

DESIGN INFORMATION TABLES BY ACCESS ALTERNATIVES

Traffic Operations - Intersection Level of Service - Peak hour periods (Weekday AM, Weekday PM, Friday and Saturday PM)

Location	Alt 1	Alt 2: Opt 1	Alt 2: Opt 2	Alt 2: Opt 3	Alt 3	Alt 4 (No Built)
SR-94 and Melody	B	B	B	B	B and C	D, E or F
SR-94 and Daisy Drive	n/a	A and B	A and B	A and B	n/a	n/a
SR-94 and Reservation Rd	A and B	n/a	n/a	n/a	n/a	F

Traffic Operations - Queuing - Peak hour periods (Weekday AM, Weekday PM, Friday and Saturday PM)

Location	Alt 1	Alt 2: Opt 1	Alt 2: Opt 2	Alt 2: Opt 3	Alt 3	Alt 4 (No Built)
SR-94 and Melody	Contained within available storage	Will exceed available storage				
SR-94 and Daisy Drive	n/a	Contained within available storage	Contained within available storage	Contained within available storage	n/a	n/a
SR-94 and Reservation Rd	Contained within available storage	n/a	n/a	n/a	n/a	Will exceed available storage

Traffic Operations - Summary

	Alt 1	Alt 2: Opt 1	Alt 2: Opt 2	Alt 2: Opt 3	Alt 3	Alt 4 (No Built)
Would the project meet its purpose and need with respect to traffic operations?	YES	YES	YES	YES	YES	NO

Note:

Level of Service: is a qualitative evaluation of intersections based on average control delay per the Highway Capacity Manual published by the Transportation research board. A represents best level of service, while F represent worst conditions. For Caltrans facilities, LOS A, B and C are acceptable conditions.

n/a: Not applicable. The intersection is not part of this alternative and cannot be analyzed.

Note: Data/information presented in this table is preliminary and subject to change. Final data will be presented in the SR-94 Improvement Project Draft EIR.

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Roadway Geometrics

Design Exceptions/Considerations	Alt 1	Alt 2: Opt 1	Alt 2: Opt 2	Alt 2: Opt 3	Alt 3	Alt 4 (No Built)
Mandatory	None	None	None	Design speed, shoulder width, grade, stopping sight distance, horizontal alignment and vertical alignment	None	Horizontal alignment, vertical alignment, grade, sight distance, cross slope
Advisory	None	None	None	None	None	Angle of intersection.
Other Remarks	Angle of intersection is close to not meeting standards	None	Super elevation and broken back curve	Super elevation	None	The following don't meet current Caltrans standards: lane width, shoulder width, horizontal alignment, vertical alignment, grade, sight distance, cross slope, angle of intersection.

Right of Way

Type	Alt 1	Alt 2: Opt 1	Alt 2: Opt 2	Alt 2: Opt 3	Alt 3	Alt 4 (No Built)
Permanent ROW Required	4 to 6 acres	4 to 6 acres	4 to 6 acres	2 to 4 acres	8 to 10 acres	0 acres
Temporary Construction Easement	1 to 2 acres	2 to 3 acres	0 acres			

Constructability

Type	Alt 1	Alt 2: Opt 1	Alt 2: Opt 2	Alt 2: Opt 3	Alt 3	Alt 4 (No Built)
Lengths of Retaining Walls	1,800 ft to 2,100 ft	1,100 ft to 1,400 ft	1,900 ft to 2,200 ft	4,100 ft to 4,400 ft	8,000 ft to 10,000 ft	0 ft
Heights of Retaining Walls	5 to 12 ft	5 to 12 ft	5 to 12 ft	5 to 12 ft	5 to 40 ft	0 ft
Total Size of Retaining Walls	10,000 to 13,000 sf	5,000 to 8,000 sf	6,000 to 9,000 sf	12,000 to 15,000 sf	26,000 to 30,000 sf	0 sf
Grading	CUT 20,000 to 24,000 cy	CUT 12,000 to 16,000 cy	CUT 16,000 to 20,000 cy	CUT 14,000 to 18,000 cy	CUT 26,000 to 30,000 cy	0 cy
	FILL 25,000 to 30,000 cy	FILL 26,000 to 31,000 cy	FILL 19,000 to 24,000 cy		FILL 36,000 to 41,000 cy	0 cy

Note:

ft = feet; cy= cubic yard

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