	% NH White	73%	69%	71%	70%	72%	71%
	% NH Black	2%	2%	2%	3%	2%	2%
	% Asian-American	10%	4%	9%	14%	13%	10%
Citizen Voting Age Pop	Total	17,517	18,661	16,507	19,039	18,795	90,519
	% Hisp	10%	18%	13%	10%	8%	12%
	% NH White	79%	73%	75%	73%	74%	75%
	% NH Black	2%	2%	2%	2%	2%	2%
	% Asian/Pac.Isl.	8%	4%	8%	13%	13%	9%
Voter Registration (Nov 2018)	Total	14,932	13,513	13,431	16,709	17,809	76,395
	% Latino est.	9%	15%	12%	10%	10%	11%
	% Spanish-Surnamed	8%	13%	11%	9%	9%	10%
	% Asian-Surnamed	5%	2%	3%	6%	4%	4%
	% Filipino-Surnamed	1%	1%	2%	2%	2%	2%
	% NH White est.	84%	80%	81%	78%	81%	81%
	% NH Black	2%	2%	2%	4%	2%	3%
Voter Turnout (Nov 2018)	Total	11,012	9,494	9,439	12,173	13,791	55,911
	% Latino est.	8%	13%	11%	10%	9%	10%
	% Spanish-Surnamed	7%	11%	10%	9%	8%	9%
	% Asian-Surnamed	4%	2%	3%	5%	4%	4%
	% Filipino-Surnamed	1%	1%	1%	2%	2%	1%
	% NH White est.	85%	82%	83%	79%	83%	82%
	% NH Black	2%	2%	2%	4%	2%	3%
Voter Turnout (Nov 2016)	Total	12,405	10,728	10,676	12,638	15,787	62,234
	% Latino est.	8%	13%	11%	10%	9%	10%
	% Spanish-Surnamed	7%	12%	10%	9%	8%	9%
	% Asian-Surnamed	5%	2%	3%	6%	4%	4%
	% Filipino-Surnamed	1%	1%	1%	2%	2%	1%
	% NH White est.	85%	82%	83%	81%	77%	81%
	% NH Black est.	2%	3%	2%	2%	6%	3%
ACS Pop. Est.	Total	24,192	25,225	23,018	27,953	25,906	126,294
Age	age0-19	25%	24%	27%	30%	27%	27%
	age20-60	52%	54%	55%	55%	44%	52%
	age60plus	23%	22%	18%	14%	29%	21%
Immigration	immigrants						
	naturalized						
Language spoken at home	english	84%	83%	84%	83%	83%	83%
	spanish	6%	11%	6%	4%	3%	6%
	asian-lang	4%	3%	5%	6%	7%	5%
	other lang	6%	3%	6%	7%	7%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	4%	6%	5%	5%	5%	5%
Education (among those age 25+)	hs-grad	52%	64%	57%	50%	57%	56%
	bachelor	29%	18%	26%	33%	28%	27%
	graduatedegree	15%	8%	11%	14%	11%	12%
Child in Household	child-under18	30%	27%	34%	42%	32%	33%
Pct of Pop. Age 16+	employed						
Household Income	income 0-25k	15%	19%	17%	5%	13%	14%
	income 25-50k	14%	22%	18%	9%	17%	16%
	income 50-75k	18%	19%	18%	14%	15%	17%
	income 75-200k	40%	35%	40%	58%	47%	44%
	income 200k-plus	14%	5%	7%	14%	7%	9%
Housing Stats	single family	70%	75%	69%	89%	90%	79%
	multi-family	30%	25%	31%	11%	10%	21%
	rented	40%	45%	44%	25%	21%	35%
	owned	60%	55%	56%	75%	79%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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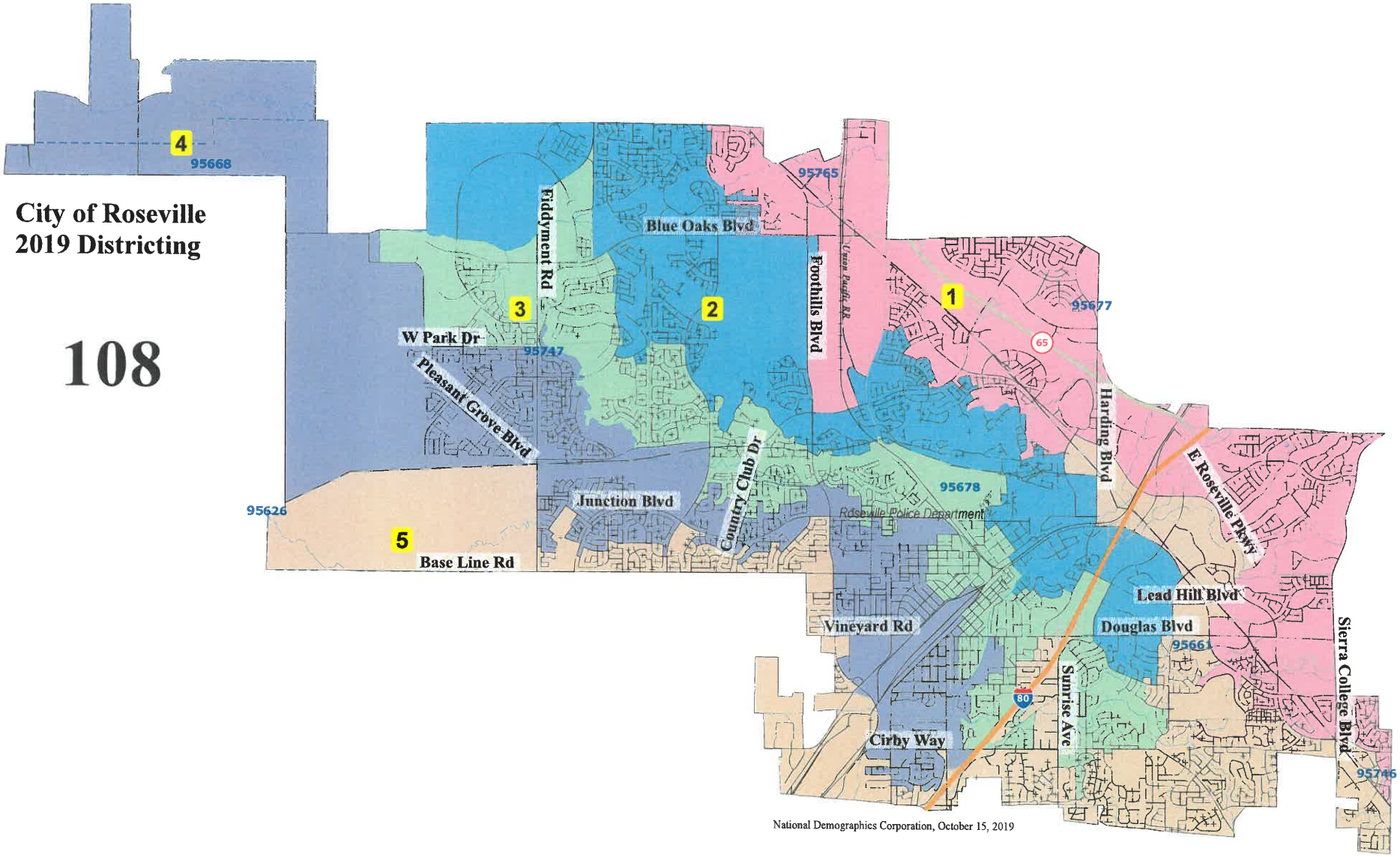

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 108							
District		**1**	**2**	**3**	**4**	**5**	**Total**
	Total Pop	23,829	23,826	23,742	23,695	23,712	118,804
	Deviation from ideal	68	65	-19	-66	-49	134
	% Deviation	0.29%	0.27%	-0.08%	-0.28%	-0.21%	0.56%
Total Pop	% Hisp	12%	14%	14%	19%	14%	15%
	% NH White	69%	70%	75%	67%	74%	71%
	% NH Black	3%	2%	2%	2%	2%	2%
	% Asian-American	15%	11%	6%	10%	7%	10%
Citizen Voting Age Pop	Total	16,227	18,716	18,463	19,469	17,643	90,519
	% Hisp	10%	12%	11%	13%	13%	12%
	% NH White	73%	73%	80%	72%	76%	75%
	% NH Black	3%	2%	2%	2%	2%	2%
	% Asian/Pac.Isl.	12%	11%	6%	10%	7%	9%
Voter Registration (Nov 2018)	Total	13,890	16,420	15,054	16,856	14,174	76,395
	% Latino est.	10%	10%	11%	13%	11%	11%
	% Spanish-Surnamed	9%	9%	10%	12%	9%	10%
	% Asian-Surnamed	6%	5%	2%	4%	3%	4%
	% Filipino-Surnamed	2%	2%	1%	2%	1%	2%
	% NH White est.	79%	79%	84%	79%	84%	81%
	% NH Black	3%	4%	2%	2%	2%	3%
Voter Turnout (Nov 2018)	Total	9,878	12,118	11,091	12,371	10,453	55,911
	% Latino est.	9%	9%	10%	11%	9%	10%
	% Spanish-Surnamed	8%	8%	9%	10%	8%	9%
	% Asian-Surnamed	6%	4%	2%	3%	3%	4%
	% Filipino-Surnamed	2%	2%	1%	2%	1%	1%
	% NH White est.	80%	81%	85%	81%	85%	82%
	% NH Black	3%	4%	2%	2%	2%	3%
Voter Turnout (Nov 2016)	Total	11,268	12,498	13,817	12,913	11,738	62,234
	% Latino est.	10%	9%	10%	12%	9%	10%
	% Spanish-Surnamed	9%	8%	9%	10%	8%	9%
	% Asian-Surnamed	6%	5%	2%	4%	3%	4%
	% Filipino-Surnamed	2%	2%	1%	2%	1%	1%
	% NH White est.	80%	83%	79%	80%	85%	81%
	% NH Black est.	2%	2%	5%	3%	2%	3%
ACS Pop. Est.	Total	23,836	27,062	24,650	26,879	23,867	126,294
Age	age0-19	28%	28%	24%	27%	26%	27%
	age20-60	55%	53%	48%	52%	52%	52%
	age60plus	16%	19%	28%	21%	22%	21%
Immigration	immigrants						
	naturalized						
Language spoken at home	english	81%	84%	84%	81%	86%	83%
	spanish	4%	5%	7%	8%	6%	6%
	asian-lang	6%	5%	4%	5%	4%	5%
	other lang	9%	6%	5%	6%	4%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	5%	4%	5%	6%	4%	5%
Education (among those age 25+)	hs-grad	47%	55%	60%	60%	57%	56%
	bachelor	32%	29%	24%	24%	26%	27%
	graduatedegree	17%	12%	9%	9%	12%	12%
Child in Household	child-under18	37%	36%	28%	33%	32%	33%
Pct of Pop. Age 16+	employed						
Household Income	income 0-25k	13%	11%	18%	14%	13%	14%
	income 25-50k	12%	13%	20%	20%	15%	16%
	income 50-75k	17%	15%	17%	16%	18%	17%
	income 75-200k	44%	49%	39%	43%	46%	44%
	income 200k-plus	14%	11%	6%	7%	9%	9%
Housing Stats	single family	69%	82%	76%	85%	82%	79%
	multi-family	31%	18%	24%	15%	18%	21%
	rented	42%	31%	37%	33%	31%	35%
	owned	58%	69%	63%	67%	69%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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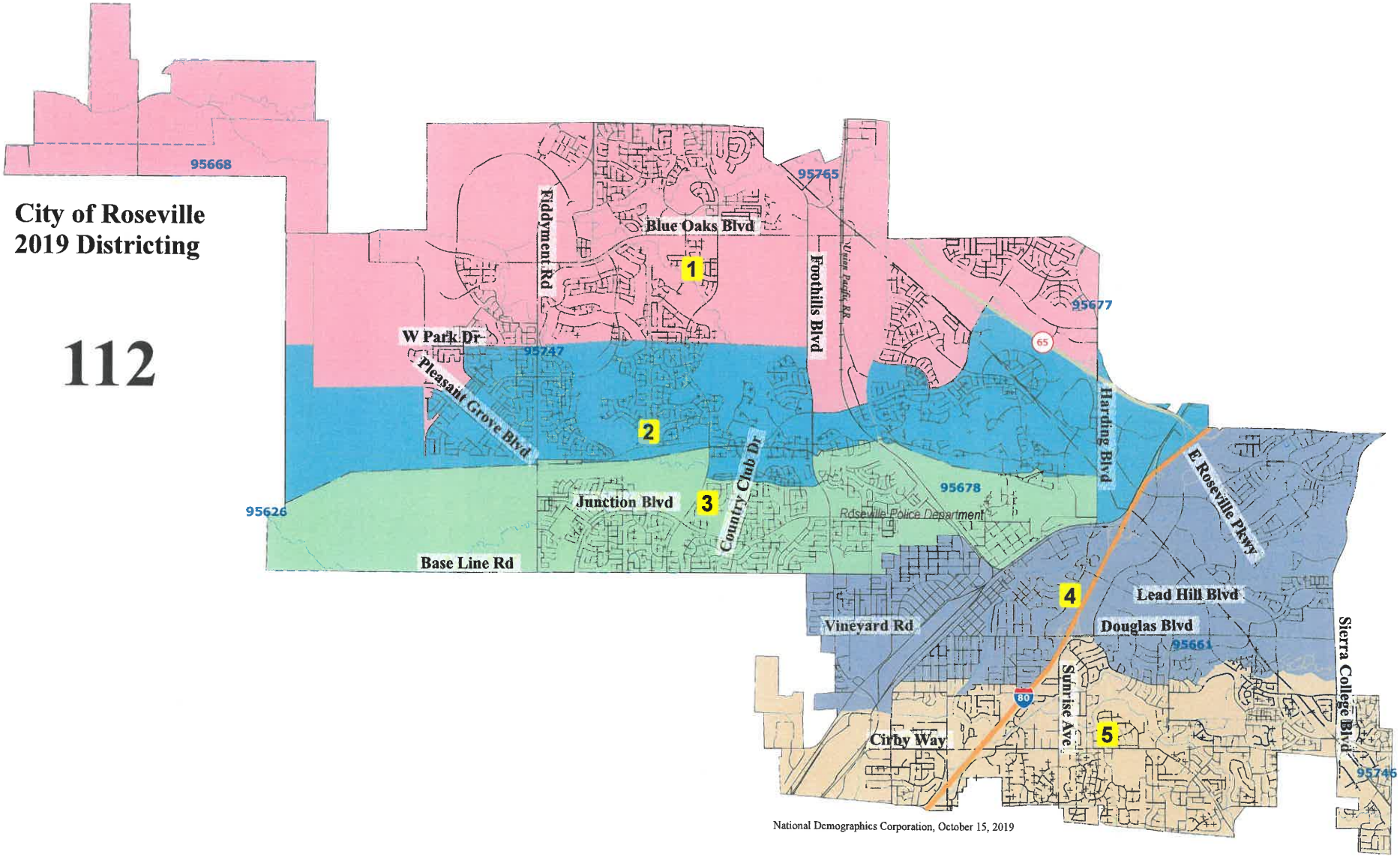

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 112							
District		**1**	**2**	**3**	**4**	**5**	**Total**
	Total Pop	23,445	23,301	23,069	24,574	24,418	118,807
	Deviation from ideal	-316	-460	-692	813	657	1,505
	% Deviation	-1.33%	-1.94%	-2.91%	3.42%	2.76%	6.33%
Total Pop	% Hisp	11%	11%	15%	22%	14%	15%
	% NH White	68%	74%	70%	66%	76%	71%
	% NH Black	2%	3%	2%	2%	2%	2%
	% Asian-American	16%	11%	10%	8%	6%	10%
Citizen Voting Age Pop	Total	19,285	17,908	16,539	17,961	18,826	90,519
	% Hisp	9%	9%	12%	18%	12%	12%
	% NH White	71%	77%	75%	72%	79%	75%
	% NH Black	3%	2%	2%	2%	2%	2%
	% Asian/Pac.Isl.	14%	11%	9%	6%	6%	9%
Voter Registration (Nov 2018)	Total	19,042	15,397	13,086	13,678	15,192	76,395
	% Latino est.	11%	9%	13%	13%	10%	11%
	% Spanish-Surnamed	9%	8%	11%	12%	9%	10%
	% Asian-Surnamed	6%	3%	3%	4%	3%	4%
	% Filipino-Surnamed	3%	1%	2%	1%	1%	2%
	% NH White est.	76%	84%	81%	79%	85%	81%
	% NH Black	4%	2%	2%	2%	2%	3%
Voter Turnout (Nov 2018)	Total	14,149	11,752	9,194	9,502	11,313	55,911
	% Latino est.	10%	8%	12%	12%	9%	10%
	% Spanish-Surnamed	9%	7%	10%	10%	8%	9%
	% Asian-Surnamed	5%	3%	3%	4%	2%	4%
	% Filipino-Surnamed	3%	1%	1%	1%	1%	1%
	% NH White est.	78%	86%	82%	81%	86%	82%
	% NH Black	4%	2%	2%	2%	2%	3%
Voter Turnout (Nov 2016)	Total	15,378	13,025	10,521	10,750	12,560	62,234
	% Latino est.	10%	8%	12%	12%	8%	10%
	% Spanish-Surnamed	9%	8%	11%	11%	8%	9%
	% Asian-Surnamed	6%	3%	3%	4%	3%	4%
	% Filipino-Surnamed	3%	1%	2%	1%	1%	1%
	% NH White est.	74%	85%	82%	80%	86%	81%
	% NH Black est.	6%	2%	2%	2%	2%	3%
ACS Pop. Est.	Total	28,680	24,694	22,789	25,272	24,858	126,294
Age	age0-19	29%	26%	30%	26%	23%	27%
	age20-60	51%	49%	54%	54%	52%	52%
	age60plus	20%	25%	16%	20%	25%	21%
Immigration	immigrants						
	naturalized						
Language spoken at home	english	80%	84%	86%	80%	87%	83%
	spanish	4%	5%	4%	11%	7%	6%
	asian-lang	7%	6%	4%	3%	4%	5%
	other lang	9%	5%	6%	6%	2%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	5%	5%	4%	6%	4%	5%
Education (among those age 25+)	hs-grad	51%	56%	58%	58%	58%	56%
	bachelor	31%	28%	28%	22%	24%	27%
	graduatedegree	14%	12%	9%	11%	12%	12%
Child in Household	child-under18	39%	32%	38%	30%	27%	33%
Pct of Pop. Age 16+	employed						
Household Income	income 0-25k	7%	15%	13%	18%	16%	14%
	income 25-50k	12%	16%	16%	19%	17%	16%
	income 50-75k	14%	17%	16%	18%	18%	17%
	income 75-200k	54%	44%	49%	34%	40%	44%
	income 200k-plus	13%	9%	6%	10%	9%	9%
Housing Stats	single family	90%	79%	81%	69%	76%	79%
	multi-family	10%	21%	19%	31%	24%	21%
	rented	24%	31%	32%	48%	37%	35%
	owned	76%	69%	68%	52%	63%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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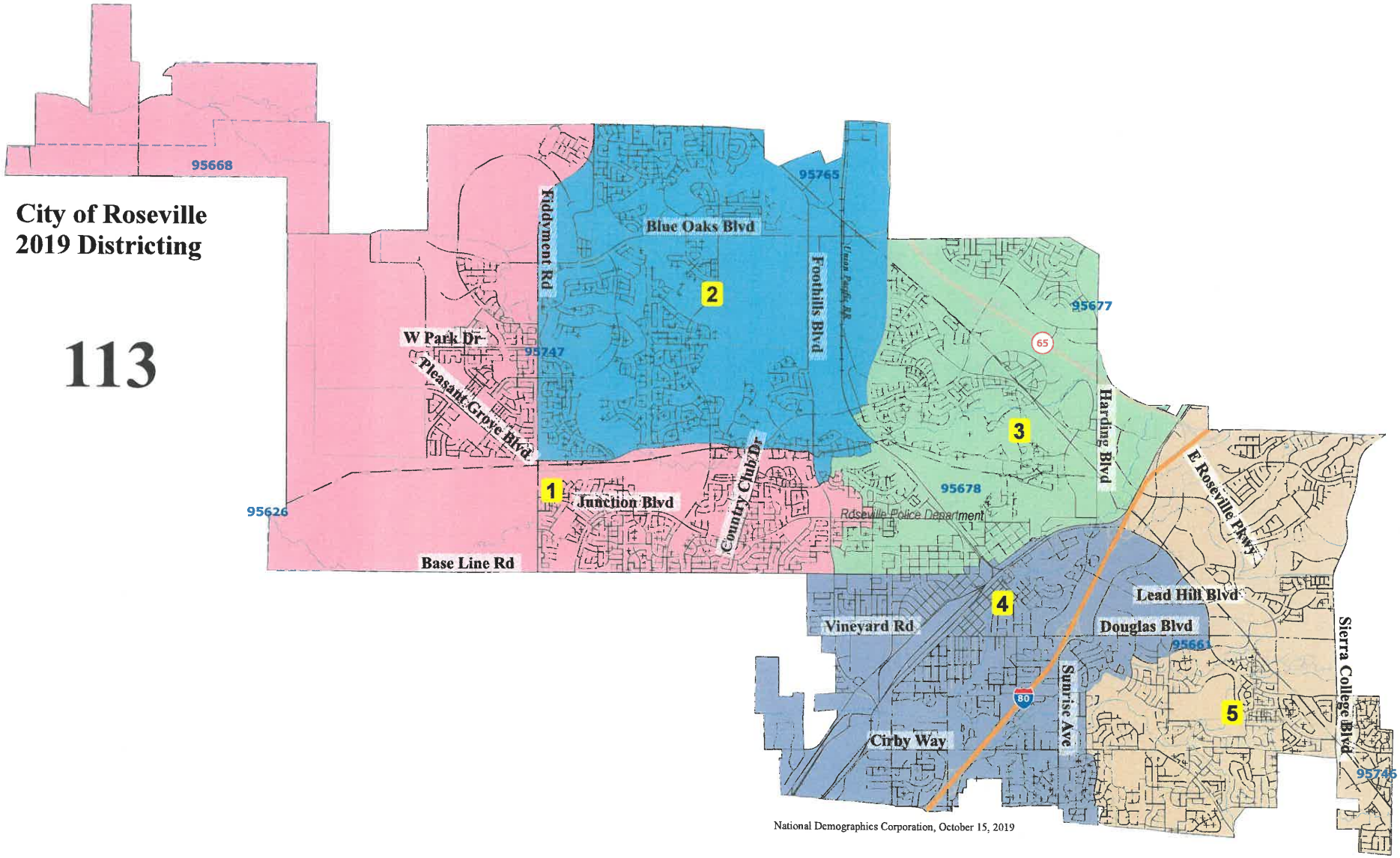

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 113							
District		1	2	3	4	5	Total
	Total Pop	23,756	23,766	23,761	23,758	23,766	118,807
	Deviation from ideal	-5	5	0	-3	5	10
	% Deviation	-0.02%	0.02%	0.00%	-0.01%	0.02%	0.04%
Total Pop	% Hisp	14%	10%	15%	25%	10%	15%
	% NH White	68%	75%	69%	67%	76%	71%
	% NH Black	3%	2%	2%	2%	2%	2%
	% Asian-American	13%	11%	11%	4%	10%	10%
Citizen Voting Age Pop	Total	18,958	19,955	15,907	17,976	17,723	90,519
	% Hisp	11%	8%	12%	20%	9%	12%
	% NH White	71%	79%	73%	72%	79%	75%
	% NH Black	2%	2%	2%	2%	2%	2%
	% Asian/Pac.Isl.	13%	10%	11%	4%	8%	9%
Voter Registration (Nov 2018)	Total	15,927	19,148	13,199	12,635	15,485	76,395
	% Latino est.	12%	8%	12%	15%	8%	11%
	% Spanish-Surnamed	11%	7%	11%	14%	7%	10%
	% Asian-Surnamed	5%	4%	4%	2%	5%	4%
	% Filipino-Surnamed	3%	2%	2%	1%	1%	2%
	% NH White est.	78%	82%	79%	80%	84%	81%
	% NH Black	3%	3%	2%	2%	2%	3%
Voter Turnout (Nov 2018)	Total	11,528	14,865	9,212	8,763	11,543	55,911
	% Latino est.	11%	8%	11%	13%	7%	10%
	% Spanish-Surnamed	10%	7%	10%	12%	7%	9%
	% Asian-Surnamed	4%	4%	4%	1%	4%	4%
	% Filipino-Surnamed	2%	2%	2%	1%	1%	1%
	% NH White est.	79%	84%	81%	82%	85%	82%
	% NH Black	3%	3%	2%	2%	2%	3%
Voter Turnout (Nov 2016)	Total	14,242	14,460	10,776	10,222	12,535	62,234
	% Latino est.	11%	8%	11%	13%	8%	10%
	% Spanish-Surnamed	10%	7%	10%	12%	7%	9%
	% Asian-Surnamed	5%	4%	4%	2%	5%	4%
	% Filipino-Surnamed	2%	1%	2%	1%	1%	1%
	% NH White est.	74%	85%	81%	81%	86%	81%
	% NH Black est.	7%	2%	2%	3%	2%	3%
ACS Pop. Est.	Total	27,511	26,844	23,377	24,889	23,673	126,294
Age	age0-19	32%	25%	28%	24%	25%	27%
	age20-60	52%	46%	57%	54%	52%	52%
	age60plus	16%	29%	16%	22%	23%	21%
Immigration	immigrants						
	naturalized						
Language spoken at home	english	82%	85%	82%	82%	85%	83%
	spanish	4%	3%	6%	13%	5%	6%
	asian-lang	7%	5%	5%	2%	4%	5%
	other lang	7%	6%	7%	3%	6%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	5%	4%	5%	6%	4%	5%
Education (among those age 25+)	hs-grad	56%	54%	54%	65%	50%	56%
	bachelor	29%	30%	28%	17%	29%	27%
	graduatedegree	10%	13%	13%	7%	16%	12%
Child in Household	child-under18	43%	29%	38%	27%	29%	33%
Pct of Pop. Age 16+	employed						
Household Income	income 0-25k	11%	10%	15%	20%	14%	14%
	income 25-50k	14%	15%	16%	23%	13%	16%
	income 50-75k	14%	15%	18%	19%	18%	17%
	income 75-200k	52%	51%	43%	33%	41%	44%
	income 200k-plus	9%	10%	8%	5%	14%	9%
Housing Stats	single family	85%	89%	76%	74%	70%	79%
	multi-family	15%	11%	24%	26%	30%	21%
	rented	26%	22%	42%	46%	38%	35%
	owned	74%	78%	58%	54%	62%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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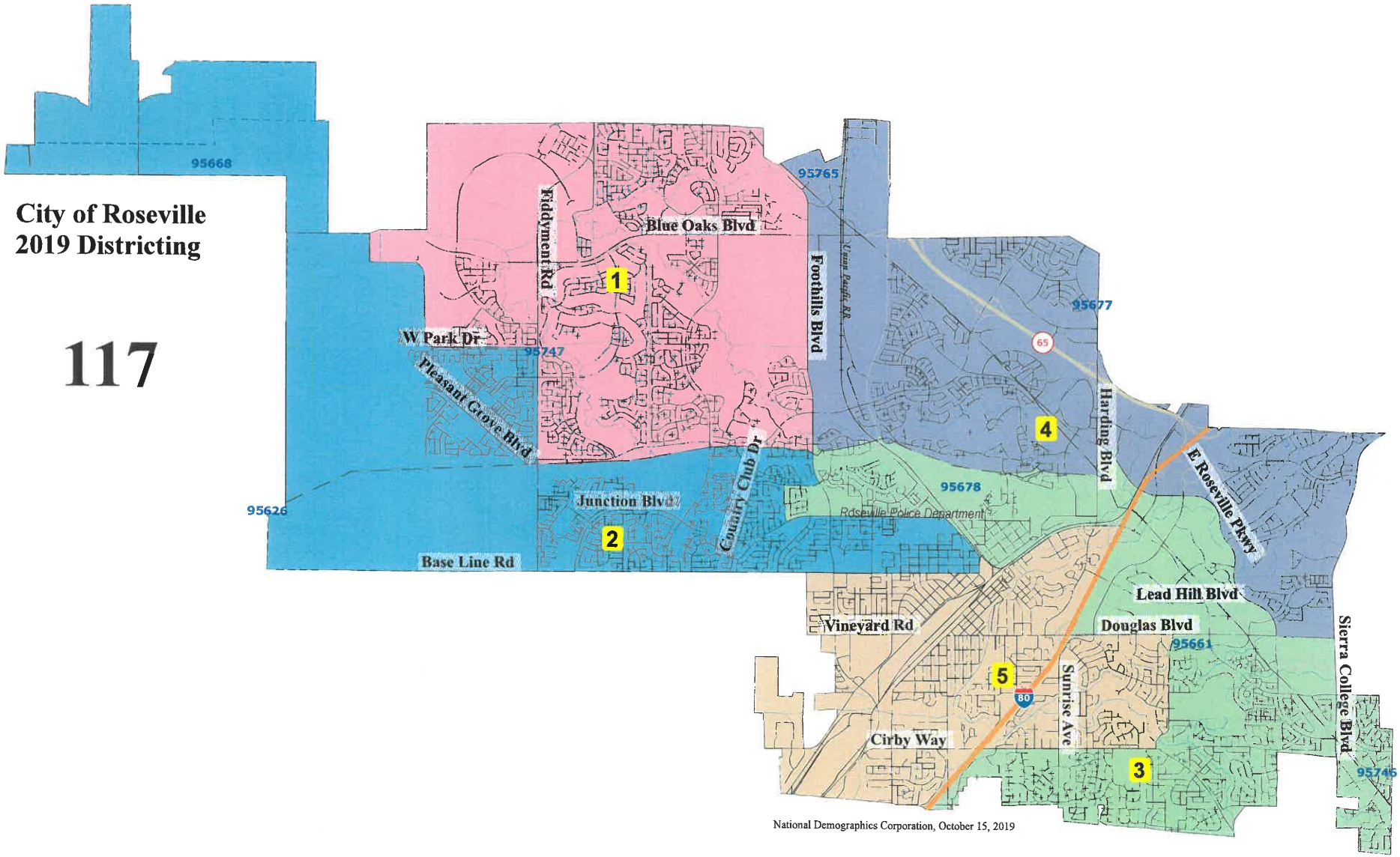

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 117							
District		1	2	3	4	5	Total
	Total Pop	24,288	23,480	24,043	23,510	23,486	118,807
	Deviation from ideal	527	-281	282	-251	-275	808
	% Deviation	2.22%	-1.18%	1.19%	-1.06%	-1.16%	3.40%
Total Pop	% Hisp	10%	15%	12%	12%	25%	15%
	% NH White	75%	68%	76%	69%	67%	71%
	% NH Black	2%	2%	2%	2%	2%	2%
	% Asian-American	11%	12%	8%	14%	4%	10%
Citizen Voting Age Pop	Total	20,869	18,537	17,686	15,819	17,607	90,519
	% Hisp	8%	12%	9%	11%	20%	12%
	% NH White	77%	72%	81%	72%	72%	75%
	% NH Black	2%	2%	2%	3%	2%	2%
	% Asian/Pac.Isl.	11%	13%	7%	13%	4%	10%
Voter Registration (Nov 2018)	Total	19,222	16,208	14,489	13,991	12,485	76,395
	% Latino est.	8%	13%	9%	10%	15%	11%
	% Spanish-Surnamed	8%	11%	8%	9%	14%	10%
	% Asian-Surnamed	4%	4%	3%	6%	2%	4%
	% Filipino-Surnamed	2%	2%	1%	2%	1%	2%
	% NH White est.	82%	78%	85%	78%	80%	81%
	% NH Black	3%	3%	2%	3%	2%	3%
Voter Turnout (Nov 2018)	Total	14,938	11,677	10,730	10,006	8,559	55,911
	% Latino est.	8%	11%	8%	9%	13%	10%
	% Spanish-Surnamed	7%	10%	8%	8%	12%	9%
	% Asian-Surnamed	4%	4%	3%	6%	1%	4%
	% Filipino-Surnamed	2%	2%	1%	2%	1%	1%
	% NH White est.	84%	80%	86%	80%	82%	82%
	% NH Black	3%	3%	2%	3%	2%	3%
Voter Turnout (Nov 2016)	Total	15,973	12,968	11,990	11,239	10,064	62,234
	% Latino est.	8%	11%	8%	10%	14%	10%
	% Spanish-Surnamed	7%	10%	7%	9%	12%	9%
	% Asian-Surnamed	4%	4%	3%	5%	2%	4%
	% Filipino-Surnamed	2%	2%	1%	2%	1%	1%
	% NH White est.	80%	79%	86%	80%	81%	81%
	% NH Black est.	5%	3%	2%	2%	2%	3%
ACS Pop. Est.	Total	28,505	26,769	22,838	23,771	24,411	126,294
Age	age0-19	26%	31%	23%	28%	24%	27%
	age20-60	46%	53%	52%	57%	53%	52%
	age60plus	28%	16%	25%	15%	23%	21%
Immigration	immigrants	13%	13%	9%	15%	12%	13%
	naturalized	76%	65%	67%	71%	41%	65%
Language spoken at home	english	85%	83%	87%	80%	81%	83%
	spanish	3%	4%	5%	5%	13%	6%
	asian-lang	5%	6%	4%	7%	2%	5%
	other lang	7%	7%	3%	9%	3%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	4%	5%	3%	5%	7%	5%
Education (among those age 25+)	hs-grad	54%	57%	54%	49%	66%	56%
	bachelor	30%	28%	27%	31%	17%	27%
	graduatedegree	13%	10%	14%	16%	6%	12%
Child in Household	child-under18	30%	42%	28%	39%	27%	33%
Pct of Pop. Age 16+	employed	54%	63%	58%	64%	58%	59%
Household Income	income 0-25k	10%	11%	14%	13%	22%	14%
	income 25-50k	14%	14%	17%	11%	24%	16%
	income 50-75k	14%	15%	18%	18%	19%	17%
	income 75-200k	51%	52%	42%	44%	31%	44%
	income 200k-plus	11%	8%	10%	14%	5%	9%
Housing Stats	single family	90%	86%	72%	73%	71%	79%
	multi-family	10%	14%	28%	27%	29%	21%
	rented	21%	28%	38%	40%	48%	35%
	owned	79%	72%	62%	60%	52%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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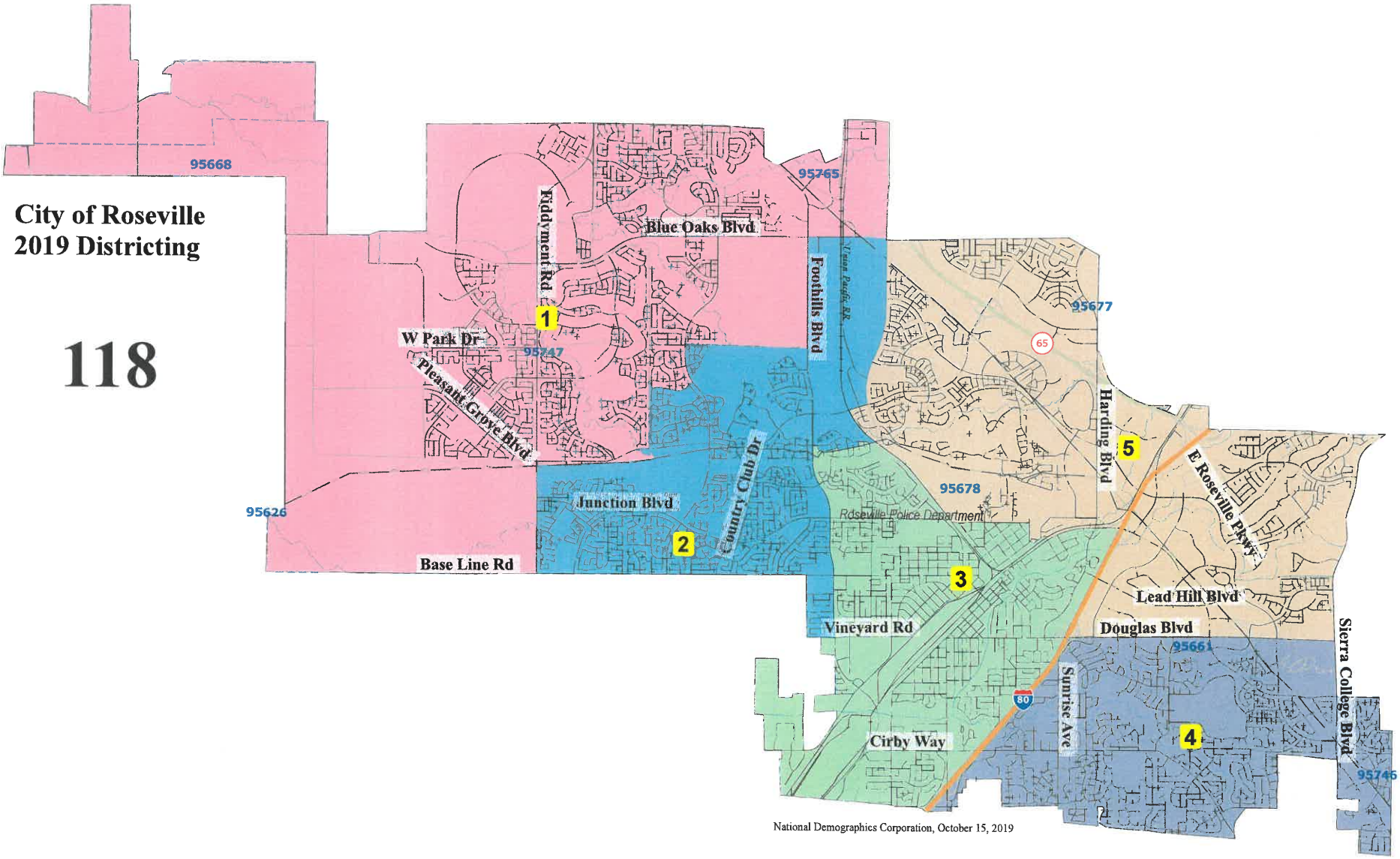

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 118							
District		1	2	3	4	5	Total
	Total Pop	23,017	23,502	23,956	23,215	25,117	118,807
	Deviation from ideal	-744	-259	195	-546	1,356	2,100
	% Deviation	-3.13%	-1.09%	0.82%	-2.30%	5.71%	8.84%
Total Pop	% Hisp	9%	14%	24%	14%	12%	15%
	% NH White	72%	72%	66%	76%	70%	71%
	% NH Black	2%	3%	2%	2%	2%	2%
	% Asian-American	15%	10%	5%	6%	14%	10%
Citizen Voting Age Pop	Total	21,246	17,247	17,629	17,561	16,835	90,519
	% Hisp	8%	13%	19%	10%	11%	12%
	% NH White	74%	74%	74%	81%	71%	75%
	% NH Black	2%	2%	2%	2%	3%	2%
	% Asian/Pac.Isl.	14%	10%	4%	6%	14%	10%
Voter Registration (Nov 2018)	Total	20,690	14,180	12,597	14,154	14,773	76,395
	% Latino est.	10%	11%	16%	9%	10%	11%
	% Spanish-Surnamed	9%	10%	15%	8%	9%	10%
	% Asian-Surnamed	5%	3%	2%	3%	6%	4%
	% Filipino-Surnamed	2%	2%	1%	1%	2%	2%
	% NH White est.	79%	82%	79%	86%	78%	81%
	% NH Black	4%	2%	2%	2%	3%	3%
Voter Turnout (Nov 2018)	Total	16,064	10,197	8,536	10,530	10,583	55,911
	% Latino est.	9%	10%	14%	8%	10%	10%
	% Spanish-Surnamed	8%	9%	13%	7%	9%	9%
	% Asian-Surnamed	4%	3%	1%	3%	6%	4%
	% Filipino-Surnamed	2%	1%	1%	1%	2%	1%
	% NH White est.	81%	84%	81%	87%	80%	82%
	% NH Black	4%	2%	2%	2%	3%	3%
Voter Turnout (Nov 2016)	Total	17,024	11,531	9,747	12,010	11,922	62,234
	% Latino est.	9%	10%	15%	8%	10%	10%
	% Spanish-Surnamed	8%	9%	13%	7%	9%	9%
	% Asian-Surnamed	4%	3%	1%	3%	5%	4%
	% Filipino-Surnamed	2%	1%	1%	1%	2%	1%
	% NH White est.	77%	83%	81%	86%	80%	81%
	% NH Black est.	6%	2%	2%	2%	2%	3%
ACS Pop. Est.	Total	29,630	24,229	24,022	23,493	24,919	126,294
Age	age0-19	27%	31%	24%	23%	28%	27%
	age20-60	45%	54%	56%	49%	57%	52%
	age60plus	28%	16%	20%	27%	15%	21%
Immigration	immigrants	15%	11%	11%	10%	14%	13%
	naturalized	74%	63%	47%	58%	72%	65%
Language spoken at home	english	82%	85%	82%	87%	80%	83%
	spanish	3%	4%	12%	7%	5%	6%
	asian-lang	7%	5%	2%	4%	6%	5%
	other lang	8%	5%	3%	3%	9%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	5%	5%	6%	4%	5%	5%
Education (among those age 25+)	hs-grad	55%	56%	64%	56%	49%	56%
	bachelor	29%	30%	18%	25%	31%	27%
	graduatedegree	13%	10%	7%	13%	16%	12%
Child in Household	child-under18	33%	39%	27%	28%	39%	33%
Pct of Pop. Age 16+	employed	54%	64%	61%	56%	64%	59%
Household Income	income 0-25k	10%	10%	19%	16%	13%	14%
	income 25-50k	15%	13%	25%	16%	11%	16%
	income 50-75k	13%	16%	18%	18%	18%	17%
	income 75-200k	50%	54%	33%	41%	43%	44%
	income 200k-plus	12%	7%	5%	9%	14%	9%
Housing Stats	single family	90%	84%	73%	71%	74%	79%
	multi-family	10%	16%	27%	29%	26%	21%
	rented	20%	28%	48%	39%	40%	35%
	owned	80%	72%	52%	61%	60%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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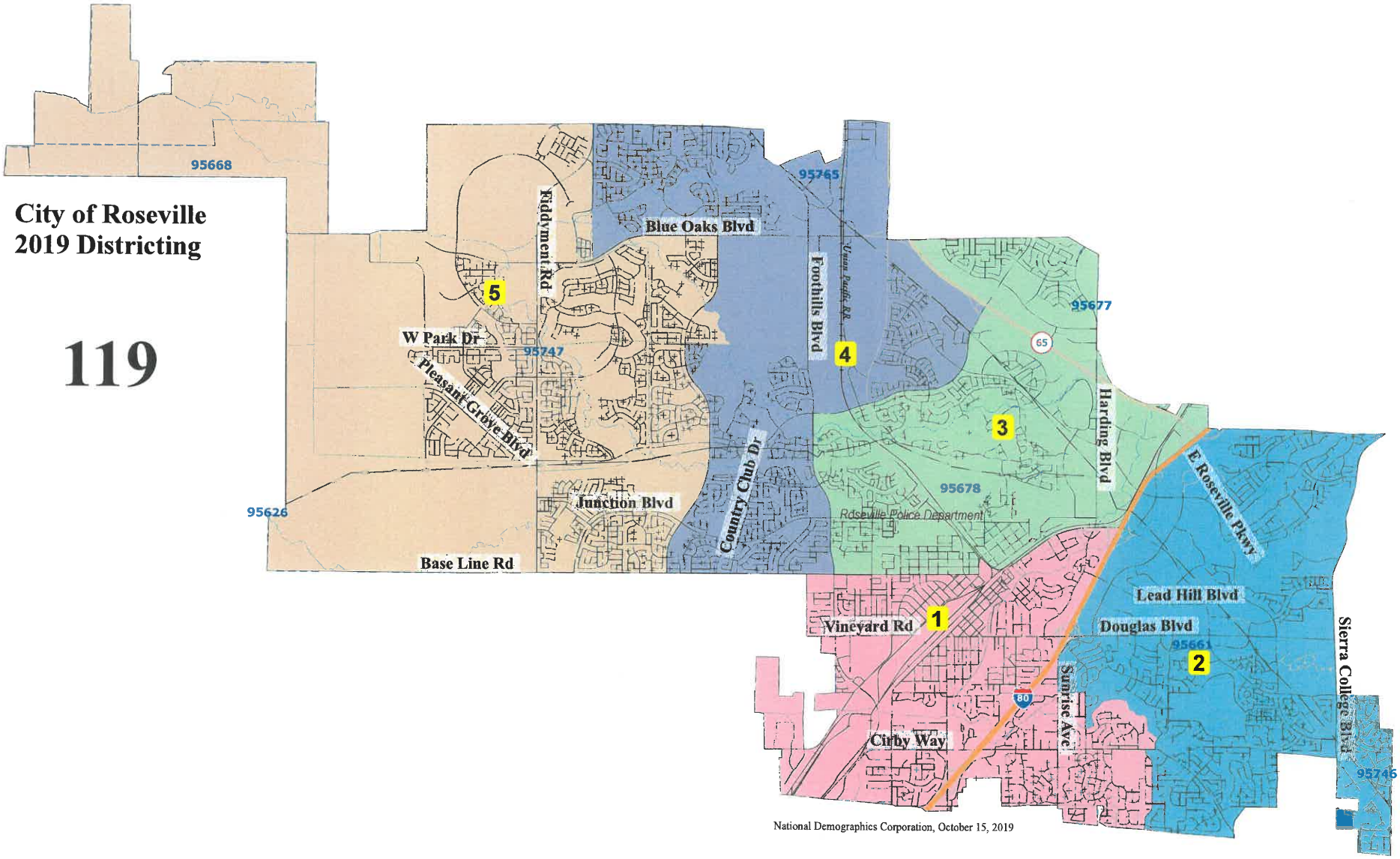

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 119							
District		1	2	3	4	5	Total
	Total Pop	23,998	23,435	22,425	24,642	24,307	118,807
	Deviation from ideal	237	-326	-1,336	881	546	2,217
	% Deviation	1.00%	-1.37%	-5.62%	3.71%	2.30%	9.33%
Total Pop	% Hisp	22%	13%	15%	13%	10%	15%
	% NH White	69%	73%	69%	70%	73%	71%
	% NH Black	2%	2%	2%	3%	2%	2%
	% Asian-American	4%	10%	10%	12%	13%	10%
Citizen Voting Age Pop	Total	18,583	17,047	14,610	18,993	21,285	90,519
	% Hisp	19%	10%	12%	11%	8%	12%
	% NH White	73%	79%	74%	75%	74%	75%
	% NH Black	2%	2%	2%	1%	3%	2%
	% Asian/Pac.Isl.	5%	8%	10%	11%	14%	10%
Voter Registration (Nov 2018)	Total	13,431	14,653	12,136	16,998	19,176	76,395
	% Latino est.	14%	9%	12%	10%	10%	11%
	% Spanish-Surnamed	13%	8%	11%	9%	9%	10%
	% Asian-Surnamed	2%	5%	4%	5%	4%	4%
	% Filipino-Surnamed	1%	1%	2%	2%	2%	2%
	% NH White est.	80%	84%	80%	79%	81%	81%
	% NH Black	2%	2%	2%	3%	3%	3%
Voter Turnout (Nov 2018)	Total	9,444	10,838	8,439	12,314	14,875	55,911
	% Latino est.	13%	8%	11%	10%	9%	10%
	% Spanish-Surnamed	11%	7%	10%	9%	8%	9%
	% Asian-Surnamed	2%	4%	3%	4%	4%	4%
	% Filipino-Surnamed	1%	1%	2%	2%	2%	1%
	% NH White est.	82%	85%	82%	80%	83%	82%
	% NH Black	2%	2%	2%	3%	3%	3%
Voter Turnout (Nov 2016)	Total	10,683	12,048	9,727	12,915	16,861	62,234
	% Latino est.	13%	8%	12%	10%	9%	10%
	% Spanish-Surnamed	11%	7%	10%	9%	8%	9%
	% Asian-Surnamed	2%	4%	3%	4%	4%	4%
	% Filipino-Surnamed	1%	1%	2%	2%	2%	1%
	% NH White est.	82%	85%	81%	82%	77%	81%
	% NH Black est.	3%	2%	2%	2%	6%	3%
ACS Pop. Est.	Total	24,981	23,491	21,011	28,015	28,796	126,294
Age	age0-19	24%	25%	27%	31%	26%	27%
	age20-60	54%	52%	56%	54%	46%	52%
	age60plus	23%	23%	18%	14%	28%	21%
Immigration	immigrants	12%	11%	13%	14%	13%	13%
	naturalized	45%	67%	66%	71%	72%	65%
Language spoken at home	english	83%	84%	82%	83%	83%	83%
	spanish	11%	6%	6%	4%	3%	6%
	asian-lang	3%	4%	5%	6%	6%	5%
	other lang	3%	6%	7%	7%	7%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	6%	4%	5%	4%	4%	5%
Education (among those age 25+)	hs-grad	64%	51%	56%	53%	56%	56%
	bachelor	18%	29%	26%	31%	29%	27%
	graduatedegree	8%	16%	12%	13%	11%	12%
Child in Household	child-under18	27%	29%	35%	41%	33%	33%
Pct of Pop. Age 16+	employed	58%	61%	60%	64%	55%	59%
Household Income	income 0-25k	20%	14%	17%	6%	12%	14%
	income 25-50k	22%	13%	19%	10%	16%	16%
	income 50-75k	19%	18%	18%	13%	15%	17%
	income 75-200k	34%	41%	39%	57%	49%	44%
	income 200k-plus	5%	14%	7%	12%	8%	9%
Housing Stats	single family	74%	70%	71%	86%	91%	79%
	multi-family	26%	30%	29%	14%	9%	21%
	rented	45%	39%	47%	27%	20%	35%
	owned	55%	61%	53%	73%	80%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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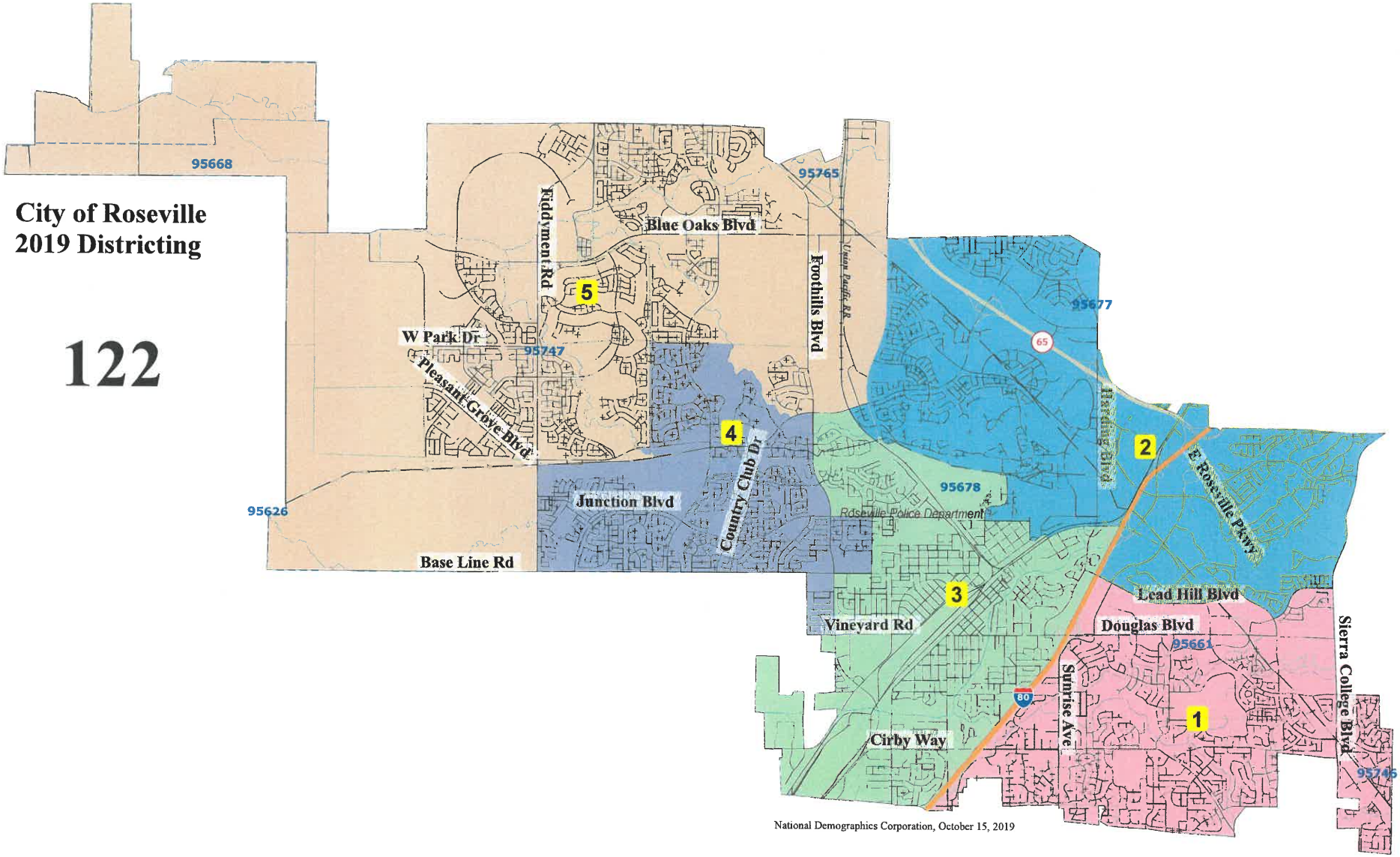

National Demographics Corporation, October 15, 2019

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City of Roseville - Map 122							
District		1	2	3	4	5	Total
	Total Pop	23,775	24,215	23,742	23,686	23,389	118,807
	Deviation from ideal	14	454	-19	-75	-372	826
	% Deviation	0.06%	1.91%	-0.08%	-0.32%	-1.57%	3.48%
Total Pop	% Hisp	14%	12%	24%	14%	9%	15%
	% NH White	76%	69%	67%	72%	72%	71%
	% NH Black	2%	2%	2%	2%	2%	2%
	% Asian-American	6%	14%	5%	10%	14%	10%
Citizen Voting Age Pop	Total	18,067	15,968	17,347	17,748	21,389	90,519
	% Hisp	10%	11%	18%	13%	9%	12%
	% NH White	81%	71%	74%	74%	74%	75%
	% NH Black	2%	3%	2%	2%	2%	2%
	% Asian/Pac.Isl.	6%	13%	4%	10%	14%	10%
Voter Registration (Nov 2018)	Total	14,507	14,195	12,557	14,006	21,129	76,395
	% Latino est.	9%	10%	16%	12%	9%	11%
	% Spanish-Surnamed	8%	9%	15%	11%	8%	10%
	% Asian-Surnamed	3%	6%	2%	3%	5%	4%
	% Filipino-Surnamed	1%	2%	1%	2%	2%	2%
	% NH White est.	86%	78%	79%	82%	79%	81%
	% NH Black	2%	3%	2%	2%	4%	3%
Voter Turnout (Nov 2018)	Total	10,770	10,177	8,537	10,046	16,380	55,911
	% Latino est.	8%	9%	14%	11%	9%	10%
	% Spanish-Surnamed	7%	9%	13%	10%	8%	9%
	% Asian-Surnamed	3%	6%	1%	3%	4%	4%
	% Filipino-Surnamed	1%	2%	1%	1%	2%	1%
	% NH White est.	87%	80%	81%	83%	81%	82%
	% NH Black	2%	3%	2%	2%	4%	3%
Voter Turnout (Nov 2016)	Total	12,297	11,478	9,676	11,416	17,368	62,234
	% Latino est.	8%	10%	15%	11%	8%	10%
	% Spanish-Surnamed	7%	9%	13%	10%	8%	9%
	% Asian-Surnamed	3%	5%	1%	3%	4%	4%
	% Filipino-Surnamed	1%	2%	1%	2%	2%	1%
	% NH White est.	86%	80%	81%	83%	77%	81%
	% NH Black est.	2%	2%	2%	2%	6%	3%
ACS Pop. Est.	Total	24,116	23,957	23,707	24,548	29,967	126,294
Age	age0-19	23%	28%	24%	31%	27%	27%
	age20-60	50%	57%	56%	54%	45%	52%
	age60plus	27%	15%	20%	16%	28%	21%
Immigration	immigrants	10%	15%	12%	11%	15%	13%
	naturalized	59%	71%	48%	63%	74%	65%
Language spoken at home	english	87%	80%	82%	85%	82%	83%
	spanish	7%	5%	12%	5%	3%	6%
	asian-lang	4%	7%	2%	5%	7%	5%
	other lang	3%	9%	4%	5%	8%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	4%	5%	6%	4%	5%	5%
Education (among those age 25+)	hs-grad	56%	49%	64%	56%	55%	56%
	bachelor	25%	32%	19%	30%	29%	27%
	graduatedegree	13%	16%	7%	10%	13%	12%
Child in Household	child-under18	28%	39%	27%	40%	33%	33%
Pct of Pop. Age 16+	employed	56%	64%	61%	64%	54%	59%
Household Income	income 0-25k	16%	13%	19%	11%	10%	14%
	income 25-50k	16%	11%	25%	13%	15%	16%
	income 50-75k	18%	18%	19%	16%	14%	17%
	income 75-200k	41%	44%	33%	54%	50%	44%
	income 200k-plus	9%	14%	5%	7%	12%	9%
Housing Stats	single family	71%	74%	73%	85%	90%	79%
	multi-family	29%	26%	27%	15%	10%	21%
	rented	39%	40%	48%	28%	21%	35%
	owned	61%	60%	52%	72%	79%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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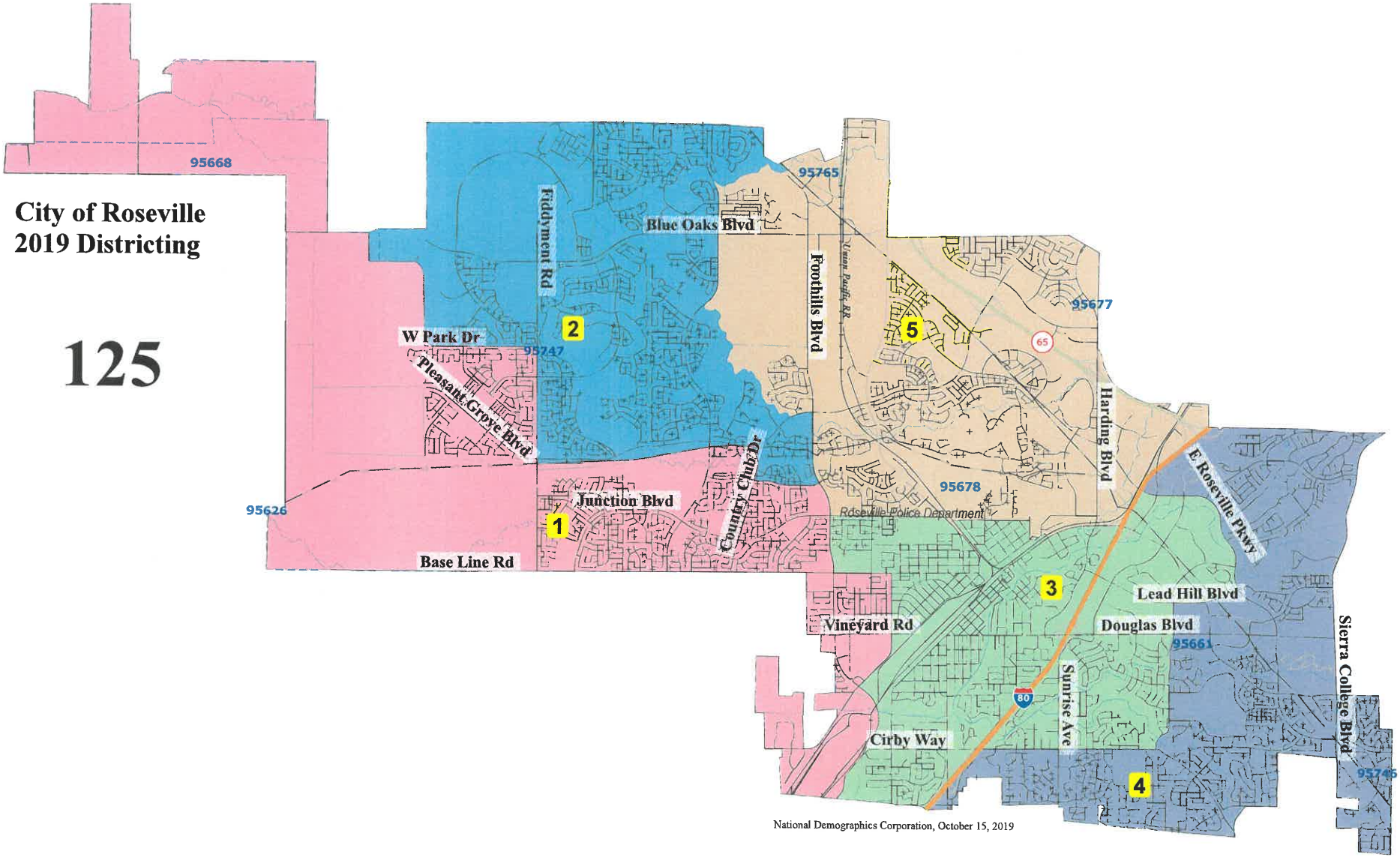

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City of Roseville - Map 125							
District		**1**	**2**	**3**	**4**	**5**	**Total**
	Total Pop	23,249	22,785	24,813	23,196	24,764	118,807
	Deviation from ideal	-512	-976	1,052	-565	1,003	2,028
	% Deviation	-2.15%	-4.11%	4.43%	-2.38%	4.22%	8.54%
Total Pop	% Hisp	15%	10%	24%	10%	13%	15%
	% NH White	68%	75%	68%	76%	69%	71%
	% NH Black	2%	2%	2%	2%	3%	2%
	% Asian-American	12%	11%	3%	10%	13%	10%
Citizen Voting Age Pop	Total	18,798	19,459	18,073	17,796	16,394	90,519
	% Hisp	13%	8%	19%	9%	11%	12%
	% NH White	71%	78%	75%	79%	72%	75%
	% NH Black	2%	2%	2%	2%	2%	2%
	% Asian/Pac.Isl.	12%	10%	4%	9%	12%	10%
Voter Registration (Nov 2018)	Total	16,075	18,273	13,230	15,265	13,551	76,395
	% Latino est.	13%	9%	15%	8%	11%	11%
	% Spanish-Surnamed	12%	8%	14%	7%	10%	10%
	% Asian-Surnamed	4%	4%	2%	5%	5%	4%
	% Filipino-Surnamed	2%	2%	1%	1%	2%	2%
	% NH White est.	78%	82%	80%	84%	80%	81%
	% NH Black	3%	3%	2%	2%	2%	3%
Voter Turnout (Nov 2018)	Total	11,542	14,257	9,081	11,497	9,533	55,911
	% Latino est.	12%	8%	13%	7%	10%	10%
	% Spanish-Surnamed	11%	7%	12%	7%	9%	9%
	% Asian-Surnamed	4%	4%	1%	4%	4%	4%
	% Filipino-Surnamed	2%	2%	1%	1%	2%	1%
	% NH White est.	80%	83%	82%	85%	81%	82%
	% NH Black	3%	3%	2%	2%	2%	3%
Voter Turnout (Nov 2016)	Total	12,894	15,090	10,656	12,379	11,216	62,234
	% Latino est.	11%	8%	14%	7%	10%	10%
	% Spanish-Surnamed	10%	8%	12%	7%	9%	9%
	% Asian-Surnamed	4%	4%	1%	4%	4%	4%
	% Filipino-Surnamed	2%	2%	1%	1%	2%	1%
	% NH White est.	79%	79%	81%	85%	82%	81%
	% NH Black est.	3%	5%	2%	2%	2%	3%
ACS Pop. Est.	Total	26,623	26,561	25,188	23,751	24,171	126,294
Age	age0-19	32%	25%	24%	24%	28%	27%
	age20-60	53%	45%	54%	53%	56%	52%
	age60plus	16%	30%	22%	23%	16%	21%
Immigration	immigrants	14%	13%	11%	10%	14%	13%
	naturalized	58%	77%	48%	72%	68%	65%
Language spoken at home	english	81%	84%	83%	86%	81%	83%
	spanish	6%	3%	12%	5%	6%	6%
	asian-lang	6%	6%	2%	5%	6%	5%
	other lang	7%	7%	3%	5%	7%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	6%	4%	6%	3%	5%	5%
Education (among those age 25+)	hs-grad	57%	55%	65%	50%	53%	56%
	bachelor	27%	29%	18%	30%	29%	27%
	graduatedegree	9%	13%	7%	17%	14%	12%
Child in Household	child-under18	42%	29%	28%	29%	38%	33%
Pct of Pop. Age 16+	employed	63%	53%	58%	61%	62%	59%
Household Income	income 0-25k	11%	11%	22%	12%	12%	14%
	income 25-50k	15%	15%	22%	12%	15%	16%
	income 50-75k	15%	15%	18%	19%	17%	17%
	income 75-200k	51%	49%	32%	43%	46%	44%
	income 200k-plus	9%	10%	5%	14%	9%	9%
Housing Stats	single family	86%	88%	73%	73%	74%	79%
	multi-family	14%	12%	27%	27%	26%	21%
	rented	27%	22%	48%	36%	41%	35%
	owned	73%	78%	52%	64%	59%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

City of Roseville
2019 Districting

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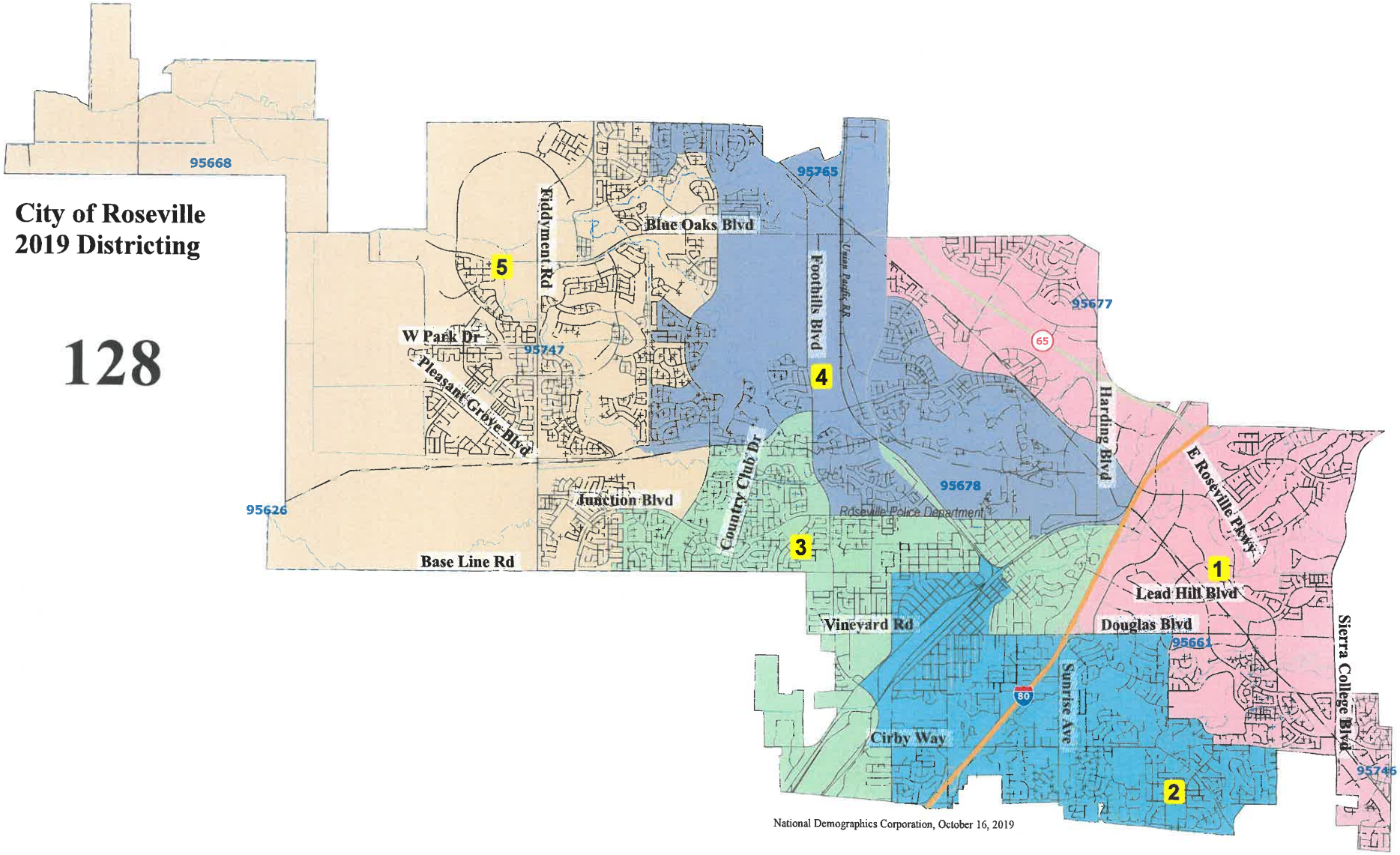

National Demographics Corporation, October 16, 2019

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City of Roseville - Map 128							
District		1	2	3	4	5	Total
	Total Pop	24,289	24,783	23,021	23,230	23,484	118,807
	Deviation from ideal	528	1,022	-740	-531	-277	1,762
	% Deviation	2.22%	4.30%	-3.11%	-2.23%	-1.17%	7.42%
Total Pop	% Hisp	11%	22%	18%	12%	10%	15%
	% NH White	71%	70%	71%	71%	72%	71%
	% NH Black	2%	2%	2%	3%	2%	2%
	% Asian-American	14%	4%	6%	12%	14%	10%
Citizen Voting Age Pop	Total	16,143	18,395	17,710	17,058	21,212	90,519
	% Hisp	10%	15%	16%	10%	8%	12%
	% NH White	74%	76%	76%	76%	72%	75%
	% NH Black	2%	2%	2%	1%	3%	2%
	% Asian/Pac.Isl.	12%	5%	5%	11%	15%	10%
Voter Registration (Nov 2018)	Total	14,435	14,167	13,023	13,870	20,899	76,395
	% Latino est.	9%	12%	14%	10%	10%	11%
	% Spanish-Surnamed	8%	11%	12%	9%	9%	10%
	% Asian-Surnamed	6%	2%	2%	4%	5%	4%
	% Filipino-Surnamed	2%	1%	1%	2%	2%	2%
	% NH White est.	80%	83%	81%	83%	78%	81%
	% NH Black	3%	2%	2%	1%	4%	3%
Voter Turnout (Nov 2018)	Total	10,394	10,220	9,069	10,116	16,111	55,911
	% Latino est.	9%	11%	12%	9%	9%	10%
	% Spanish-Surnamed	8%	10%	11%	8%	8%	9%
	% Asian-Surnamed	6%	2%	2%	4%	4%	4%
	% Filipino-Surnamed	1%	1%	1%	1%	2%	1%
	% NH White est.	81%	84%	83%	84%	80%	82%
	% NH Black	3%	2%	2%	1%	4%	3%
Voter Turnout (Nov 2016)	Total	11,622	11,778	10,363	11,557	16,914	62,234
	% Latino est.	9%	11%	12%	10%	9%	10%
	% Spanish-Surnamed	8%	10%	11%	9%	8%	9%
	% Asian-Surnamed	6%	2%	2%	4%	4%	4%
	% Filipino-Surnamed	1%	1%	1%	1%	2%	1%
	% NH White est.	82%	84%	82%	84%	77%	81%
	% NH Black est.	2%	3%	2%	1%	6%	3%
ACS Pop. Est.	Total	23,204	25,571	23,746	24,591	29,183	126,294
Age	age0-19	27%	23%	29%	28%	27%	27%
	age20-60	55%	53%	54%	55%	45%	52%
	age60plus	18%	25%	18%	17%	28%	21%
Immigration	immigrants	14%	11%	11%	12%	15%	13%
	naturalized	72%	48%	52%	74%	72%	65%
Language spoken at home	english	81%	84%	84%	85%	82%	83%
	spanish	4%	11%	8%	5%	3%	6%
	asian-lang	6%	3%	4%	5%	7%	5%
	other lang	8%	2%	5%	6%	8%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	5%	6%	5%	4%	5%	5%
Education (among those age 25+)	hs-grad	47%	63%	61%	54%	56%	56%
	bachelor	32%	20%	23%	30%	29%	27%
	graduatedegree	18%	9%	8%	13%	12%	12%
Child in Household	child-under18	35%	27%	35%	36%	33%	33%
Pct of Pop. Age 16+	employed	63%	57%	62%	63%	54%	59%
Household Income	income 0-25k	13%	18%	16%	10%	11%	14%
	income 25-50k	12%	20%	18%	15%	16%	16%
	income 50-75k	17%	19%	17%	16%	14%	17%
	income 75-200k	43%	37%	43%	49%	49%	44%
	income 200k-plus	15%	6%	6%	10%	10%	9%
Housing Stats	single family	68%	77%	80%	77%	91%	79%
	multi-family	32%	23%	20%	23%	9%	21%
	rented	43%	41%	38%	35%	20%	35%
	owned	57%	59%	62%	65%	80%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

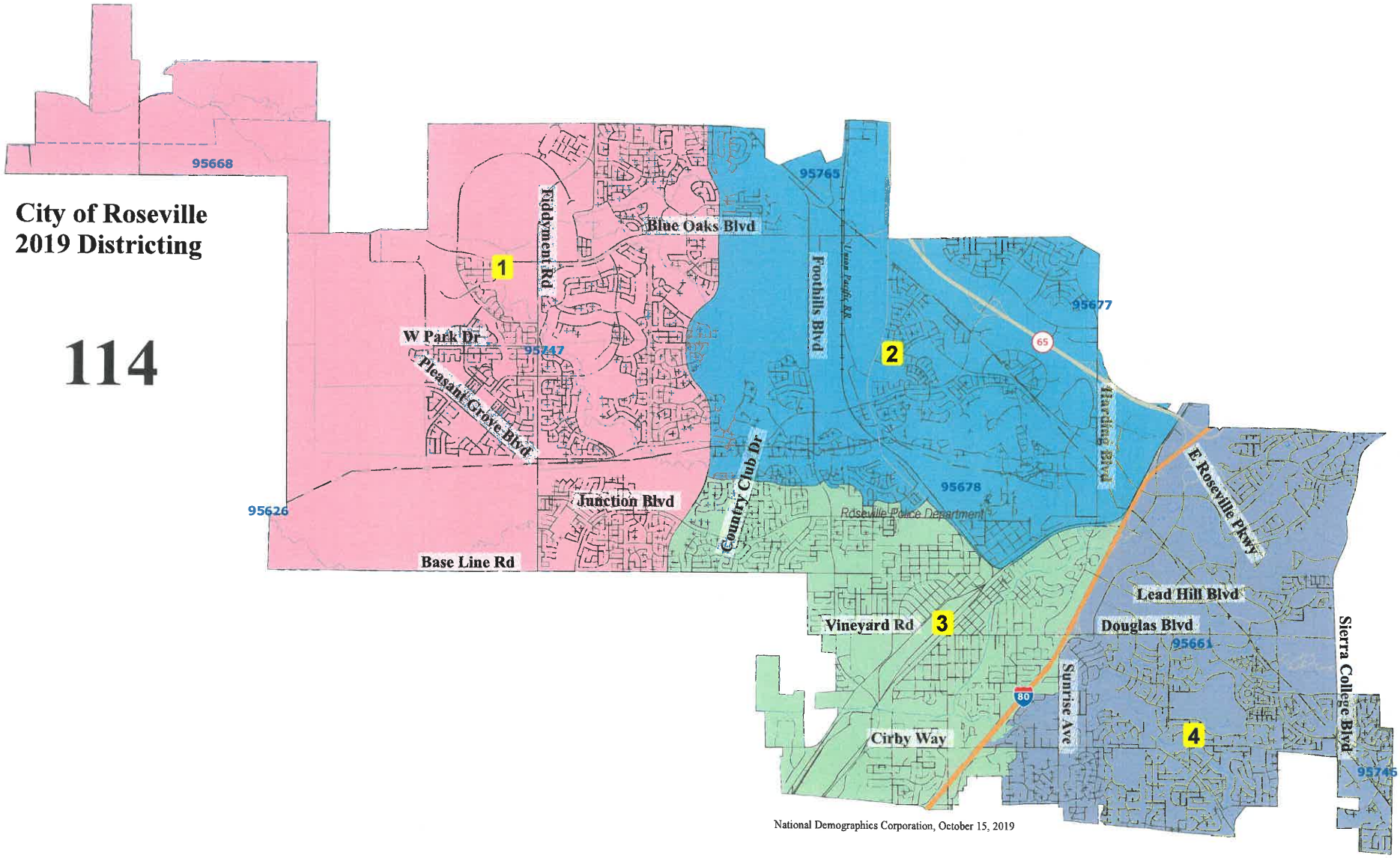
CITY OF ROSEVILLE
CALIFORNIA

Maps presented for October 23, 2019
City Council Public Hearing #3

FOUR 4-DISTRICT MAPS
#114, #115, #121, #126

City of Roseville
2019 Districting

114



National Demographics Corporation, October 15, 2019

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City of Roseville - Map 114						
District		**1**	**2**	**3**	**4**	**Total**
	Total Pop	29,505	29,879	29,744	29,679	118,807
	Deviation from ideal	-197	177	42	-23	374
	% Deviation	-0.66%	0.60%	0.14%	-0.08%	1.26%
Total Pop	% Hisp	10%	13%	23%	12%	15%
	% NH White	72%	70%	67%	75%	71%
	% NH Black	2%	3%	2%	2%	2%
	% Asian-American	14%	12%	5%	9%	10%
Citizen Voting Age Pop	Total	25,599	20,661	22,023	22,236	90,519
	% Hisp	9%	10%	20%	10%	12%
	% NH White	73%	75%	72%	79%	75%
	% NH Black	3%	2%	2%	2%	2%
	% Asian/Pac.Isl.	13%	11%	4%	7%	9%
Voter Registration (Nov 2018)	Total	24,860	16,855	15,761	18,918	76,395
	% Latino est.	10%	11%	15%	9%	11%
	% Spanish-Surnamed	9%	10%	14%	8%	10%
	% Asian-Surnamed	5%	4%	2%	4%	4%
	% Filipino-Surnamed	2%	2%	1%	1%	2%
	% NH White est.	79%	81%	80%	84%	81%
	% NH Black	4%	2%	1%	2%	3%
Voter Turnout (Nov 2018)	Total	19,053	11,966	10,845	14,047	55,911
	% Latino est.	9%	10%	13%	8%	10%
	% Spanish-Surnamed	8%	9%	12%	7%	9%
	% Asian-Surnamed	4%	4%	2%	4%	4%
	% Filipino-Surnamed	2%	2%	1%	1%	1%
	% NH White est.	81%	82%	82%	85%	82%
	% NH Black	4%	2%	2%	2%	3%
Voter Turnout (Nov 2016)	Total	20,156	14,102	12,402	15,574	62,234
	% Latino est.	9%	10%	14%	8%	10%
	% Spanish-Surnamed	8%	9%	12%	7%	9%
	% Asian-Surnamed	5%	4%	2%	4%	4%
	% Filipino-Surnamed	2%	2%	1%	1%	1%
	% NH White est.	78%	82%	81%	85%	81%
	% NH Black est.	5%	2%	2%	2%	3%
ACS Pop. Est.	Total	35,995	29,823	30,417	30,060	126,294
Age	age0-19	28%	28%	27%	24%	27%
	age20-60	47%	56%	55%	51%	52%
	age60plus	26%	16%	18%	24%	21%
Immigration	immigrants					
	naturalized					
Language spoken at home	english	83%	82%	83%	85%	83%
	spanish	3%	5%	11%	6%	6%
	asian-lang	7%	6%	2%	4%	5%
	other lang	8%	7%	4%	5%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	5%	5%	6%	4%	5%
Education (among those age 25+)	hs-grad	55%	53%	63%	54%	56%
	bachelor	30%	30%	20%	27%	27%
	graduatedegree	12%	13%	7%	15%	12%
Child in Household	child-under18	35%	37%	31%	29%	33%
Pct of Pop. Age 16+	employed					
Household Income	income 0-25k	11%	12%	17%	15%	14%
	income 25-50k	15%	14%	22%	14%	16%
	income 50-75k	14%	17%	17%	18%	17%
	income 75-200k	50%	47%	38%	40%	44%
	income 200k-plus	10%	10%	6%	12%	9%
Housing Stats	single family	91%	75%	78%	70%	79%
	multi-family	9%	25%	22%	30%	21%
	rented	20%	39%	42%	39%	35%
	owned	80%	61%	58%	61%	65%

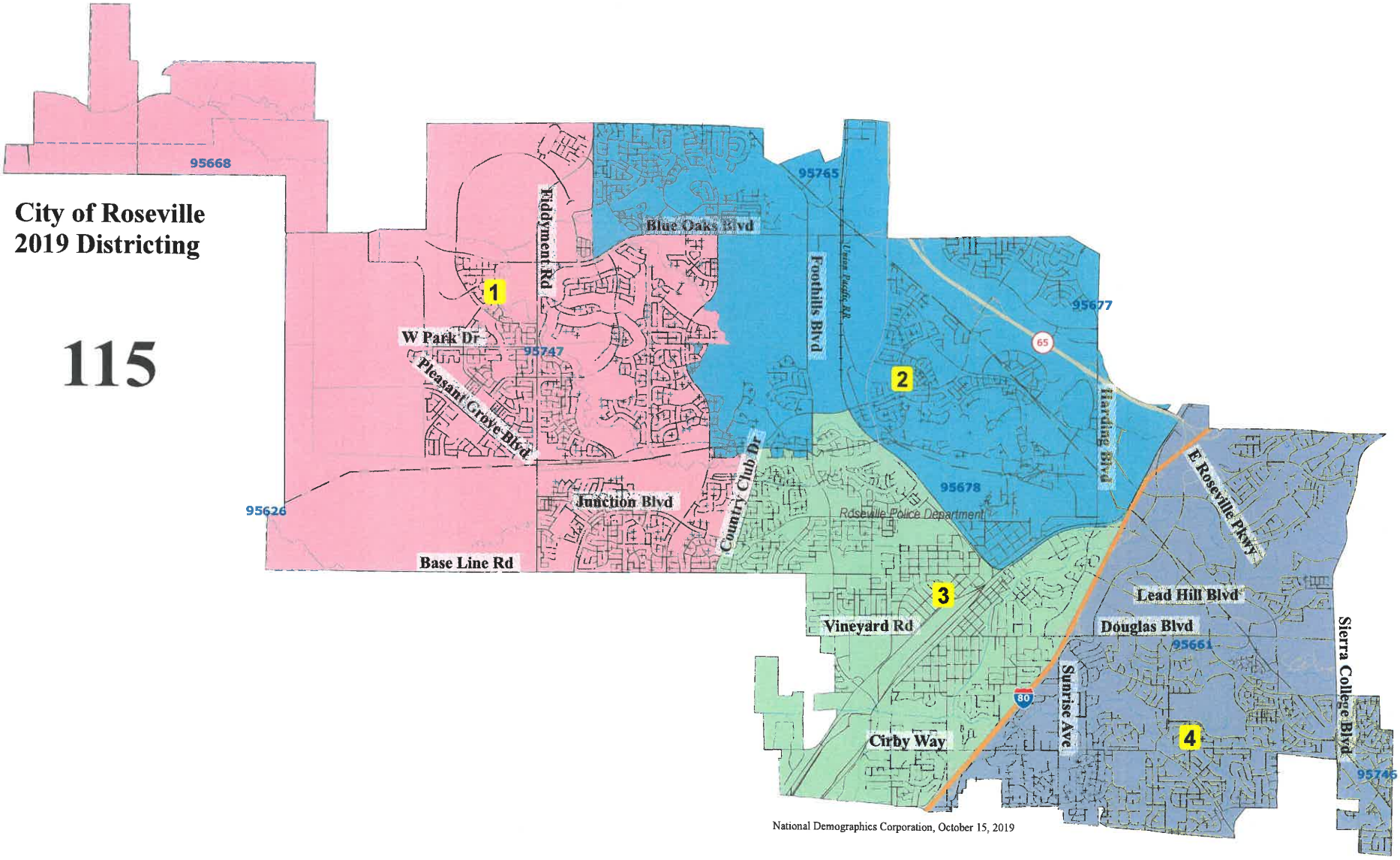
Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data

City of Roseville
2019 Districting

115



National Demographics Corporation, October 15, 2019

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City of Roseville - Map 115						
District		**1**	**2**	**3**	**4**	**Total**
	Total Pop	27,965	30,024	30,085	30,733	118,807
	Deviation from ideal	-1,737	322	383	1,031	2,768
	% Deviation	-5.85%	1.08%	1.29%	3.47%	9.32%
Total Pop	% Hisp	11%	12%	22%	13%	15%
	% NH White	72%	69%	68%	75%	71%
	% NH Black	2%	3%	2%	2%	2%
	% Asian-American	12%	13%	5%	8%	10%
Citizen Voting Age Pop	Total	23,435	21,857	22,131	23,095	90,519
	% Hisp	9%	10%	19%	10%	12%
	% NH White	74%	73%	73%	79%	75%
	% NH Black	2%	2%	2%	2%	2%
	% Asian/Pac.Isl.	13%	13%	4%	8%	9%
Voter Registration (Nov 2018)	Total	21,136	19,684	16,211	19,363	76,395
	% Latino est.	10%	11%	15%	9%	11%
	% Spanish-Surnamed	9%	10%	14%	8%	10%
	% Asian-Surnamed	4%	6%	2%	4%	4%
	% Filipino-Surnamed	2%	2%	1%	1%	2%
	% NH White est.	81%	78%	80%	84%	81%
	% NH Black	2%	4%	2%	2%	3%
Voter Turnout (Nov 2018)	Total	16,264	14,131	11,147	14,369	55,911
	% Latino est.	9%	10%	13%	8%	10%
	% Spanish-Surnamed	8%	9%	12%	7%	9%
	% Asian-Surnamed	4%	5%	2%	4%	4%
	% Filipino-Surnamed	2%	2%	1%	1%	1%
	% NH White est.	83%	79%	82%	85%	82%
	% NH Black	2%	4%	2%	2%	3%
Voter Turnout (Nov 2016)	Total	18,466	15,162	12,650	15,956	62,234
	% Latino est.	9%	10%	14%	8%	10%
	% Spanish-Surnamed	8%	9%	12%	7%	9%
	% Asian-Surnamed	4%	6%	2%	4%	4%
	% Filipino-Surnamed	2%	2%	1%	1%	1%
	% NH White est.	78%	81%	81%	85%	81%
	% NH Black est.	5%	2%	2%	2%	3%
ACS Pop. Est.	Total	32,435	32,569	30,138	31,152	126,294
Age	age0-19	27%	30%	26%	24%	27%
	age20-60	46%	55%	55%	51%	52%
	age60plus	27%	15%	19%	24%	21%
Immigration	immigrants					
	naturalized					
Language spoken at home	english	84%	81%	83%	85%	83%
	spanish	4%	5%	11%	6%	6%
	asian-lang	6%	6%	3%	4%	5%
	other lang	7%	8%	4%	5%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	4%	5%	6%	4%	5%
Education (among those age 25+)	hs-grad	56%	52%	63%	54%	56%
	bachelor	29%	31%	19%	26%	27%
	graduatedegree	11%	14%	7%	14%	12%
Child in Household	child-under18	34%	40%	29%	29%	33%
Pct of Pop. Age 16+	employed					
Household Income	income 0-25k	12%	10%	18%	15%	14%
	income 25-50k	15%	12%	23%	14%	16%
	income 50-75k	15%	15%	18%	18%	17%
	income 75-200k	49%	51%	36%	40%	44%
	income 200k-plus	8%	12%	5%	12%	9%
Housing Stats	single family	91%	81%	74%	70%	79%
	multi-family	9%	19%	26%	30%	21%
	rented	20%	34%	46%	39%	35%
	owned	80%	66%	54%	61%	65%

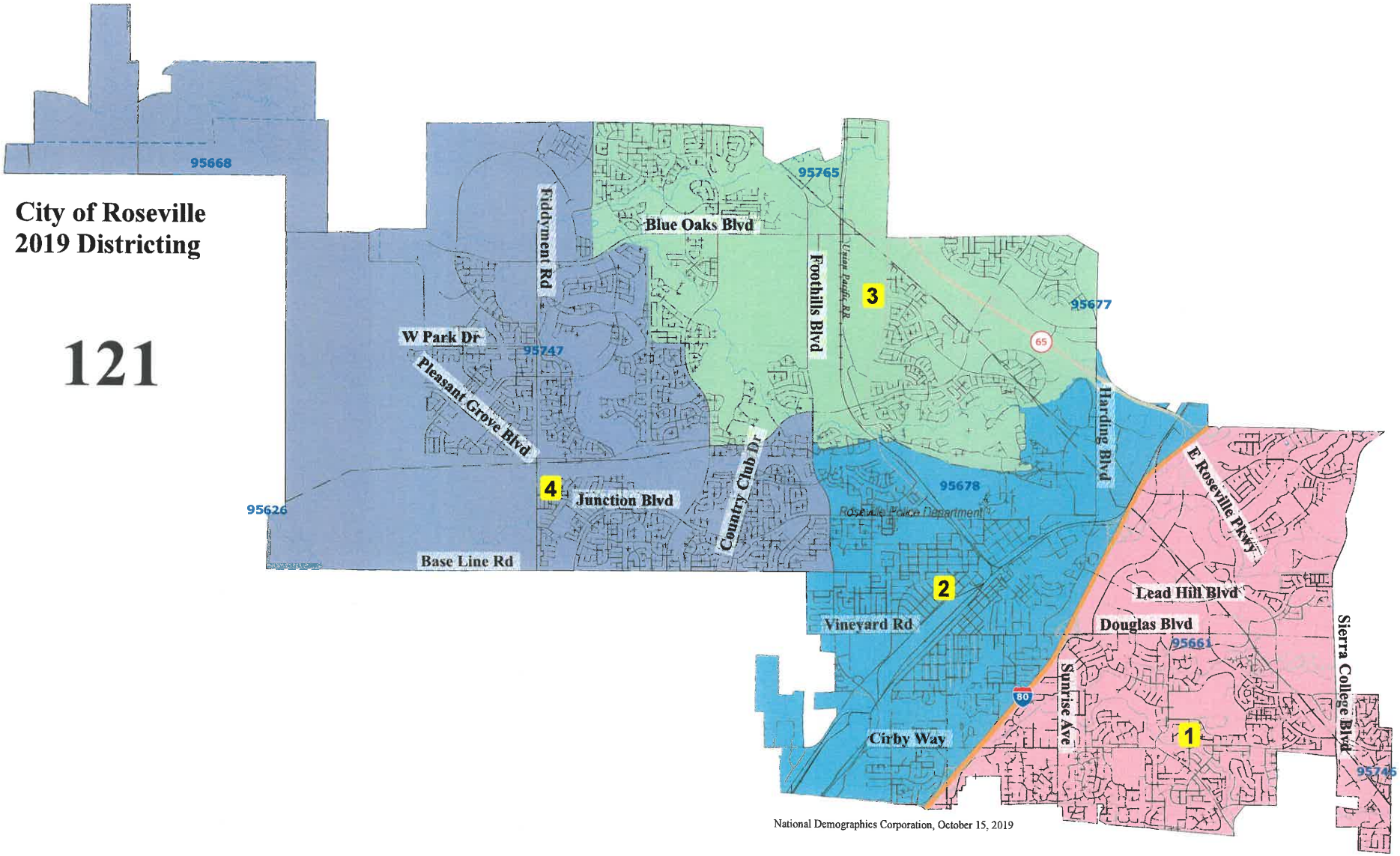
Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data

City of Roseville
2019 Districting

121



National Demographics Corporation, October 15, 2019

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City of Roseville - Map 121						
District		1	2	3	4	Total
	Total Pop	30,729	27,957	29,494	30,627	118,807
	Deviation from ideal	1,027	-1,745	-208	925	2,772
	% Deviation	3.46%	-5.88%	-0.70%	3.11%	9.33%
Total Pop	% Hisp	13%	23%	12%	12%	15%
	% NH White	75%	67%	69%	73%	71%
	% NH Black	2%	2%	3%	2%	2%
	% Asian-American	8%	5%	14%	11%	10%
Citizen Voting Age Pop	Total	23,093	20,776	21,255	25,394	90,519
	% Hisp	10%	19%	10%	9%	12%
	% NH White	79%	73%	71%	76%	75%
	% NH Black	2%	2%	3%	2%	2%
	% Asian/Pac.Isl.	8%	5%	14%	11%	10%
Voter Registration (Nov 2018)	Total	19,362	14,605	19,435	22,992	76,395
	% Latino est.	9%	16%	10%	10%	11%
	% Spanish-Surnamed	8%	14%	9%	9%	10%
	% Asian-Surnamed	4%	2%	6%	4%	4%
	% Filipino-Surnamed	1%	1%	2%	2%	2%
	% NH White est.	84%	80%	77%	82%	81%
	% NH Black	2%	2%	4%	2%	3%
Voter Turnout (Nov 2018)	Total	14,368	9,978	14,006	17,559	55,911
	% Latino est.	8%	14%	10%	9%	10%
	% Spanish-Surnamed	7%	12%	9%	8%	9%
	% Asian-Surnamed	4%	2%	5%	3%	4%
	% Filipino-Surnamed	1%	1%	2%	2%	1%
	% NH White est.	85%	82%	79%	84%	82%
	% NH Black	2%	2%	4%	2%	3%
Voter Turnout (Nov 2016)	Total	15,955	11,546	14,734	19,999	62,234
	% Latino est.	8%	14%	10%	9%	10%
	% Spanish-Surnamed	7%	13%	9%	8%	9%
	% Asian-Surnamed	4%	2%	5%	4%	4%
	% Filipino-Surnamed	1%	1%	2%	2%	1%
	% NH White est.	85%	81%	80%	79%	81%
	% NH Black est.	2%	2%	3%	5%	3%
ACS Pop. Est.	Total	31,148	28,052	32,490	34,604	126,294
Age	age0-19	24%	24%	30%	27%	27%
	age20-60	51%	56%	56%	46%	52%
	age60plus	24%	20%	14%	27%	21%
Immigration	immigrants	11%	11%	15%	13%	13%
	naturalized	66%	49%	70%	69%	65%
Language spoken at home	english	85%	83%	81%	84%	83%
	spanish	6%	12%	5%	3%	6%
	asian-lang	4%	2%	6%	6%	5%
	other lang	5%	4%	8%	7%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	4%	6%	5%	5%	5%
Education (among those age 25+)	hs-grad	54%	63%	50%	57%	56%
	bachelor	26%	19%	32%	28%	27%
	graduatedegree	14%	7%	14%	11%	12%
Child in Household	child-under18	29%	28%	42%	34%	33%
Pct of Pop. Age 16+	employed	59%	60%	65%	55%	59%
Household Income	income 0-25k	15%	20%	7%	13%	14%
	income 25-50k	14%	24%	10%	16%	16%
	income 50-75k	18%	18%	15%	15%	17%
	income 75-200k	40%	33%	55%	49%	44%
	income 200k-plus	12%	5%	13%	8%	9%
Housing Stats	single family	70%	74%	82%	88%	79%
	multi-family	30%	26%	18%	12%	21%
	rented	39%	47%	31%	23%	35%
	owned	61%	53%	69%	77%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data

City of Roseville
2019 Districting

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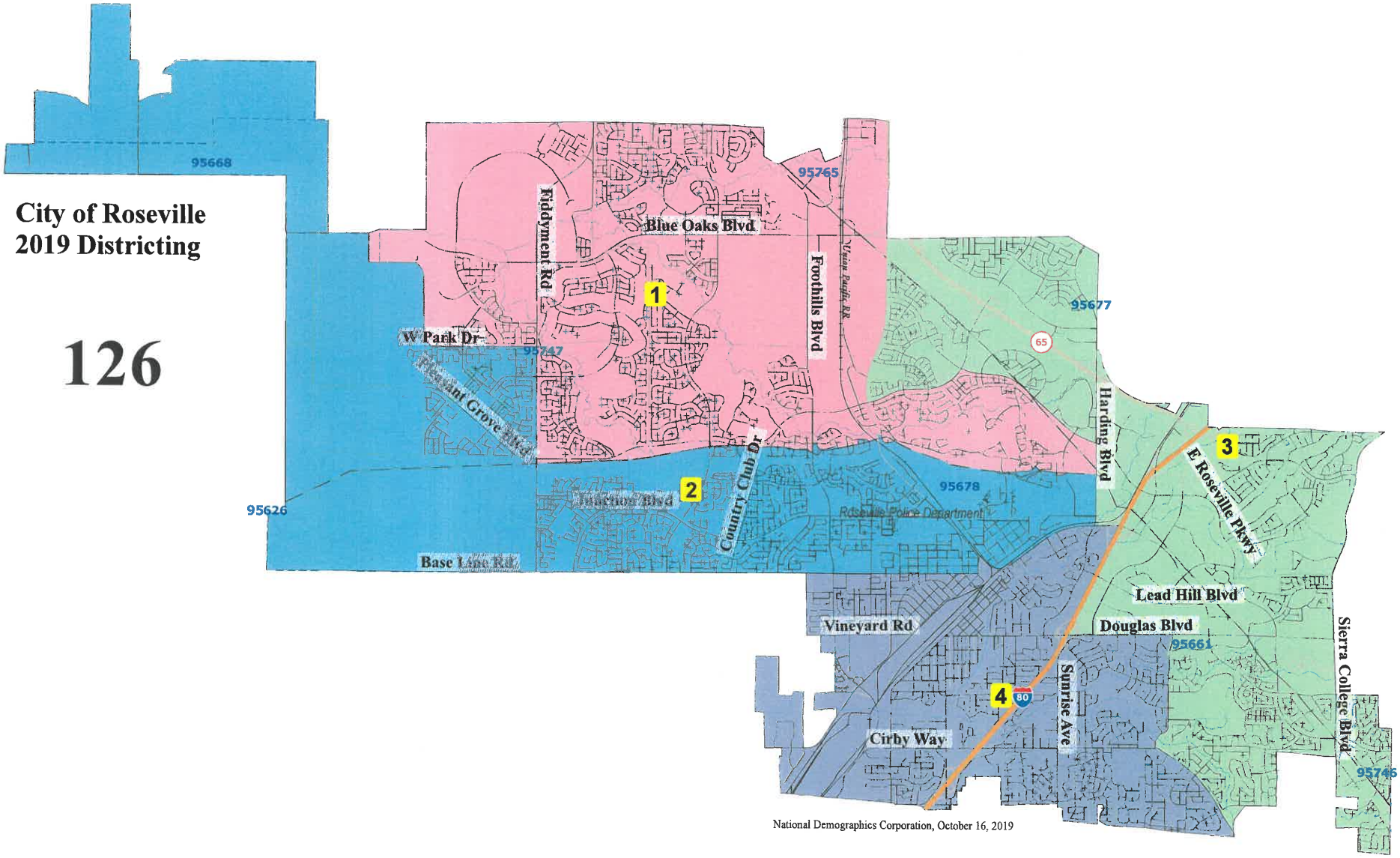

National Demographics Corporation, October 16, 2019

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City of Roseville - Map 126						
District		1	2	3	4	Total
	Total Pop	29,734	30,339	29,209	29,525	118,807
	Deviation from ideal	32	637	-493	-177	1,130
	% Deviation	0.11%	2.14%	-1.66%	-0.60%	3.80%
Total Pop	% Hisp	10%	15%	11%	22%	15%
	% NH White	74%	69%	71%	69%	71%
	% NH Black	2%	2%	2%	2%	2%
	% Asian-American	11%	11%	13%	4%	10%
Citizen Voting Age Pop	Total	24,274	23,506	20,118	22,621	90,519
	% Hisp	8%	12%	10%	17%	12%
	% NH White	77%	74%	75%	74%	75%
	% NH Black	2%	2%	2%	2%	2%
	% Asian/Pac.Isl.	11%	11%	11%	5%	10%
Voter Registration (Nov 2018)	Total	22,453	19,972	17,525	16,445	76,395
	% Latino est.	9%	13%	9%	14%	11%
	% Spanish-Surnamed	8%	11%	8%	12%	10%
	% Asian-Surnamed	4%	4%	6%	2%	4%
	% Filipino-Surnamed	2%	2%	2%	1%	2%
	% NH White est.	82%	79%	81%	81%	81%
	% NH Black	3%	2%	3%	2%	3%
Voter Turnout (Nov 2018)	Total	17,331	14,295	12,675	11,610	55,911
	% Latino est.	8%	12%	9%	12%	10%
	% Spanish-Surnamed	7%	10%	8%	11%	9%
	% Asian-Surnamed	4%	4%	6%	2%	4%
	% Filipino-Surnamed	2%	2%	1%	1%	1%
	% NH White est.	84%	81%	82%	84%	82%
	% NH Black	3%	2%	3%	2%	3%
Voter Turnout (Nov 2016)	Total	18,661	15,944	14,172	13,457	62,234
	% Latino est.	8%	11%	9%	12%	10%
	% Spanish-Surnamed	8%	10%	8%	11%	9%
	% Asian-Surnamed	4%	4%	5%	2%	4%
	% Filipino-Surnamed	2%	2%	1%	1%	1%
	% NH White est.	80%	80%	82%	83%	81%
	% NH Black est.	4%	3%	2%	2%	3%
ACS Pop. Est.	Total	34,024	32,890	28,613	30,767	126,294
Age	age0-19	26%	30%	27%	23%	27%
	age20-60	48%	53%	54%	53%	52%
	age60plus	26%	17%	18%	23%	21%
Immigration	immigrants	13%	12%	14%	12%	13%
	naturalized	75%	67%	71%	43%	65%
Language spoken at home	english	85%	83%	82%	83%	83%
	spanish	4%	5%	5%	12%	6%
	asian-lang	5%	6%	6%	3%	5%
	other lang	6%	6%	8%	3%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	4%	5%	4%	6%	5%
Education (among those age 25+)	hs-grad	55%	58%	47%	64%	56%
	bachelor	30%	27%	32%	18%	27%
	graduatedegree	13%	10%	17%	8%	12%
Child in Household	child-under18	31%	39%	36%	27%	33%
Pct of Pop. Age 16+	employed	55%	62%	63%	58%	59%
Household Income	income 0-25k	11%	13%	12%	19%	14%
	income 25-50k	15%	16%	11%	22%	16%
	income 50-75k	15%	15%	17%	19%	17%
	income 75-200k	49%	48%	45%	34%	44%
	income 200k-plus	10%	8%	15%	5%	9%
Housing Stats	single family	86%	81%	73%	74%	79%
	multi-family	14%	19%	27%	26%	21%
	rented	25%	32%	38%	44%	35%
	owned	75%	68%	62%	56%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

CITY OF ROSEVILLE
CALIFORNIA

Maps presented for October 23, 2019

City Council Public Hearing #3

ONE 6-DISTRICT MAP
#127

City of Roseville
2019 Districting

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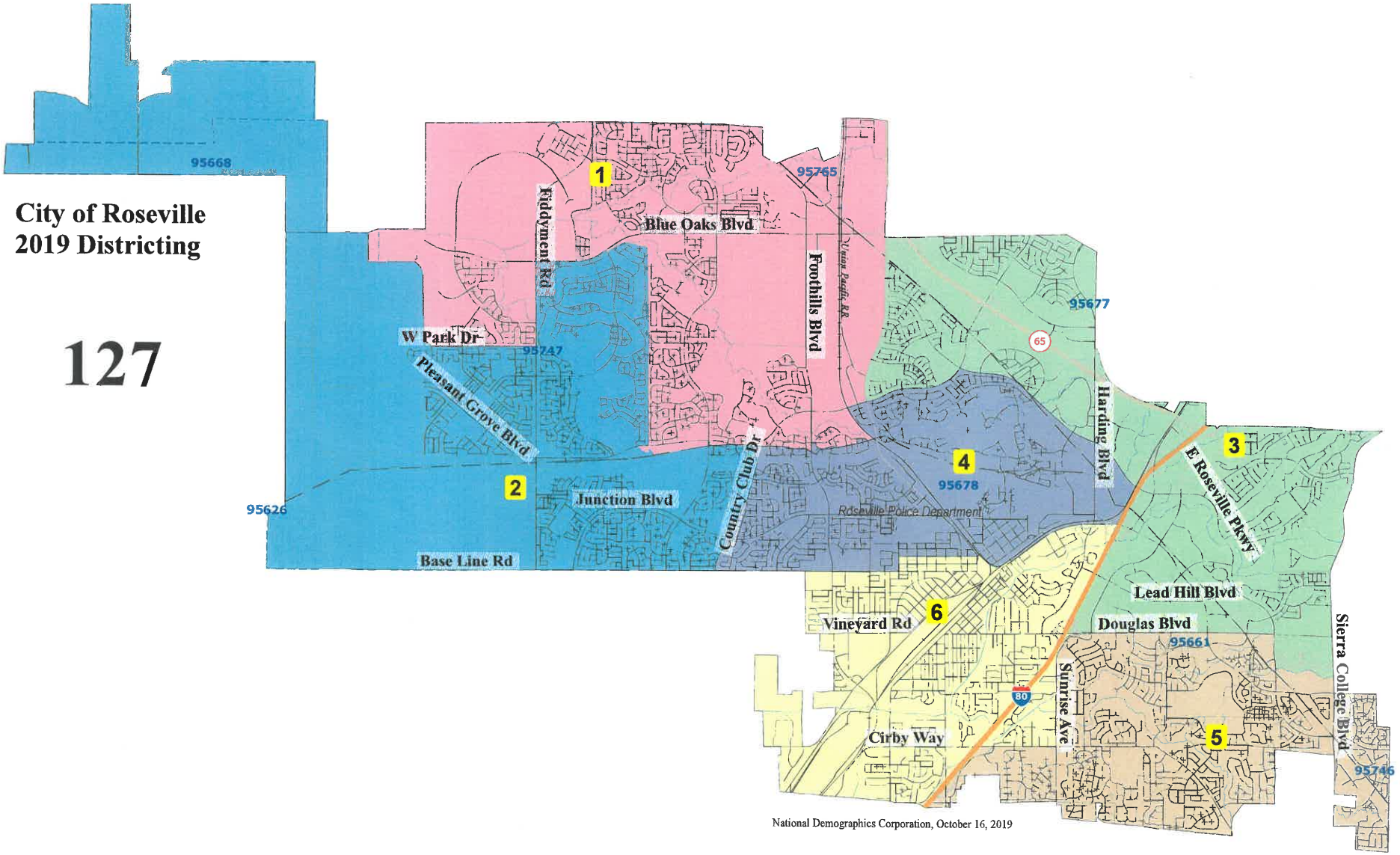

National Demographics Corporation, October 16, 2019

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City of Roseville - Map 127								
District		**1**	**2**	**3**	**4**	**5**	**6**	**Total**
	Total Pop	19,800	19,894	20,097	19,615	20,011	19,390	118,807
	Deviation from ideal	-1	93	296	-186	210	-411	707
	% Deviation	-0.01%	0.47%	1.49%	-0.94%	1.06%	-2.08%	3.57%
Total Pop	% Hisp	11%	11%	12%	15%	13%	26%	15%
	% NH White	70%	73%	68%	72%	77%	66%	71%
	% NH Black	3%	2%	2%	2%	2%	2%	2%
	% Asian-American	14%	12%	15%	8%	6%	4%	10%
Citizen Voting Age Pop	Total	16,605	16,705	13,499	13,898	15,286	14,525	90,519
	% Hisp	10%	8%	11%	13%	9%	22%	12%
	% NH White	74%	75%	71%	77%	82%	70%	75%
	% NH Black	2%	2%	3%	1%	2%	2%	2%
	% Asian/Pac.Isl.	13%	13%	13%	7%	7%	4%	10%
Voter Registration (Nov 2018)	Total	14,285	16,585	11,560	11,202	12,787	9,975	76,395
	% Latino est.	10%	10%	10%	12%	9%	17%	11%
	% Spanish-Surnamed	9%	9%	9%	11%	8%	15%	10%
	% Asian-Surnamed	5%	4%	7%	3%	3%	2%	4%
	% Filipino-Surnamed	2%	2%	2%	1%	1%	1%	2%
	% NH White est.	78%	81%	77%	82%	86%	79%	81%
	% NH Black	4%	2%	3%	1%	2%	2%	3%
Voter Turnout (Nov 2018)	Total	10,497	12,911	8,130	7,981	9,606	6,786	55,911
	% Latino est.	10%	9%	10%	11%	8%	15%	10%
	% Spanish-Surnamed	9%	8%	9%	10%	7%	13%	9%
	% Asian-Surnamed	5%	4%	7%	2%	3%	1%	4%
	% Filipino-Surnamed	2%	2%	2%	1%	1%	1%	1%
	% NH White est.	79%	83%	78%	84%	87%	81%	82%
	% NH Black	4%	2%	3%	1%	2%	2%	3%
Voter Turnout (Nov 2016)	Total	12,005	13,332	9,212	9,015	10,920	7,750	62,234
	% Latino est.	10%	8%	10%	11%	7%	15%	10%
	% Spanish-Surnamed	9%	8%	9%	10%	7%	14%	9%
	% Asian-Surnamed	5%	4%	6%	2%	3%	1%	4%
	% Filipino-Surnamed	2%	2%	2%	1%	1%	1%	1%
	% NH White est.	75%	83%	79%	84%	87%	80%	81%
	% NH Black est.	6%	3%	2%	1%	2%	2%	3%
ACS Pop. Est.	Total	24,416	22,613	19,733	19,076	20,430	20,026	126,294
Age	age0-19	31%	26%	29%	27%	23%	24%	27%
	age20-60	54%	43%	57%	54%	50%	55%	52%
	age60plus	16%	31%	14%	18%	27%	21%	21%
Immigration	immigrants	14%	13%	16%	10%	10%	12%	13%
	naturalized	74%	70%	72%	67%	57%	40%	65%
Language spoken at home	english	83%	83%	79%	86%	86%	82%	83%
	spanish	4%	3%	5%	6%	7%	13%	6%
	asian-lang	6%	6%	7%	4%	4%	2%	5%
	other lang	7%	7%	10%	5%	3%	3%	6%
Language Fluency	Speaks Eng. "Less than Very Well"	4%	5%	5%	4%	4%	6%	5%
Education (among those age 25+)	hs-grad	52%	57%	47%	59%	56%	65%	56%
	bachelor	32%	28%	32%	26%	25%	17%	27%
	graduatedegree	13%	10%	17%	10%	13%	6%	12%
Child in Household	child-under18	41%	30%	39%	33%	28%	27%	33%
Pct of Pop. Age 16+	employed	64%	52%	66%	60%	57%	59%	59%
Household Income	income 0-25k	6%	13%	11%	17%	14%	21%	14%
	income 25-50k	10%	17%	10%	19%	15%	24%	16%
	income 50-75k	13%	15%	18%	17%	18%	19%	17%
	income 75-200k	57%	47%	45%	41%	42%	31%	44%
	income 200k-plus	14%	7%	15%	6%	10%	5%	9%
Housing Stats	single family	87%	91%	73%	71%	76%	73%	79%
	multi-family	13%	9%	27%	29%	24%	27%	21%
	rented	25%	20%	40%	43%	36%	48%	35%
	owned	75%	80%	60%	57%	64%	52%	65%

Total population data from the 2010 Decennial Census.

Surname-based Voter Registration and Turnout data from the California Statewide Database.

Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2013-2017 American Community Survey and Special Tabulation 5-year data.

CITY OF ROSEVILLE
CALIFORNIA

October 23, 2019

City Council Public Hearing #3

ROSEVILLE PLAN MAP SUBMITTER COMMENTS

101 Bruce Hodgman ***NDC note: a partial, non-contiguous map.***

West Roseville Communities by census tracts.

102 Paul Frank ***NDC note: not population-balanced.***

This plan considers population, percent deviation, and neighborhood association cohesiveness only.

103 Paul Frank ***NDC note: not population-balanced.***

Supposed to be a smiley face because we are happy to live in Roseville

104 Tapani Lindgren

This plan distributes the high-growth western area between two districts: southwest and northwest to lessen the impact of the growth on any single district while distributing all the other smaller growth areas among the remaining districts and using the legally allowed 10% variation from 2010 data to compensate for some of the growth from 2010-2020.This version corrects two demographic oversights in my earlier proposal First the significant concentration of Hispanic residents in the Hidalgo Circle area is no longer separated from other Hispanic concentrations in the downtown area. These areas put together give a Hispanic population of 25.1% in the district which is still a minority but at least it's not diluted by the districting. Second the small Asian-American concentration around Festersen Park and Westpark Drive is no longer split in half by the artificial neighborhood association boundary between Westpark and Fiddyment Farm. Hayden Parkway now forms a more distinctive boundary between these districts. The new developments to be annexed Creekview and Amuroso Ranch would go to district 2.

105 Tapani Lindgren

This plan includes growth areas in all five districts: District 1 east includes strong growth in Stoneridge.- District 2 downtown-south central has the least growth but it includes the recently completed developments in the Stone Point Dr area. District 2 contains a significant Hispanic minority: 25.1% of the population. District 3 west-southwest includes heavy growth in Solaire and new growth in Sierra Vista. District 4 west central includes all of Westpark and the older parts of Fiddyment Farm and Blue Oaks. While Westpark is almost built up, there is new growth in Campus Oaks. District 4 contains a small concentration of Asian-American residents. District 5 north spans from north central to northwest and includes recent growth in Blue Oaks and fastest growing areas in Foothill Farm. It also includes future growth in Creekview and Amoruso Ranch. District 5 contains another small Asian-American concentration. The growth in west and north is still faster than in the east. To compensate, districts 3-5 are slightly smaller by 2010 numbers while staying within the allowed 10% variation.

106 Paul Frank

Generally based on neighborhood associations while also preserving districts for current elected council members.

107 Samatha Shapiro ***NDC note: not population-balanced.***

I like the idea of cross-sections for districts where the districts span narrow but long sections of the city.

108 Will Rogers

The Phobos Map is within 0.3% deviation until 2020 census. To preserve some of the magic of Roseville s fantastically whole-city-minded council, the districts are intended to spread across as much of Roseville as is practical. In doing so it attempts to hinder the growth of the fiefdoms we see in other district-embedded cities that slowly emerge over generations of council. As a citizen of Roseville I dread the day that I hear the words come out of a council member's mouth to "talk to your council member about that." This map aims to keep us united, despite the division districts impose upon our city.

109 Kevin Lachance ***NDC note: not population-balanced.***

Ensuring that districts include a cross section of the city with diverse needs and interests this map will assist the city in avoiding the pitfalls of districting limiting the vision of councilpersons to only one particular community to the detriment of the city as a whole.

110 Will Rogers ***NDC note: not population-balanced.***

Collaboration between Kevin Lachance & Will Rogers. Attempted as close to -10% deviation for districts that include developments that deviate from the 2010 census data. Nearly +10% deviation for the districts that had the least development since 2010.

111 Will Rogers ***NDC note: not population-balanced.***

This map attempts to integrate each councilperson's district across multiple diverse communities of interest and allowing the citizens of those same communities the opportunity to appeal to multiple councilpersons to address the needs unique to their people and region. This map also attempts to combine older areas of Roseville with the areas of active development which provides incentive for all districts to maintain interest in continued expansion and never leaving the legacy areas to be forgotten.

112 Dave Berlin

This map divides the population into five districts, splitting West Roseville into three districts in anticipation of future growth. These districts purposely deviate from the desired population anywhere from -1.3% to -2.9% in order to capture growth that has occurred since the 2010 census. The two remaining districts deviate 2.8% and 3.4% to acknowledge that most growth there has already occurred. This map sacrifices compactness, with a mean compactness of 0.18, in order to achieve the goal of splitting West Roseville among multiple districts.

113 Dave Berlin

This map evenly divides the population into five districts, with a 0.0% population deviation achieved across all districts and mean compactness of 0.44. Since each district deviates by

five total persons or fewer, it is the best possible split by population given the 2010 census data. In order to achieve this result, the map was built using the output from Auto-Redistrict http://autoredistrict.org as a starting point. Auto-Redistrict uses a genetic algorithm to test thousands of maps for both geometric contiguity, compactness, and equal population, and equality, competitiveness, proportionality, anti-partisan gerrymandering, and anti-racial gerrymandering criteria.

114 Dave Berlin

This map evenly divides the population into four districts, achieving a maximum population deviation of -0.7% and mean compactness of 0.43. In addition, it splits districts by major features wherever possible, making it easy to describe verbally. For example, the West Roseville district is everything west of Woodcreek Oaks Blvd. and East Roseville is very nearly everything east of I-80. In order to achieve the desired population result, the map was built using the output from Auto-Redistrict http autoredistrict.org as a starting point. Auto-Redistrict uses a genetic algorithm to test thousands of maps for both geometric contiguity, compactness, and equal population, and equality, competitiveness, proportionality, anti-partisan gerrymandering, and anti-racial gerrymandering criteria.

115 Dave Berlin

This map divides the population into four districts, preserving all of the Roseville Neighborhood Association boundaries. This keeps neighbors together and means that neighborhood-wide concerns are not split among multiple districts. In addition, many of us have strong ties to our neighborhoods and want to see them represented cohesively. It also allows for an at-large mayor, so that while neighborhoods are represented, so is the city as a whole. Despite these features, it only deviates from the population goal by as much as -5.8%, which is in the West Roseville district to account for future growth. And finally, it does not sacrifice compactness, with a mean compactness of 0.39.

112 -115 Dave Berlin (follow up comment to his maps 112, 113, 114 and 115)

I think my personal favorite is the "4 district neighborhood" map, which preserves all of Roseville's unique neighborhoods and leaves room for the at-large mayor to represent everyone. I know the current mayor brought that up a few times during the last two meetings, and after watching that I was inspired to make this one.

The last one I made is the "5 district growth" map, because so many people at the meetings talked about how most of the growth is happening in West Roseville and how we want to have districts that grow with that area. So I think that one will appeal to a lot of people.

But, the two "population" ones were fun to make too because I used Auto-Redistrict to get them down to almost perfectly balanced districts.

So they're all very different and try to achieve different goals that various people have discussed.

116 Bruce Houdesheldt ***NDC note: not population-balanced and not contiguous.***

It keeps community of interests together. . .provides 3 of the 5 Council Districts represent the Downtown Core. . .provides 4 of the 5 Districts represent areas east of I-80 and South of Douglas Blvd. Districts 1 and 3 have less population to reflect that the population is actually more than listed because this uses the 2010 census. A portion of Roseville is in Placer County Supervisorial District 4 and represents a community of interest.

117 NDC

A combination of ideas in 112, 116, and other maps, 117 keeps Sun City whole in a north-central district 1 that picks up some of the fast-growing western areas; extends three districts (3, 4 and 5) east of I-80; and combines fast-growth western areas for southwest/central areas in district 2. This map ensures that each district encompasses a diverse set of neighborhoods and concerns, and no one area is dominated by one Councilmember.

118 Kathryn Kitchell

No comments submitted

119 Larry Hufty

Respects most neighborhood association boundaries; Groups similar business types together (big corporations, retail, automotive); Very clean district boundaries/visually appealing; Districts numbered in a way to allow us to keep adding new district numbers as we continue to grow to the West.

120 Linda Nuffesse ***NDC note: not population-balanced.***

I think this map makes sense because . . . I have thought about the future. I have District 1 with less population because District 1 includes WestPark, Fiddyment farm and Campus Oaks, which is where most Roseville's growth will be. If you think of the future when you make your district map, you won't have such an out of whack map in a few years, like you do with the school district and police beats maps now. I kept all the neighborhoods together, which is what the post said was most important. If I split a few neighborhoods I could make the districts closer to 23,761, but I know Roseville's population is is much greater than 118,807.

121 Lisa Larkin

No comments submitted.

122 Lisa Larkin

No comments submitted.

123 Richard Ruccucci ***NDC note: not population-balanced.***

No comments submitted.

124 Richard Ruccucci ***NDC note: not population-balanced.***

No comments submitted.

125 Tapani Lindgren

This plan seeks to optimize the 5 districts for the current population distribution while adhering to the given conditions (no more than 10% deviation from the historical distribution in 2010 US census). The plan splits the fastest growing areas in the west between two districts, district 1 (southwest) and district 2 (northwest). Each of these would have been slightly smaller than the other districts in 2010 but they have already grown to be larger than the others. To maintain as much balance as possible, each of the other districts also contains some (smaller) growth areas (population units 73 and 122 in district 3, units 125-127 in district 4, and units 47 and 131 in district 5).

126 NDC

A "stretched" version of a four-district map, with districts extending east-west as much as possible, with two districts in the high-growth western regions.

127 NDC

An example of one approach to a six-district map.

128 Scott Alvord

I think this map makes sense because it takes into account what will happen after the 2020 census when the west will suddenly shrink in size. This assumes the odd numbered districts (1,3,5) are elected in 2020 and even numbered (2,4) in 2022. After the 2020 Census, this will allow district 5 to shrink back to the west of Fiddyment and will allow district 3 and 4 to absorb back towards the middle and west, with minor changes to the two eastern districts (1,2). It's very important that the neighborhood associations of Fiddyment Farm and Westbrook remain combined in the same district since these neighborhoods have extremely similar issues and have been meeting together as a combined board since the development began. The shape of district 2 and 4 don't really matter much for the 2020 election because they'll get adjusted for 2022, so Krista and Pauline's home can even theoretically be covered by district 3 and 5 because they'll shrink back after the Census.

CITY OF ROSEVILLE
CALIFORNIA

October 23, 2019

City Council Public Hearing #3

ROSEVILLE PROPOSED ELECTION SEQUENCING BY PLAN

Map	2020 Districts	2022 Districts
101	n/a	n/a
102	n/a	n/a
103	n/a	n/a
104	1, 3, 4	2, 5
105	3, 4 and either 1 or 5	2 and either 1 or 5
106	3, 5 and either 1 or 4	2 and either 1 or 4
107	n/a	n/a
108	1, 3 and either 4 or 5	2 and either 4 or 5
109	n/a	n/a
110	n/a	n/a
111	n/a	n/a
112	3 and two of 1, 2 or 5	4 and one of 1, 2 or 5
113	1, 3, 5	2, 4
114	2 and any other two	any two except D2
115	1 and any other two	any two except D1
116	n/a	n/a
117	2, 3, 4	1, 5
118	2, 5 and either 1 or 4	3 and either 1 or 4
119	5 and any other two	any two except D5
120	n/a	n/a
121 *	4 and either 1 or 3	2 and either 1 or 3
122	2, 4 and either 1 or 5	3 and either 1 or 5
123	n/a	n/a
124	n/a	n/a
125	1, 4, 5	2, 3
126 *	2, 3	1, 4
127 **	2, 3, 4 (+ D6 election for 2-year term)	1, 5, 6
128	1, 3, 5	2, 4

Notes: "n/a" indicates the map is a partial map; is a non-contiguous map; or is not population balanced, and thus is not a legal map for potential adoption that needs election sequencing proposed for it.

* indicates a 4-district map.

** indicates a 6-district map.

(All other maps are 5-district maps.)

CITY OF ROSEVILLE
CALIFORNIA

October 23, 2019

City Council Public Hearing #3

PUBLIC COMMENT VIA EMAIL AND LETTERS

Sun City Roseville Community Association, Inc.

October 14, 2019

John B. Allard II, Mayor
City of Roseville
311 Vernon Street
Roseville, CA 95678

Subject: Mapping Request – Sun City Roseville Community Association

Dear Mayor Allard,

The Sun City Roseville Community Association is a common interest development in the state of California that serves an active 55+ community of 5000+ members. We are deeply concerned about the drawing of district maps within the City of Roseville that could potentially result in the division of our resident community into more than one district.

We strongly urge you to consider our Association of senior citizens a "community of interest" for purposes of district mapping per Section 2(d)(4) of Article XXI of the California Constitution. This provision states:

"A community of interest is a contiguous population which shares common social and economic interests that should be included within a single district for purposes of its effective and fair representation.... Communities of interest shall not include relationships with political parties, incumbents or political candidates."

Accordingly, we request that the Sun City Roseville Community Association be included within a single district as a community of interest for purposes of district mapping. Thank you for your consideration.

Sincerely,

Judy Arntson

Judy Arntson, President
Board of Directors
Sun City Roseville Community Association

Cc: Roseville City Council
Roseville City Clerk
Sun City Roseville Board of Directors
Sun City Roseville Executive Director
Sun City Roseville Government Affairs Committee Chair

Orozco, Sonia

From: Debbie Sedwick
Sent: Tuesday, September 3, 2019 2:15 PM
To: Orozco, Sonia
Subject: RE: Roseville City Council Moves Towards District-based Elections

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Sonia,

Thank you for the memo. I have known several agencies who have received a demand letter. I am happy to hear Roseville is taking a proactive approach to this rather than wait and be reactive. Unfortunately, I will not be able to make the first two hearings but will plan on attending the future meetings.

Thanks again,
Debra Sedwick

Sent from Mail for Windows 10

From: Orozco, Sonia
Sent: Tuesday, September 3, 2019 1:51 PM
Subject: Roseville City Council Moves Towards District-based Elections

Dear Board, Commission and Committee members,

Attached find a memorandum from City Manager Dominick Casey regarding transitioning to district-based elections which includes FAQs about City Council's decision to move forward. The memo also includes a timeline with dates the City Council will be holding specific public hearings in order to complete the process.

Questions can be directed to City Clerk Sonia Orozco at 916-774-5269 sorozco@roseville.ca.us or Public Affairs and Communications Director Megan MacPherson mmacpherson@roseville.ca.us 916-774-5455.

Sonia Orozco, MMC
City Clerk
City Clerk Department
o: (916) 774-5269
c: (916) 532-0381

Civic Center | 311 Vernon Street | Roseville, CA | 95678

Orozco, Sonia

From: JEANNE WADE
Sent: Tuesday, October 1, 2019 1:14 PM
To: Orozco, Sonia
Subject: Re: District Based Elections

EXTERNAL: This email originated from outside of the organization. Do not click on any links or open attachments unless you recognize the sender and know the content is safe.

Well, I think it is sad.

Several District elections will cost way more money and serve to divide this wonderful city.

I don't get it. Anyone who *wants* to vote for Council members can vote. As it is, how does this impair the ability of a protected class to elect candidates of their choice?....or is it more of an "Electoral College" kind of issue (which I do get)???

Jeanne Wade

From: Orozco, Sonia <SOrozco@roseville.ca.us>
Sent: Tuesday, October 1 2019 11:27 AM
To: JEANNE WADE
Subject: RE: District Based Elections

Good morning Ms. Wade,

Thank you for the email.

As a way of background, the California Voting Rights Act (CVRA) was signed into law in 2002. The law prohibits an at-large method of election that impairs the ability of a protected class (race, color or language minority group) to elect candidates of their choice or their ability to influence the outcome of an election. The intent of the law is to expand protections against vote dilution over those provided by the Federal Voting Rights Act of 1965. The CVRA makes it easy for plaintiffs to bring forth and prevail in lawsuits brought against public entities that elect their members of a governing body (Councilmembers) via an at-large system when they can prove the existence of racially polarized voting. Racially polarized voting happens when there is a difference in the choice of candidates that are preferred by voters of a protected class, and in the choice of candidates that are preferred by voters in the rest of the electorate.
Various California law firms have alleged racially polarized voting against numerous California jurisdictions regarding their at-large election system. In California, over 250 jurisdictions, water districts, school districts, community college districts and counties have been sued and have been forced to convert to by-district elections. The law firms represent a plaintiff and threaten litigation if the jurisdiction declines to voluntarily convert to district-based elections. Those jurisdictions that have chosen to defend against CVRA challenges have either **voluntarily** adopted district based elections, or been forced to adopt district based elections by the courts. Staff and our outside legal counsel is unaware of any jurisdiction that has prevailed in defending an at-large system of election. Judgments issued against jurisdictions who have fought voluntary

transition have resulted in courts imposing district elections and the cities paying legal fees ranging from hundreds of thousands of dollars up to millions of dollars.

The following Sacramento region jurisdictions have received demand letters from a plaintiff's attorney and are in the process of conversion:

- City of Davis
- City of Elk Grove
- City of West Sacramento
- City of Woodland
- City of Citrus Heights

It is not a question of "if" the City of Roseville is going to receive a demand letter, it is "when" Roseville will receive a demand letter. Regardless of whether the City agrees with the allegations, there is NO public agency that has successfully defended an "at-large" method of election, when challenged under the CVRA. That's because under the law, plaintiff's bringing a CVRA have a low bar to meet in order to prevail. They do not have to establish discriminatory intent or historical discrimination.

Roseville has agreed to move forward based on several advantages to taking action now:

1. The path forward for the 2020 City Council elections will be settled sooner rather than later, minimizing chaos that might otherwise result from receiving a letter further into the election cycle. This gives potential candidates more time to prepare and understand the new format. If Roseville receives a demand letter in 2020, the at-large election could be over-turned resulting in the city having to conduct a special election after districts have been established.
2. Roseville would determine the district boundaries instead of having them imposed by a court.
3. Roseville is in the midst of a once-a-decade charter review process, part of which determines our governance structure. The change to district elections will need to be incorporated in many charter provisions.

Below find the schedule of Public Hearings that are required by law:

Summary of Timeline for Conversion to District-Based Elections
Safe Harbor for Cities Converting by Ordinance as Prescribed by the
California Elections Code

Date 2019	Meeting Type	Public Hearing	Item Topic At Meeting
September 18, 2019	**Public Hearing**	**1**	Public input on composition of districts
October 2, 2019	**Public Hearing**	**2**	Further public input on baseline and census geography, race/ethnicity dot density, and zoning and general plan information (must be within 30 days of Public Hearing 1)
October 23, 2019	**Public Hearing**	**3**	Discussion of proposed district maps and sequence of elections including procedure to elect Mayor
November 6, 2019	**Public Hearing**	**4**	Public input and possible revisions to proposed District Map
November 20, 2019	**Public Hearing**	**5**	Adoption of District Map, transition to district elections Ordinance introduced
December 4, 2019	Regular Meeting		Second reading of Ordinance (effective date January 4, 2020)

Please feel free to call me at 916-774-5269 if you have any questions. I understand your concerns. I will pass along your email to the City Council, City Manager and City Attorney.

Sonia Orozco, MMC
City Clerk
City Clerk Department
o: (916) 774-5269
c: (916) 532-0381

Civic Center | 311 Vernon Street | Roseville, CA | 95678

From: JEANNE WADE
Sent: Tuesday, October 1, 2019 10:55 AM
To: City Clerk <CityClerkroseville@roseville.ca.us>
Subject: District Based Elections

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I am a new transplant from Santa Clara County (6/18).

Recently I watched a council meeting discussing breaking up into districts.....Just like San Jose. It made me sad to think that was going to happen here in Roseville. Today I got the What's Happening...email about this issue.

Moving from San Jose to Roseville was like moving to a different planet (traffic, not so much). It seems obvious to me that the tax money is being spent well....and where it should be. Everyone who comes and visits always says something positive about Roseville. Everyone.

Breaking up Roseville into different districts causes separation and distinct spots of the "have's and have not's" it seems, and politicizes everything and everyone. I think we are all growing weary of politics these days and just want our representatives to focus on what got them elected and to get the job done in a honest, thoughtful way.

It is obvious to me that you all are doing what you were elected to do and seem to be doing it well. I hope this decision is not inevitable. If it ain't broke, don't break it.

Jeanne Wade

Sent from Mail for Windows 10

Linda Johnsen

Roseville, CA 95747

Roseville City Counsel
311 Vernon St
Roseville, CA 95678

October 2, 2019

Dear Counsel,

It has recently come to my attention consideration is being given to changing how many districts there will be to vote for representation on the counsel. **Please leave current board representation as is!**

I strongly disagree with this idea/proposal. The current status of 5 districts and rotating mayor is the best way to go in my opinion. With Roseville area especially new growth will give newcomers the opportunity to approach our community with excitement on who they feel will represent them a bit more geographically. Having only 4 members on the council will limit how much time as counsel individuals will have to devote to residents of their newly formed LARGE DISTRICT instead of manageable size. Residents' concerns and input is very important as our town grows!

When Roseville was a small-town Counsel didn't use this formula. Why now when town is growing. Political reasons? Roseville is becoming the 'hub' for Placer County. Roseville is a great community and as a citizen I hope you take my input seriously.

I was very active in my local Bay Area city council & community but unfortunately, I'm currently away and cannot attend Board meeting tonight.

Thank you in advance for my concerns on the future of Roseville. If you have any questions, don't hesitate to contact me.

Sincerely,

Linda Johnsen

RECEIVED BY
OCT 07 2019
CITY MANAGER'S OFFICE

Orozco, Sonia

From: City Council Mail
Sent: Monday, October 7, 2019 11:02 AM
To: City Council
Cc: Casey, Dominick; Schmitt, Bob; MacPherson, Megan; Orozco, Sonia; Sheidenberger, Michelle
Subject: FW: District preferences

From: Larry Hufty
Sent: Wednesday, October 2, 2019 9:58 PM
To: City Council Mail <CityCouncil@roseville.ca.us>
Subject: District preferences

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My preferences are:

1) **5-districts** (for the 2019 districting) Then add a 6th district after we receive the 2020 census data to enable us to split the NW district into two separate districts in 2021 (minimizes impacts to the other 4 districts when we perform the 2nd re-districting since most of the growth from 2010 -> 2020 will be in the NW district)

2) **Rotating mayor**. Shows residents that all districts are treated equally because each district will eventually get someone from their district as mayor. Also, encourages council to work together because rotation determines who will be mayor, not the number of votes

3) **Use neighborhood association boundaries for creating districts**. Newer neighborhoods have different concerns than older neighborhoods. Neighborhood associations do a good job of merging together neighborhoods that were developed around the same time. Districts also need to reflect the differing concerns between older and newer neighborhoods so it makes sense to use those same neighborhood boundaries for districting.

Thank You,

Larry Hufty

Roseville, CA 95747

Orozco, Sonia

From: City Council Mail
Sent: Monday, October 7, 2019 11:00 AM
To: City Council
Cc: Casey, Dominick; Schmitt, Bob; Orozco, Sonia; MacPherson, Megan; Sheidenberger, Michelle
Subject: FW: City council districts

From: Margaret Petrovich
Sent: Wednesday, October 2, 2019 6:54 PM
To: City Council Mail <CityCouncil@roseville.ca.us>
Subject: City council districts

EXTERNAL: This email originated from outside of the organization. Do not click on any links or open attachments unless you recognize the sender and know the content is safe.

For all city council members:

I support having 5 districts for the city of Roseville with the mayor appointed on a rotational basis.

Thanks,
Margaret Petrovich

Roseville 95747

FROM THE DESK OF PETE CONSTANT

TO: ROSEVILLE CITY COUNCILMEMBERS
FROM: PETE CONSTANT
SUBJECT: 10/02/2019 COUNCIL MEETING, AGENDA ITEM 10.1
DATE: OCTOBER 3, 2019
CC: PUBLIC RECORD

Thank you for the opportunity to address the city council at last evening's meeting. Unfortunately, due to time constraints I was not able to finish my comments on this very important topic.

As you are aware, I am a very engaged resident of our city. In addition to being the CEO of a national nonprofit organization headquartered in Roseville, I am the vice president of my neighborhood association, Fiddyment Farms Neighborhood Association, I am the chair of Board of Appeals, and vice chair of the Charter Review Commission. My comments last evening and in this letter, however, are my personal opinions.

I chose to move my family and bring the headquarters of my organization to Roseville because of its high quality of life and its history or being well run by people who truly care about our community. The thought of moving to district-based councilmembers is disheartening; I have seen up close and personal many cities where the "my district" mentality has led to myopic decision-making and poor policies. Of course, I understand the seriousness of CRVA and potential litigation and know there is no avoiding this transition. I hope that the future leaders of Roseville are able to keep the city-wide perspective and focus that has served us so well for so long.

While I understand the need to make the transition, I really don't understand the rush to move on this before the 2020 census is completed. The council is acting as if they have received a Demand Letter – yet they have not. It has not been alleged or demonstrated that Roseville has, in fact, impaired the ability of a protected class to influence an election. Nor has any dilution of voter been demonstrated.

I have heard many city leaders and councilmembers lamenting the fact that "we have to do this," when, in fact, this is a discretionary action of the city council. The council has *chosen* to act as if there is a demand letter, because they fear a demand letter.

It appears as if fear is guiding the process, rather than the best interests of the entire community.

There is much wisdom in the adage, Haste Makes Waste…

There are a number of issues with the accelerated timeline that has been established in an attempt to gain "safe harbor" protections for a *hypothetical threat of litigation.*

I believe moving forward in this manner will actually create *real* issues that will impact our residents, disenfranchise residents, create voter dilution, and expose the city to legal risk, including potentially being enjoined from implementing districts prior to the new census.

As you are well aware, Roseville has experienced a large amount of population growth since the last census. That growth has been concentrated in one geographic area – West Roseville (see population growth). Based on the recent growth rate, updating these projections to 2019 will likely add 2,500 additional people.

Year	Population	Growth	Annual Growth Rate	Year	Population	Growth	Annual Growth Rate
2018	139,117	4,016	2.97%	2013	126,659	2,348	1.89%
2017	135,101	2,402	1.81%	2012	124,311	1,715	1.40%
2016	132,699	2,738	2.11%	2011	122,596	2,801	2.34%
2015	129,961	1,657	1.29%	2010	119,795	39,874	4.13%
2014	128,304	1,645	1.30%				

Establishing districts based on the 2010 census would mean that over 20K residents primarily in one geographic area would be uncounted.

I am one of those residents that will not be counted

Due to the geographic dispersion and the layout of the city, there are limited options for spreading the "new" residents amongst more than one district as lines are drawn. I have tried myself and it will be extremely difficult – if not impossible.

Creating city council districts just prior to the 2020 census will create an actual, definable group of 20K people whose votes will be suppressed – additionally, the votes of the "counted" residents in the new district(s) will be diluted by the 20K additional uncounted people in the district. There are long-standing laws that prohibit the dilution of votes at the federal level. The courts have clearly and unambiguously stated that weighting votes differently according to where citizens happen to reside is discriminatory and that elected officials represent people, not areas. As far back as 1964 the Supreme Court held that The Equal Protection Clause requires substantially equal legislative representation for all citizens.

As noted by the demographers in their presentations, a concentration of Asian residents live in the area that will be uncounted. Asian-American residents comprise one of the city's largest minority group at 10%. Rushing to move to district elections will clearly create an environment wherein all "not counted" residents' votes are diluted and demonstrate a clear issue in regard to the CRVA violations.

While this may not be an issue if the city were to be forced into moving to elections, but I believe one could successfully argue that this is an oppressive government action when it is a purely discretionary action by the legislative body.

Under this timeline, these new districts would only be used for one election cycle, then immediately re-drawn in 2020 with the new census. Due to the large uncounted population the districts would have to be drastically redrawn. This could lead to people being in or out of a district one election cycle, then the opposite 2 years later. It is very likely that there will be voters that vote for district representatives 2 years in a row, while others don't vote for 6 years. There is no doubt that this will lead to voter confusion – voter confusion is known to suppress voter turnout.

Additionally, there are a number of charter provisions that relate to the elections of councilmembers that cannot be modified in time for the 2020 election. This means that in one election cycle – and only one election cycle – candidates will be guided by campaign finance regulations that are designed for campaigning citywide, while running in a district that is 1/4th, 1/5th, or potentially 1/7th the size of the city. In a time when people are

demanding to get money out of politics, this will exponentially increase spending on a per-voter basis for one election.

Waiting a short time in order to receive accurate census data will ensure the *intent* of FVRA and CVRA are afforded to all residents of Roseville. Clearly stating the council's intention to move to district elections and articulating the unique factors that necessitate an 2022 implementation, along with articulating why this implementation date will best serve to preserve the voting rights and equal protection of all residents will lay a clear foundation for mitigating the potential of receiving a demand letter and the risk of litigation. Councilmember Houdesheldt provided numerous examples of cities that have planned 2022 implementation dates.

I strongly suggest the city council rescind the prior council resolution and pass a new resolution that clearly states, but not necessarily limited to, the following:

- The council's intent to move to district elections
- The council's intent to preserve the voting rights and equal protection of all residents
- Acknowledges the city's unique situation having experienced substantial growth since the 2010 census that has increased population by approximately 20%, primarily in one geographic area
- Moving to district elections prior to receiving the new census data will result in a significant dilution of vote for tens of thousands of residents
- Moving to district elections prior to receiving the new census data will result in resident confusion and potential voter suppression due to immediately changing district boundaries
- Two changes in district boundaries within 2 adjacent elections will very likely create an environment in which some residents may vote for council representatives twice in two years, while other may only vote once in six years.
- The council has formed a Charter Review Commission and placed the issue of determining the appropriate number of council representatives and whether or not to move to city-wide mayoral representation on the commission's workplan
- The council has formed a Charter Review Commission to do a comprehensive review of all charter provisions that will or may be impacted by a move to district elections.
- Moving to district elections prior to review of inter-related charter provisions will cause significant disparities in the amount of campaign dollars raised and spent by members of the same city council due to incompatibility of current campaign finance law with district elections
- The only way to protect the voting rights of all residents under the CVRA and FVRA is to ensure that all residents are counted, preserving the legal requirement and moral imperative of *one person, one vote* and *equal protection under the law.*
- The only way to establish fair and equitable districts is to await the results of the impending federal census vote.

Again, the city is not "Forced" into doing this. The council has chosen to take this route due to a perceived – not actual – threat of litigation. Managing risk is important but *ensuring the integrity of your elections and the voice of the residents is More Important.* Not doing so, in my opinion, places the city in a higher level of risk due to its own, discretionary actions to create a crisis that doesn't yet exist and will create real issues of voter disenfranchisement, voter dilution, confusion, and community angst that are contrary to the intent of the CRVA and the FVRA.

Taking the course of action that is in the best interest of all residents will guide you to the safest harbor of all.

Thank you again for providing a forum for me to raise these important issues for the benefit of our community.