Traffic Impact Study

for the proposed:

Orbis Warehouse Park Project

In the City of Rialto

December, 2020

Kimley»Horn

TRAFFIC IMPACT STUDY
FOR THE PROPOSED
ORBIS WAREHOUSE PARK PROJECT
IN THE CITY OF RIALTO

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TRAFFIC IMPACT STUDY
FOR THE PROPOSED
ORBIS WAREHOUSE PROJECT
IN THE CITY OF RIALTO

I. INTRODUCTION

A. Purpose of the TIA and Study Objectives

This Traffic Impact Study has been prepared to address the traffic-related impacts of the proposed Orbis Warehouse project in the City of Rialto.

This traffic study has been conducted in accordance with the traffic study requirements of the City of Rialto, based on the City's *Traffic Impact Analysis Report Guidelines and Requirements* (Date: December 2013), and in accordance with San Bernardino Association of Governments (SANBAG) Congestion Management Program (CMP) requirements.

This study addresses existing, short-term future, and long-term future traffic conditions, taking into account the project trips to be generated by the project and potential project-related impacts on the surrounding circulation system.

This report includes a description of existing traffic conditions in the surrounding area, estimated project trip generation and distribution, future traffic growth, and an assessment of project-related impacts on the roadway system. Where necessary, circulation system improvements have been identified to achieve acceptable intersection operation in the vicinity of the project.

The project will be evaluated for the following conditions:

- Existing Conditions
- Opening Year 2022 – Existing Plus Growth
- Opening Year 2022 – Existing Plus Growth Plus Project
- Opening Year 2022 Cumulative – Without Project
- Opening Year 2022 Cumulative – With Project

B. Site Plan Location and Study Area

The project is located in the western area of the City of Rialto, and is shown in its regional setting on a vicinity map on **Figure 1**. The project site (approximately 7 acres) is bounded by State Route 210 to the north, Renaissance Parkway the south, and vacant land to the east and west.

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FIGURE 1
Vicinity Map

C. Development Project Identification

Pending

D. Development Project Description

The project will involve the construction of a warehouse building totaling 127,209 square feet and 8,000 square feet of office space. A copy of the project site plan is provided on **Figure 2-A. Figure 2-B** shows ingress and egress truck turn templates at the proposed project driveways.

The project is located within the City of Rialto Renaissance Specific Plan area and designates the project site as a "Corporate Center" land use, however, this project is proposing a zone change to "Business Center".

Vehicular access provisions for the project site would consist of two shared driveways on Renaissance Parkway. Passenger vehicles would access the site via both driveways. Truck restrictions at both driveways are proposed.

The westernmost driveway, Driveway 1, would form the north leg of the Laurel Avenue at Renaissance Parkway intersection and would act as a shared private driveway between the two properties. Driveway 1 would be full access and signalized, providing an egress through-right lane, egress left only, and ingress through-lane for the two properties. The throat length of Driveway 1 is approximately 113 feet (113'), and the width of the proposed driveway is 60 feet (60'). Driveway 1 will be striped for the three dedicated movements and provide "Keep Clear" striping. Signage for both properties will be required to limit conflicting movements at the shared private driveway. Passenger vehicles for both properties would have full access ingress and egress at Driveway 1. The Project's truck traffic would be restricted to ingress only movements from the east bound, left turn lane at Laurel Avenue and Renaissance Parkway. No egress movements from the Project will be allowed at Driveway 1. Based on the intersection geometry, the adjacent property owner's connection to the shared driveway would be a minimum of fifty feet (50') from the crosswalk to allow for a single truck to queue without on-site congestion.

The easternmost driveway, Driveway 2, on Renaissance Parkway is proposed as a right-in/right out shared private driveway for passenger cars, and egress for trucks from the Project. Driveway 2 will be striped for the two dedicated movements and provide "Keep Clear" striping. Signage for both properties will be required to limit conflicting movements at the shared private driveway.

All Project trucks would enter the site via Driveway 1, and exit the site via Driveway 2, and travel to/from the west to utilize the City approved truck route along Alder Avenue.

The proposed opening year for the project is Year 2022. The project will be developed in a single project phase.

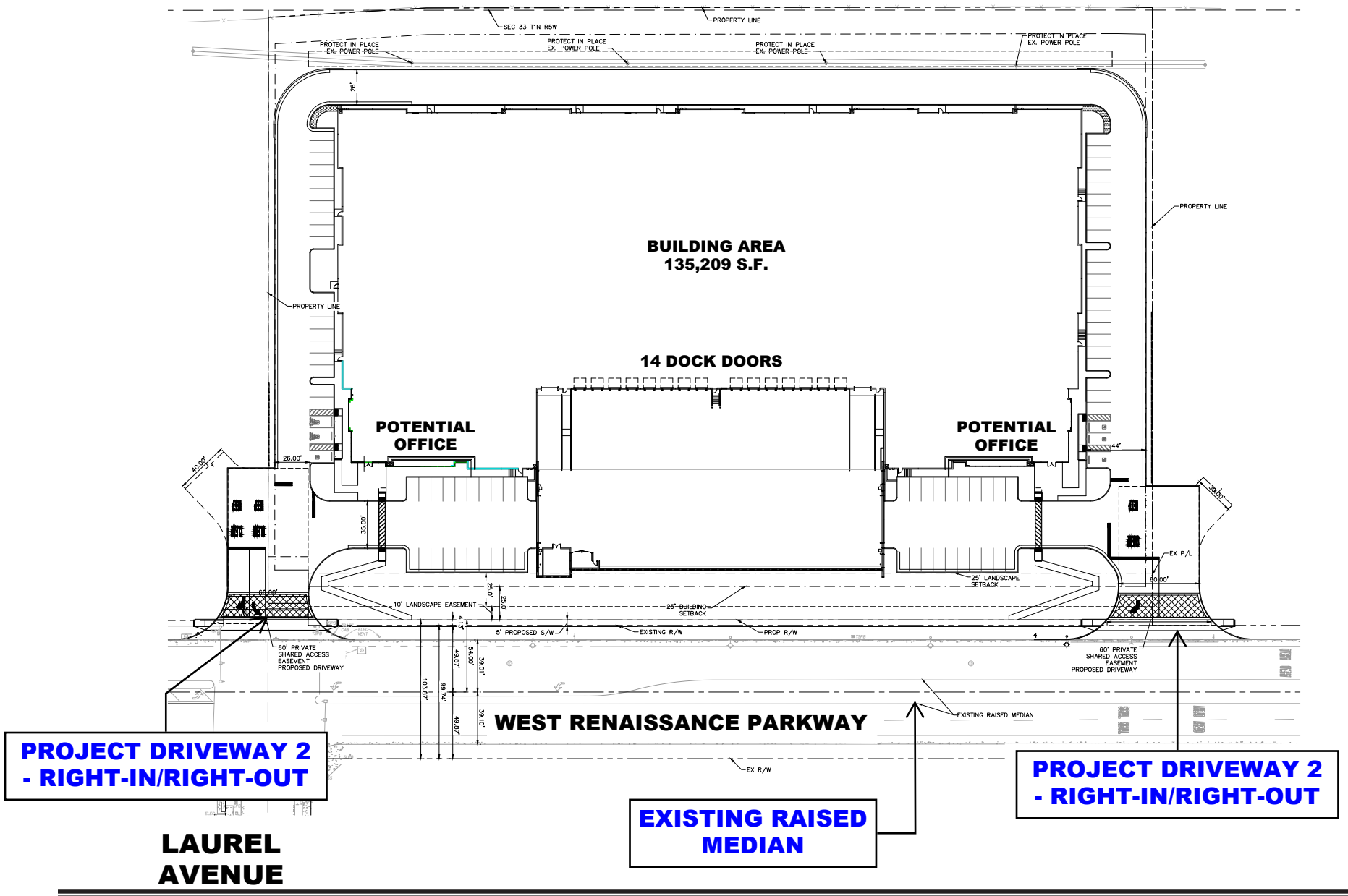

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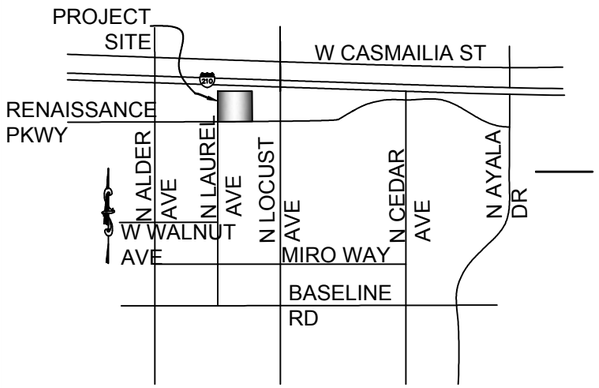
FIGURE 2-A
Project Site Plan

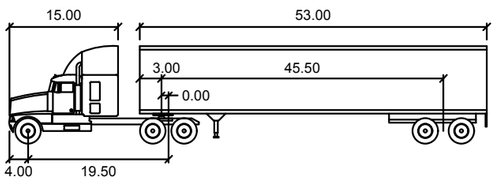


VICINITY MAP

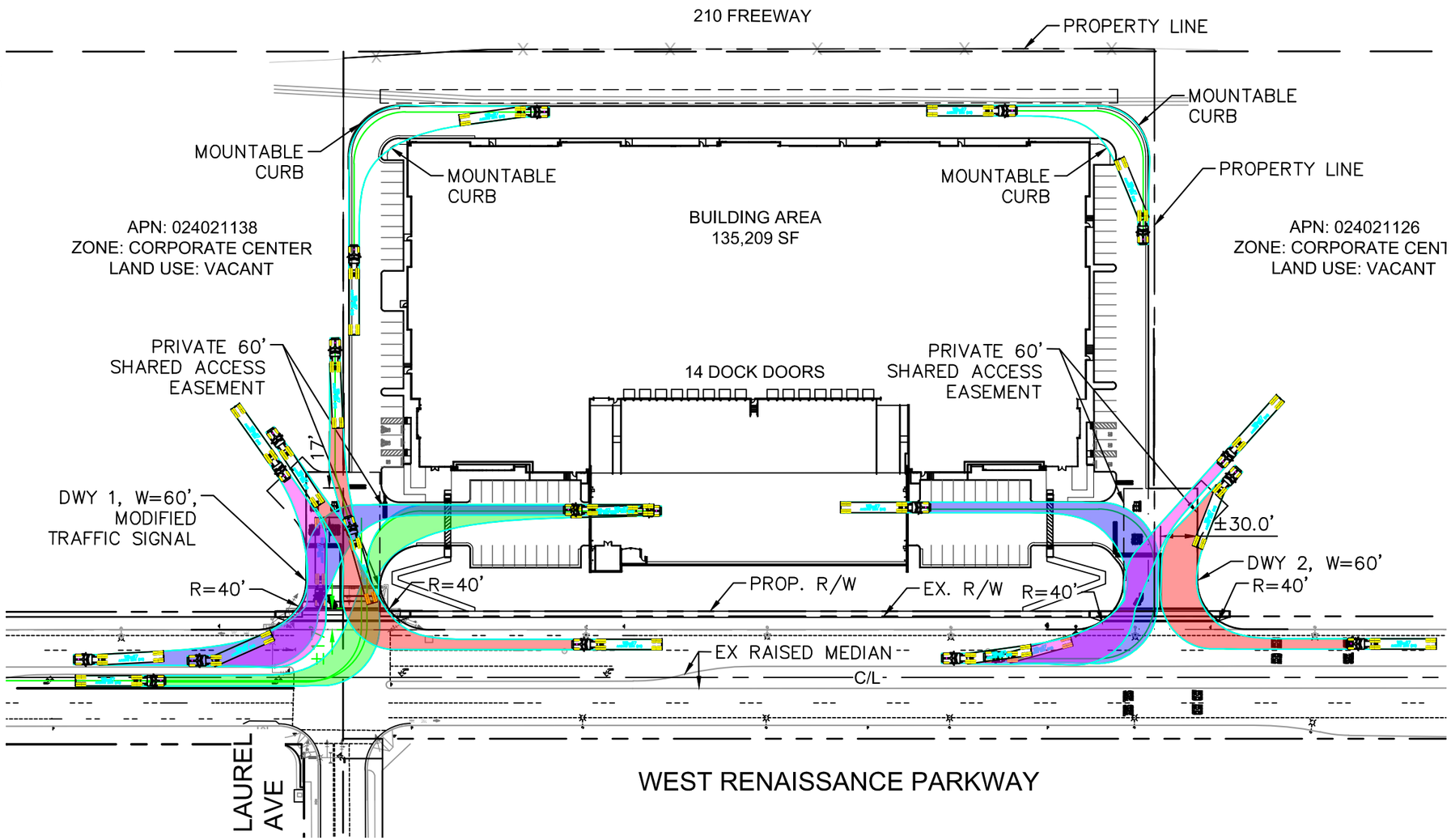
LEGEND

- PROJECT INGRESS
- PROJECT EGRESS
- ADJACENT PROJECT INGRESS
- ADJACENT PROJECT EGRESS

WB-67



	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		



WB 67: INGRESS AND EGRESS

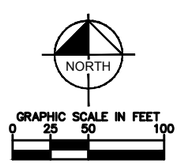


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FIGURE 2-B: TRUCK TURN MOVEMENT
ORBIS RENAISSANCE PARKWAY
RIALTO, CA
12/18/20

E. Analysis Methodology

1. Intersection Analysis – HCM Methodology

Peak hour intersection operations at signalized and unsignalized intersections were evaluated using the methods prescribed in the Highway Capacity Manual (HCM) 6th Edition, consistent with the requirements of the City of Rialto and the San Bernardino County CMP.

The City of Rialto guidelines require analysis of traffic operations to be based on the vehicular delay methodologies of the HCM (Transportation Research Board Special Report 209). The intersection analysis for the proposed project has been accomplished using the Synchro version 10.0 software program and using the specified input parameters outlined in the City's *Traffic Impact Analysis Report Guidelines and Requirements*.

Per the HCM Methodology, Level of Service (LOS) for signalized intersections is defined in terms of average vehicle delay. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The charts on the following page provide a description of the operating characteristics of each Level of Service and define the LOS in terms of average seconds of delay for signalized and unsignalized intersections.

2. Level of Service Standards and Measure of Significance

The City of Rialto, per the City of Rialto 2010 General Plan Update, establishes minimum Level of Service standards. According to Policy 4-1.20 of the General Plan document, the City requires that signalized intersections operate at LOS D or better during the morning and evening peak hours. The City's Traffic Study Guidelines require new development to mitigate impacts that cause the Level of Service to fall below LOS D, or cause the peak hour delay to increase as follows:

- LOS A/B – by 10.0 seconds
- LOS C – by 8.0 seconds
- LOS D – by 5.0 seconds
- LOS E – by 2.0 seconds
- LOS F – by 1.0 second

The City's traffic study guidelines require unsignalized intersections to operate with no vehicular movement having an average delay exceeding 120 seconds during the morning and evening peak hours.

LEVEL OF SERVICE DEFINITIONS	
Level of Service	**Description**
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted but not objectionably so.
D	This level encompasses a zone of increasing restriction, approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS		
Level of Service	**Signalized Intersection (Average delay per vehicle, in seconds) [1]**	**Unsignalized Intersections (Average delay per vehicle, in seconds) [2]**
A	≤ 10	0 – 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

[1] Source: Highway Capacity Manual (HCM 6th Edition), Exhibit 18-4.
[2] Source: Highway Capacity Manual (HCM 6th Edition), Exhibits 19-1 and 20-2.

Roadway Segment Analysis

The roadway segment analysis will address the project's impact on daily operating conditions on roadway segments within the project vicinity. Roadway segments are evaluated by comparing the daily traffic volume on a roadway segment to the daily capacity of that segment, to determine the volume-to-capacity (v/c) ratio. Daily capacity is based on the roadway classification, as shown in the following chart:

CITY OF RIALTO ROADWAY CAPACITY (1)				
Roadway Classification	**No. of Lanes**	**Two-Way Traffic Volume (ADT)(2)**		
		Service Level C	**Service Level D**	**Service Level E**
Local	2	2,500-2,799	2,800-3,099	3,100 +
Collector (60' or 64')	2	9,900-11,199	11,200-12,499	12,500 +
Industrial (45')	2	9,900-11,199	11,200-12,499	12,500 +
Arterial(3)	2	14,400-16,199	16,200-17,999	18,000 +
Secondary Highway	4	16,900-19,399	19,400-21,999	22,000 +
Modified Arterial (100')	4	26,200-29,599	29,600-32,999	33,000 +
Arterial (120')	6	38,700-44,099	44,100-49,499	49,500 +

Notes:
(1) All capacity figures are based on optimum conditions and are intended as guidelines for planning purposes only
(2) Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables.
(3) Two-lane roads designated as future arterials that conform to arterial design standards for vertical and horizontal alignments are analyzed as arterials.

Source: City of Rialto *Traffic Impact Analysis Report Guidelines and Requirements* (2013)

II. AREA CONDITIONS

A. Identify Study Area and Intersections

This traffic study includes documentation of existing conditions, analysis of cumulative traffic conditions, and identification of project-related impacts at the following study intersections:

Existing Intersections:

1. Alder Avenue at SR-210 Westbound Ramps
2. Alder Avenue at SR-210 Eastbound Ramps
3. Alder Avenue at Renaissance Parkway
4. Laurel Avenue (Driveway 1) at Renaissance Parkway
5. Locust Avenue at Renaissance Parkway

Future Project Driveway Intersections:

6. Driveway 2 at Renaissance Parkway

In addition, the following roadway segments were analyzed:

- Renaissance Parkway: Alder Avenue to Laurel Avenue
- Renaissance Parkway: Laurel Avenue to Locust Avenue

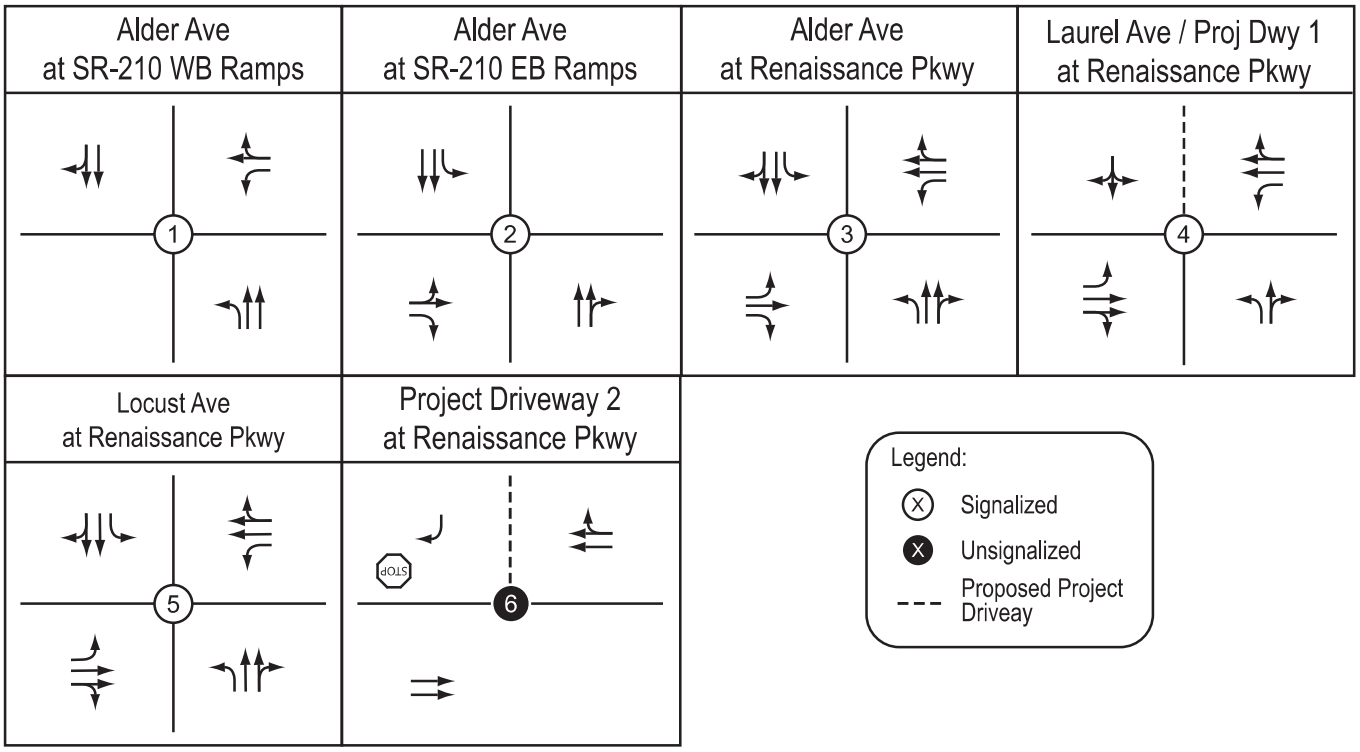
The study locations were established in conjunction with City staff through the Scoping Agreement process (Exhibit B of the City of Rialto *Traffic Impact Analysis Report Guidelines and Requirements*). A copy of the approved Scoping Agreement is provided in ***Appendix A***.

B. Description of Existing Roads, Traffic Controls, and Intersection Geometrics

Regional access to the site is provided primarily by the State Route 210 (SR-210) Freeway, to the north of the project site. Access to State Route 210 is available on the ramps along Alder Avenue. Existing lane configurations and intersection controls at the study intersections are shown on **Figure 3**. The following provides a description of the roadways surrounding the project site.

Alder Avenue – Alder Avenue is currently a four-lane roadway within the project vicinity, located approximately a quarter mile west of the project site. Alder Avenue is designated as a Major Arterial, with four travel lanes, a bike lane in each direction, and a raised center median. Alder Avenue is a designated truck route from Baseline Road to Casa Grande in the City of Rialto Circulation Element. Alder Avenue currently does not go through to Casa Grande, with a gap between Bohnert Avenue and Summit Avenue. The posted speed limit along Alder Avenue is 50 miles per hour.

Renaissance Parkway – Renaissance Parkway is a four-lane roadway with bike lanes between Citrus Avenue and Arrowhead Avenue, where it enters a residential neighborhood and transitions to a two-lane facility. Renaissance Parkway is designated as a Major Arterial west of Cactus Avenue and Collector Street east of Cactus Avenue. Within the project vicinity, four-lane segments of Renaissance Parkway contain a raised center median. The posted speed limit along Renaissance Parkway is 45 miles per hour.



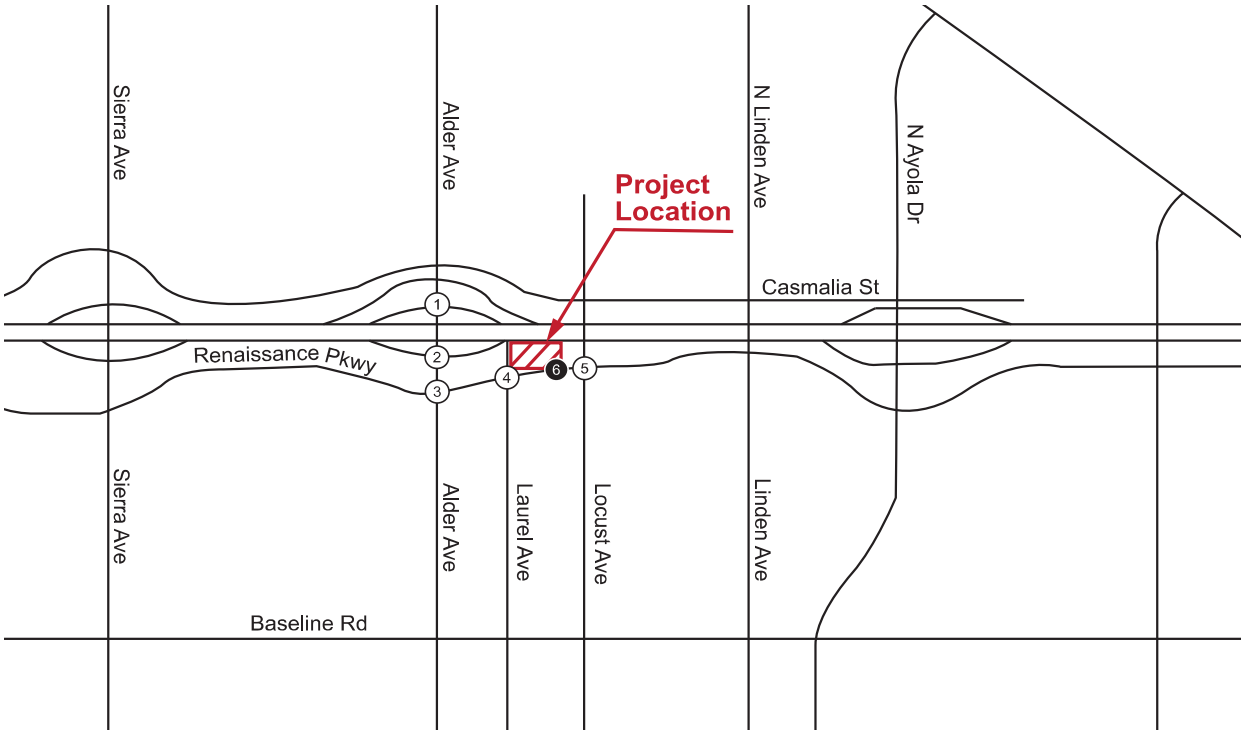


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FIGURE 3

Existing Lane Configuration and Traffic Control

C. Existing Traffic Volumes

Existing Peak Hour Turning Movement Volumes

Existing morning and evening peak hour turning movement volumes at the intersections of Laurel Avenue at Renaissance Parkway and Locust Avenue at Renaissance Parkway were collected on Thursday, March 5th, 2020. Existing morning and evening peak hour turning movement volumes at the intersections of Alder Avenue at SR-210 Westbound Ramps, Alder Avenue at SR-210 Eastbound Ramps, and Alder Avenue at Renaissance Parkway were collected on Thursday, May 23rd, 2019. Copies of the traffic count data worksheets are provided in ***Appendix B***.

Intersection count data included vehicle classifications for passenger vehicles and trucks. Vehicle classifications are necessary to compute Passenger Car Equivalent (PCE) volumes, which are used in the traffic analysis to address the impacts of truck traffic on intersection and roadway operation.

The PCE volumes were developed by applying a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. These factors are consistent with the City of Rialto's *Traffic Impact Analysis Guidelines and Requirements*. PCE volume worksheets are provided in ***Appendix C***. Existing morning and evening peak hour volumes with the PCE factors applied are presented on **Figure 4**.

Existing Roadway Daily Volumes

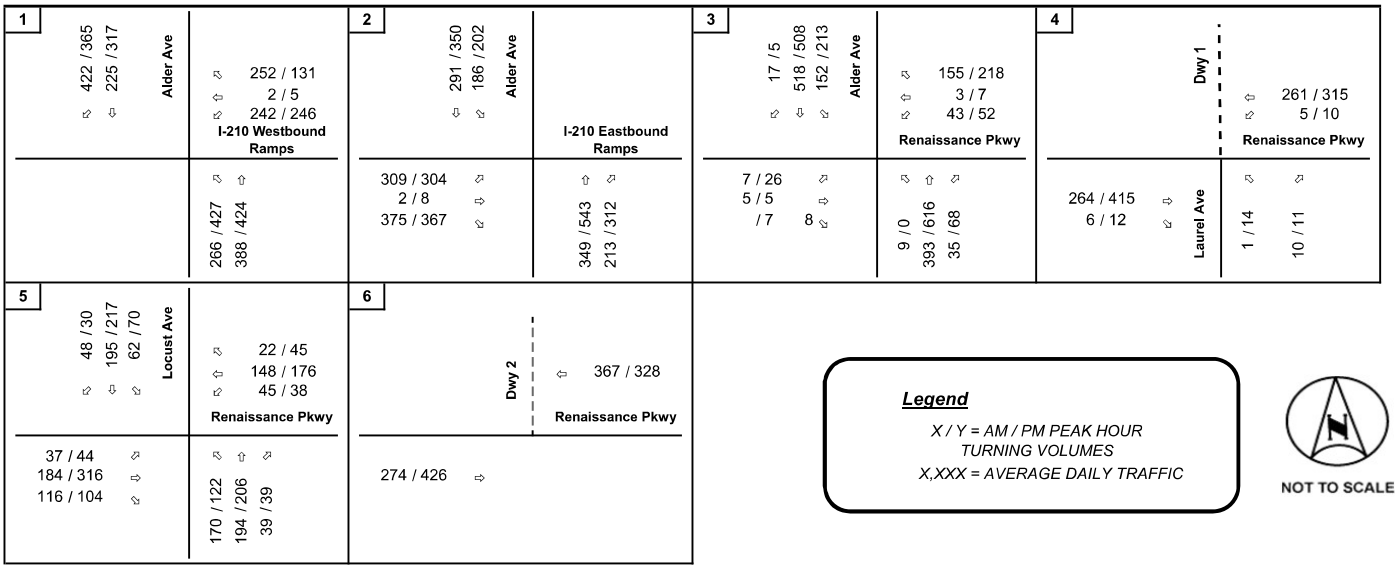
Existing daily roadway volumes were collected in March, 2020 with vehicle classification. The PCE factors were applied to the truck volumes, and the resulting existing daily traffic volumes with PCE are shown on Figure 4 (previously referenced). Daily traffic count data collection worksheets are provided in ***Appendix B***.

D. Existing Delay and Level of Service

Peak Hour Operating Conditions

Intersection Level of Service analysis was conducted for the morning and evening peak hours using the analysis procedures and assumptions described previously in this report. The results of the intersection analysis for Existing Conditions are shown on **Table 1**. Review of this table indicates that all intersections operate at an acceptable Level of Service during both peak hours.

Copies of Existing Conditions intersection analysis worksheets are provided in ***Appendix D***.


1
422 / 365
225 / 317
Alder Ave
252 / 131
2 / 5
242 / 246
I-210 Westbound Ramps
266 / 427
388 / 424
2
291 / 350
186 / 202
Alder Ave
I-210 Eastbound Ramps
309 / 304
2 / 8
375 / 367
349 / 543
213 / 312
3
17 / 5
518 / 508
152 / 213
Alder Ave
155 / 218
3 / 7
43 / 52
Renaissance Pkwy
7 / 26
5 / 5
/ 7
8
9 / 0
393 / 616
35 / 68
4
Dwy 1
261 / 315
5 / 10
Renaissance Pkwy
264 / 415
6 / 12
Laurel Ave
1 / 14
10 / 11
5
48 / 30
195 / 217
62 / 70
Locust Ave
22 / 45
148 / 176
45 / 38
Renaissance Pkwy
37 / 44
184 / 316
116 / 104
170 / 122
194 / 206
39 / 39
6
Dwy 2
367 / 328
Renaissance Pkwy
274 / 426
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
X,XXX = AVERAGE DAILY TRAFFIC
NOT TO SCALE

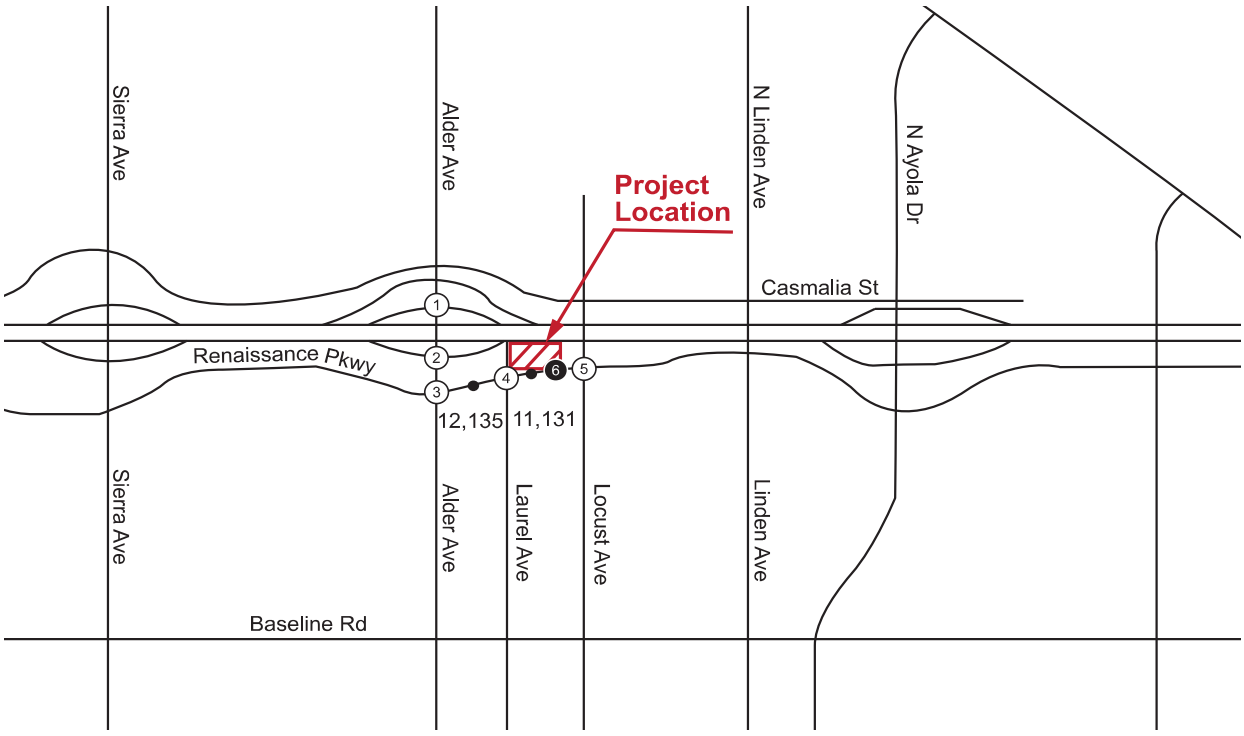

Sierra Ave
Alder Ave
N Linden Ave
N Ayola Dr
Project Location
Casmalia St
Renaissance Pkwy
12,135
11,131
Sierra Ave
Alder Ave
Laurel Ave
Locust Ave
Linden Ave
Baseline Rd

TABLE 1
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Alder Avenue at SR-210 WB Ramps	S	17.7	B	17.9	B
2	Alder Avenue at SR-210 EB Ramps	S	16.2	B	18.0	B
3	Alder Avenue at Renaissance Parkway	S	16.7	B	19.8	B
4	Laurel Avenue/ Driveway 1 at Renaissance Parkway	S	4.3	A	4.5	A
5	Locust Avenue at Renaissance Parkway	S	28.8	C	25.1	C
6	Renaissance Parkway at Driveway 2	FUTURE INTERSECTION				

Notes:
- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
- Delay values are based on the methodology outlined in the Highway Capacity Manual, (6^{th} Edition).

S = Signalized
U = Unsignalized

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. The results of the roadway analysis for Existing Conditions are shown on **Table 2**. Review of this table indicates that the study roadway segments are currently operating within their current Level of Service D capacity.

E. General Plan Circulation Element

A copy of the General Plan Street Classifications is provided on **Figure 5**. Designated truck routes in the Renaissance Specific Plan are shown on **Figure 6**. Project truck traffic is assumed to use the designated truck route system to access the freeway. Note that per City direction, this report assumes that project-related truck traffic will not use Ayala Drive to access the SR-210 freeway, as Ayala Drive is currently being considered for removal from the City truck route network.

F. Transit Service

Transit service to the project area is provided via the OmniTrans transit lines, which serve various San Bernardino cities in the area. Bus stops in the project vicinity are located at the Linden Avenue and Renaissance Parkway intersection, approximately 0.6 miles from the eastern project driveway (Driveway 2). A description of the bus route serving the project area is provided below.

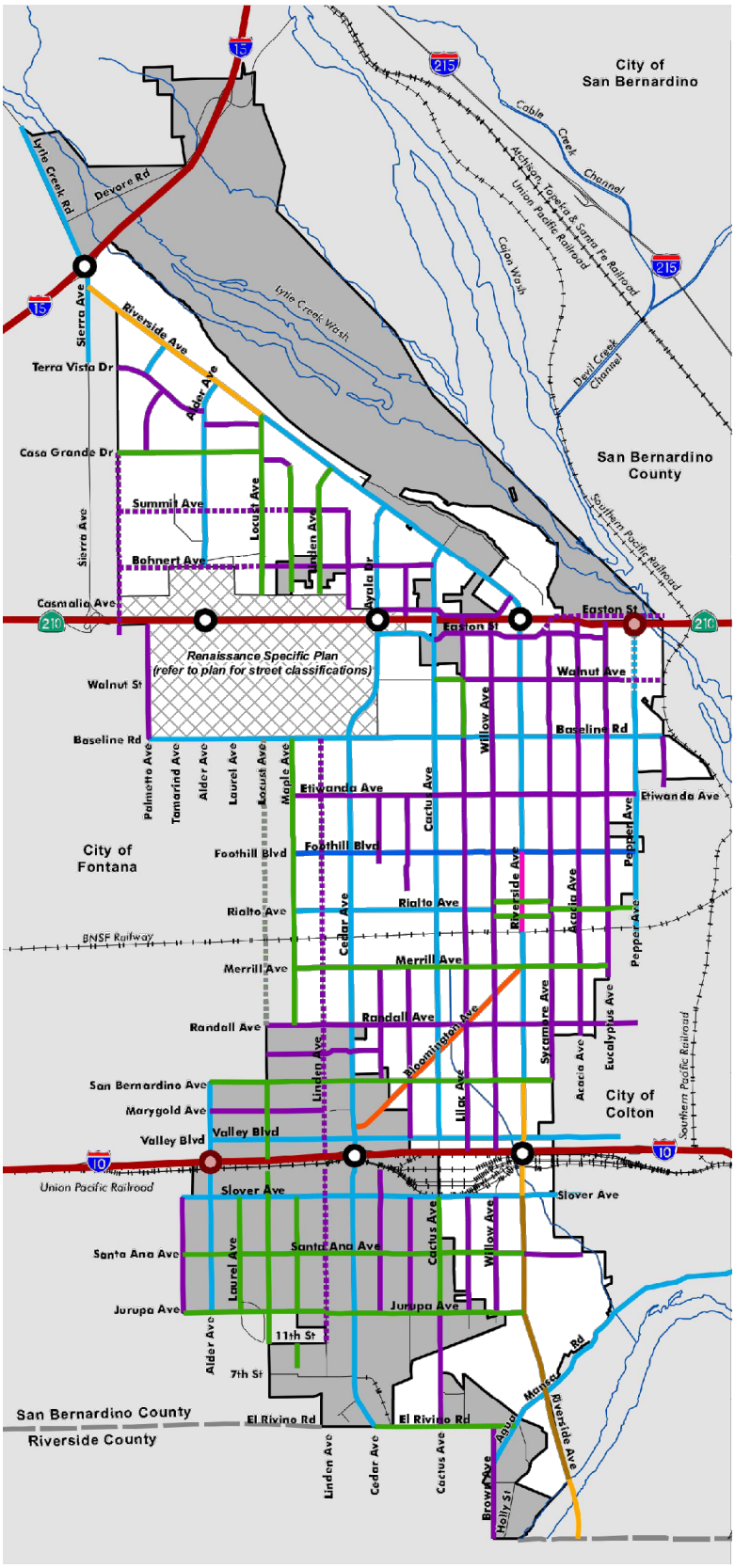
OmniTrans Route 12 operates between the City of Fontana and the City of San Bernardino, traveling through Rialto from the Fontana Metrolink Station to Cal State San Bernardino. Route 12 operates on weekdays from 5:20 AM to 10:40 PM with approximately 1-hour headways (the time between bus arrivals), on Saturdays from 7:15 AM to 6:55 PM with approximately 1-hour headways, and on Sundays from 7:15 AM to 7:55 PM with approximately 1-hour headways.

TABLE 2
SUMMARY OF ROADWAY ANALYSIS
EXISTING CONDITIONS

Roadway	Segment	Current Configuration	LOS D Capacity	Existing ADT[1]	Existing ADT w/ PCE	V/C	LOS	LOS D or Better?
Renaissance Parkway	Alder Avenue to Laurel Avenue	4 Lanes Divided	33,000	9,569	12,135	0.37	A	Yes
	Laurel Avenue to Locust Avenue	4 Lanes Divided	33,000	9,078	11,131	0.34	A	Yes

[1] Daily roadway counts were collected in 2020.

Notes: LOS = Level of Service
ADT = Average Daily Traffic
PCE = Passenger Car Equivalent
V/C = Volume-to-Capacity



Street Classification

Existing right-of-ways are indicated with a solid line, proposed right-of-ways are indicated with a dotted line, and right-of-ways outside the planning area are indicated with a gray line.

- Freeway
- Major Arterial Highway
- Major Arterial
- Major Arterial
- Modified Major Arterial I
- Modified Major Arterial II
- Modified Arterial I
- Modified Arterial II
- Secondary Arterial
- Secondary Arterial
- Secondary Arterial
- Collector Street
- Collector Street

Freeway Interchanges

- Existing Interchange
- Planned Future Interchange

Base Map Features

- Rialto Incorporated Area
- Rialto Sphere of Influence
- County Boundary
- Local Road
- Railroad
- Hydrological Feature

Source: Iteris, Inc. (2008)

0 0.5 1 1.5 2 Miles

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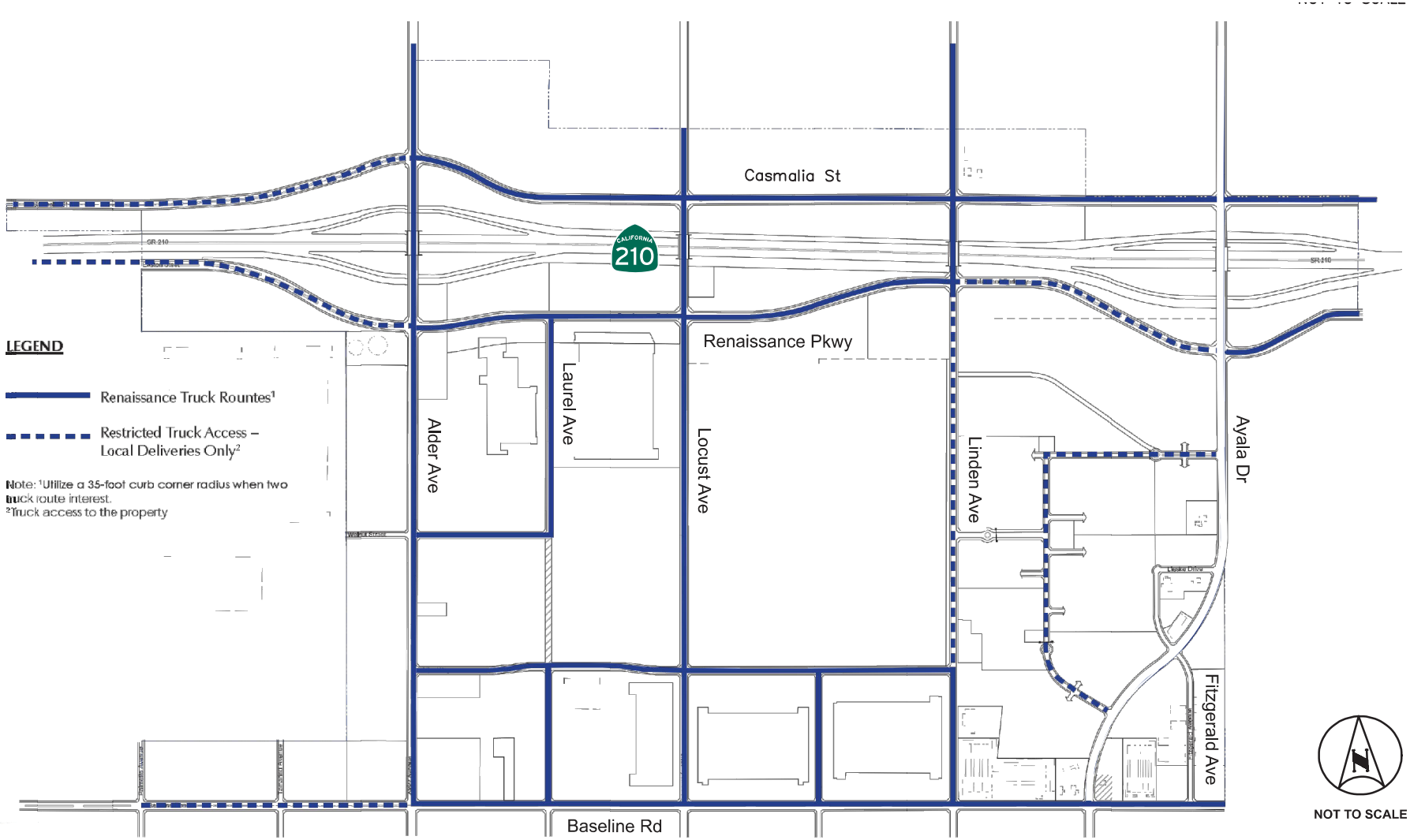
FIGURE 5

General Plan Street Classifications



Note:
This figure reflects the current moratorium that prohibits inter-city truck traffic along Ayala Drive between the 210 Freeway and Baseline Road.

III. PROJECTED FUTURE TRAFFIC

A. Project Traffic

1. Project Trip Generation

Trip generation estimates for the Orbis Warehouse project are based on daily and peak hourly trip generation rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). ITE trip generation estimates for the project are based on the trip generation rates for ITE Land Use 150: Warehousing.

Trip generation rates and resulting trip generation estimates for the project are summarized on **Table 3**. Without passenger car equivalent factors applied, the project is estimated to generate 481 vehicles trips on a daily basis, with 41 trips in the morning peak hour, and 43 trips in the evening peak hour.

Passenger vehicle and truck mix rates for Warehouse projects are provided in the City of Rialto *Traffic Impact Analysis Report Guidelines and Requirements*. These rates are based on the South Coast Air Quality Management District's (SCAQMD) recommendations for traffic impact studies. The guidelines specify a minimum truck rate of 40% of total project traffic. These vehicle classification splits were applied to the daily and peak hour trip generation to develop an estimate of truck volumes by number of axles (2-axle, 3-axle, and 4+-axle trucks) that would be associated with the proposed project.

Passenger car equivalent (PCE) factors, per City recommendations, were then applied to the truck types, based on number of axles (1.5 PCE for 2-axle trucks, 2.0 PCE for 3-axle trucks, and 3.0 PCE for 4+-axle trucks) to determine the total PCE volumes to be generated by the project. With the PCE factors, the Orbis Warehouse project is estimated to generate 808 PCE trips on a daily basis, with 68 PCE trips in the morning peak hour, and 71 PCE trips in the evening peak hour.

2. Trip Distribution and Assignment

Trip distribution assumptions for the project were developed by taking into account the proposed site uses, the location of the site access points, and the routes to and from the freeway system for the warehouse trucks. Separate distribution patterns were assumed for passenger car trips and truck trips. The truck docks are located in the center of the site between the two project buildings, and all trucks will enter the site via intersection 4: Laurel Avenue (Driveway 1) at Renaissance Parkway. Trip distribution patterns for passenger vehicles are shown on **Figure 7** and trip distribution patterns for trucks are shown on **Figure 8**. Trip distribution percentages at each study intersection were applied to the project trip generation to determine the project trips through each intersection. The resulting project-related peak hour trips for passenger vehicles at the study intersections are shown on **Figure 9**, the project-related peak hour trips for trucks are shown on **Figure 10**, and the total project-related peak hour trips are shown on **Figure 11.**

TABLE 3
TRIP GENERATION ESTIMATES
ORBIS WAREHOUSE

TRIP GENERATION RATES [1]

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	150	KSF	3.560	0.237	0.063	0.300	0.080	0.240	0.320

PROJECT TRIP GENERATION

Project Land Use		Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Warehousing		135.209	KSF	481	32	9	41	11	32	43
Passenger Vehicles	60.00%			289	19	5	24	7	19	26
Trucks	40.00%			192	13	4	17	4	13	17

PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

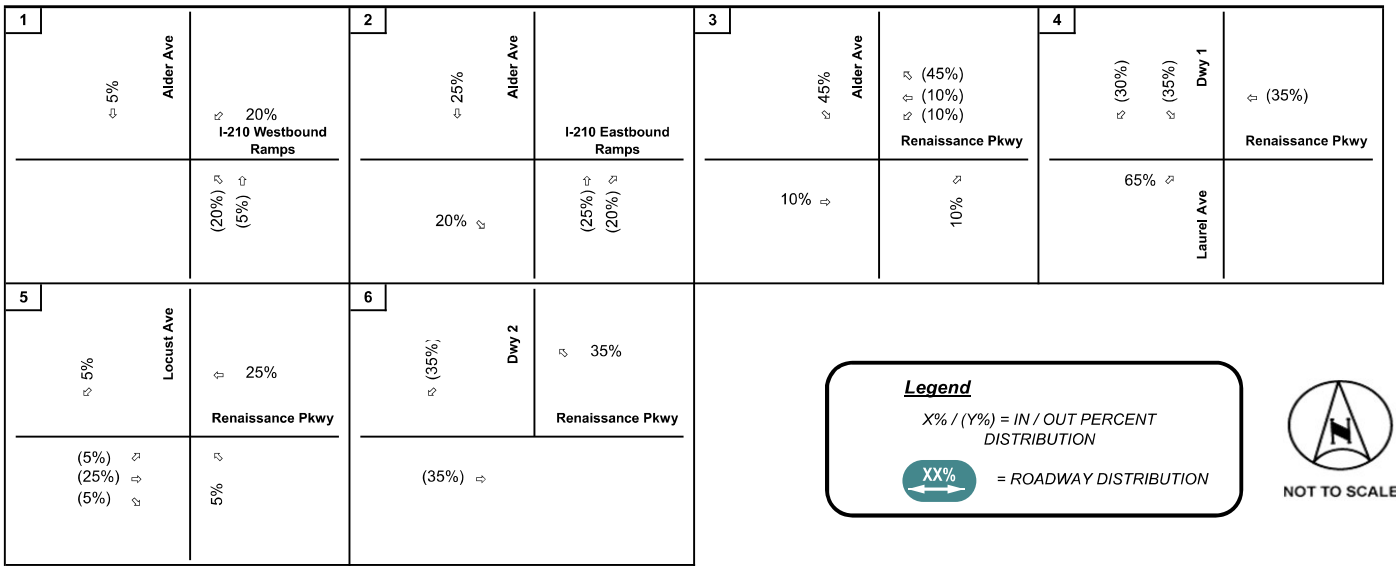
Vehicle Type	Vehicle Mix [2]	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	60.0%	289	1.0	289	19	5	24	7	19	26
2-Axle Trucks	0.8%	4	1.5	6	0	0	0	0	0	0
3-Axle Trucks	11.2%	54	2.0	108	7	2	9	2	7	9
4+ Axle Trucks	28.0%	135	3.0	405	27	8	35	9	27	36
Total Truck PCE Trips				519	34	10	44	11	34	45
Total Project PCE Trips				**808**	**53**	**15**	**68**	**18**	**53**	**71**

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition

[2] Source: City of Rialto Traffic Impact Analysis Report Guidelines and Requirements, December, 2013

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet



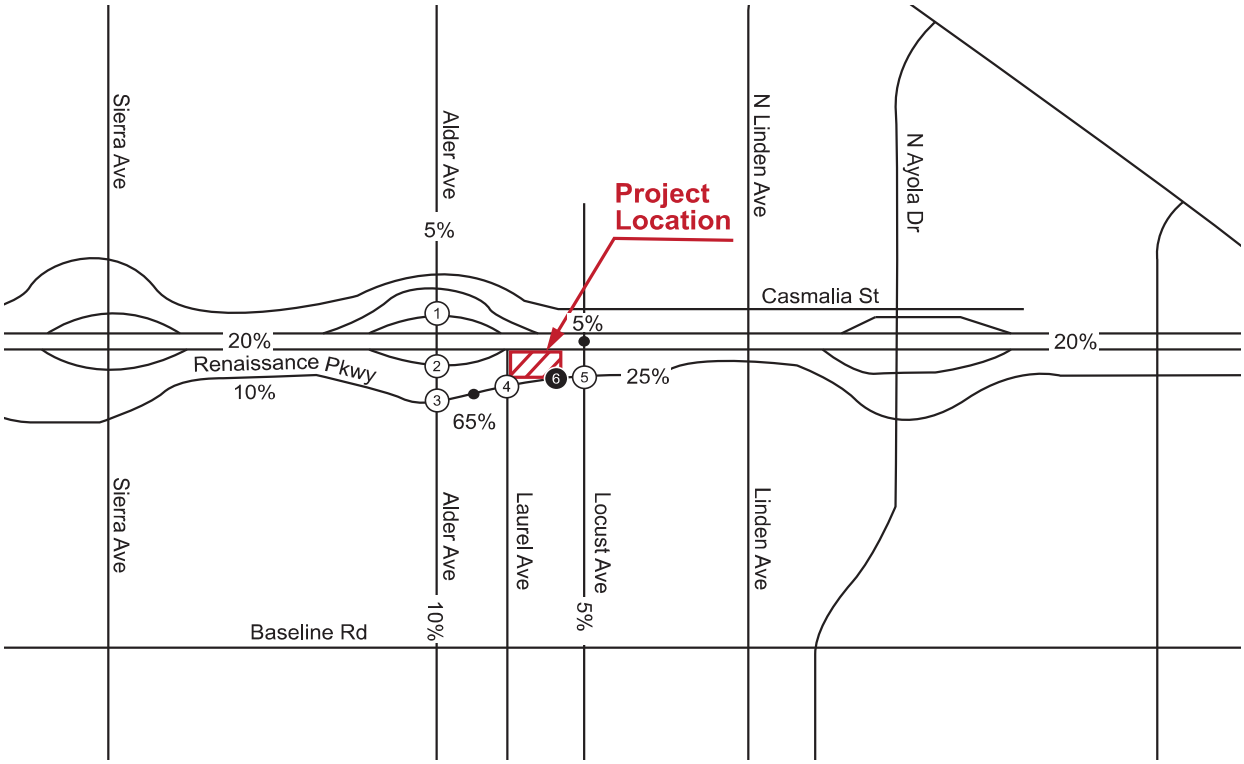
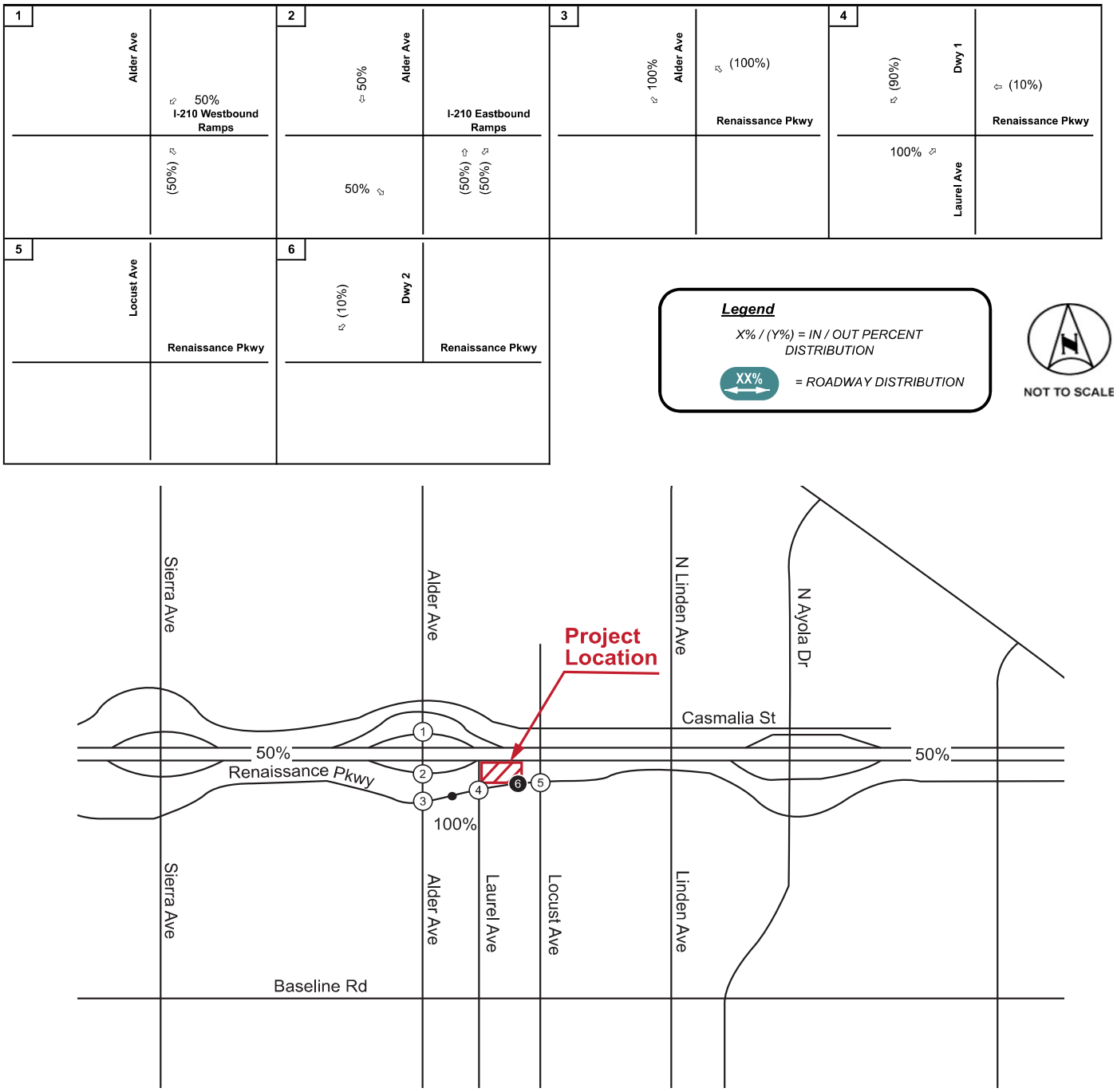
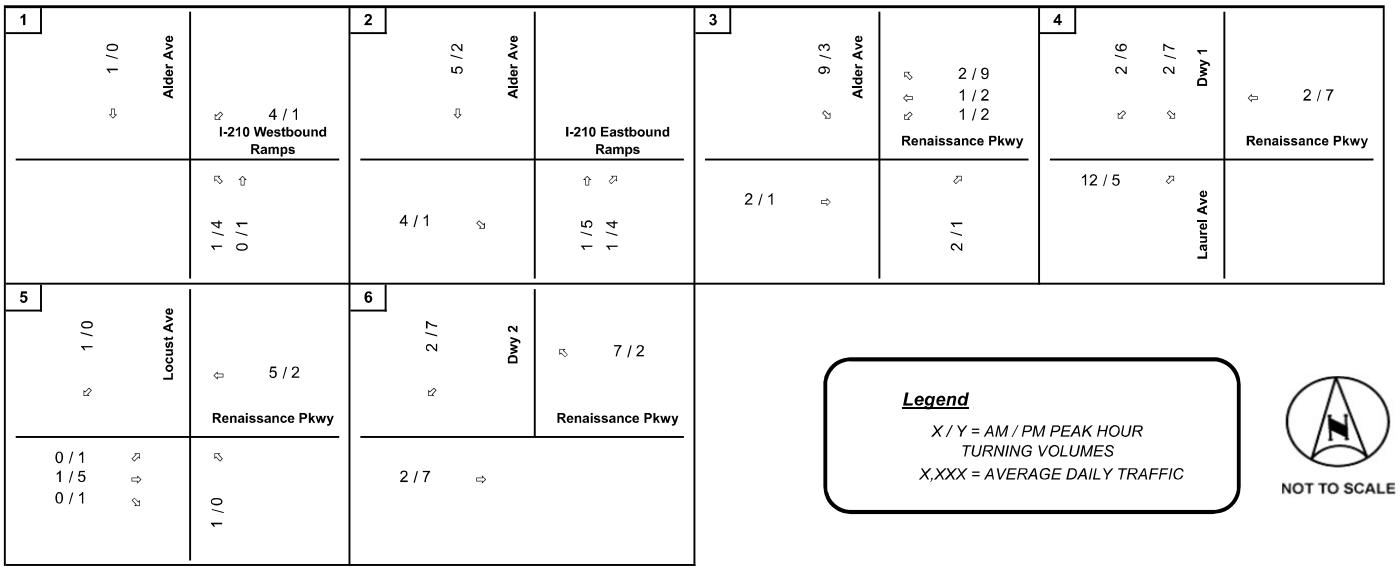
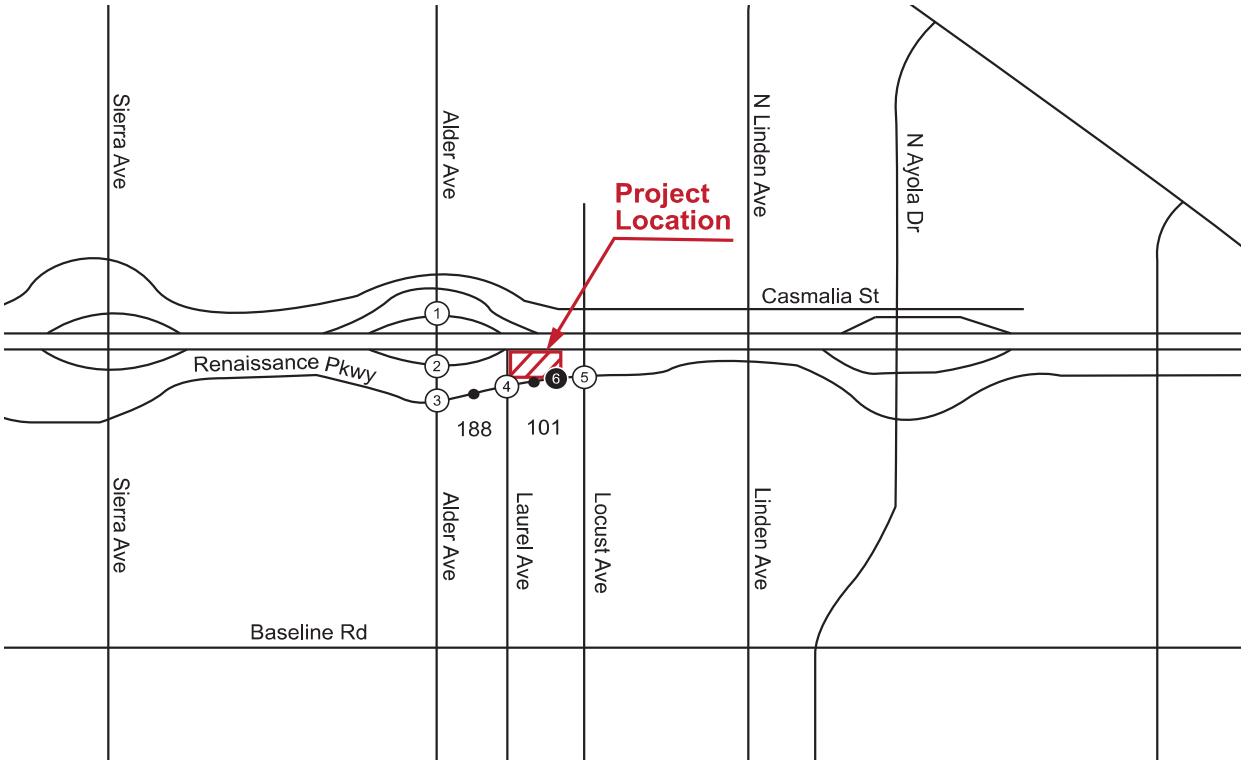


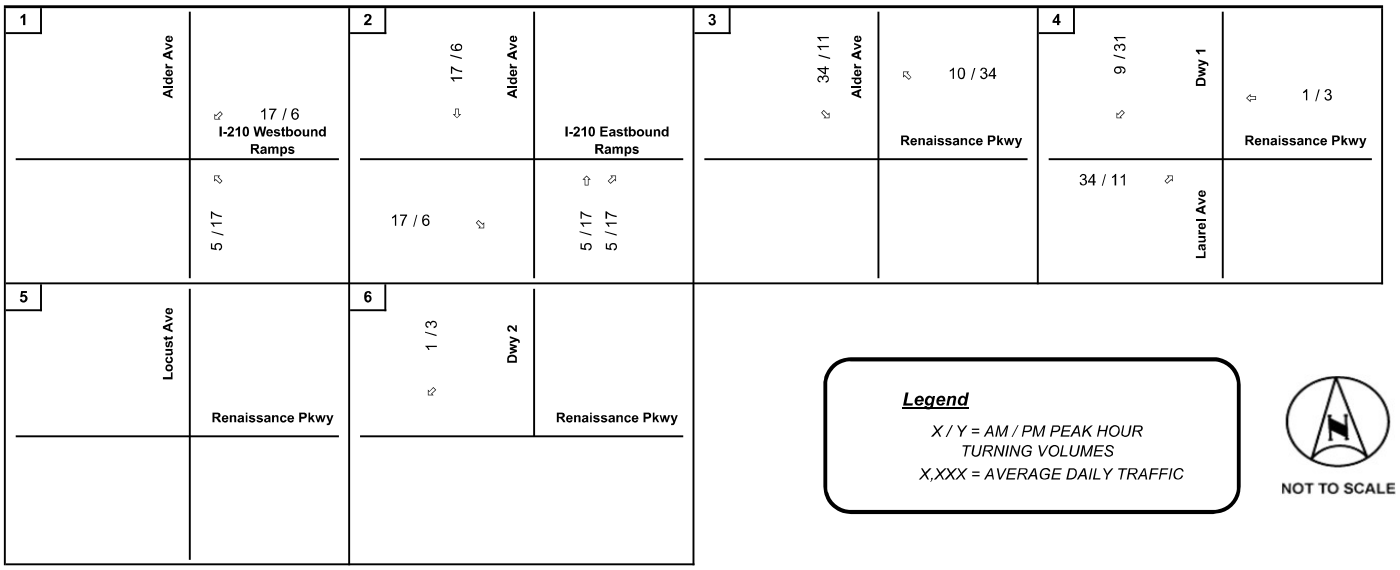
FIGURE 7
Proposed Project Distribution - Passenger Cars

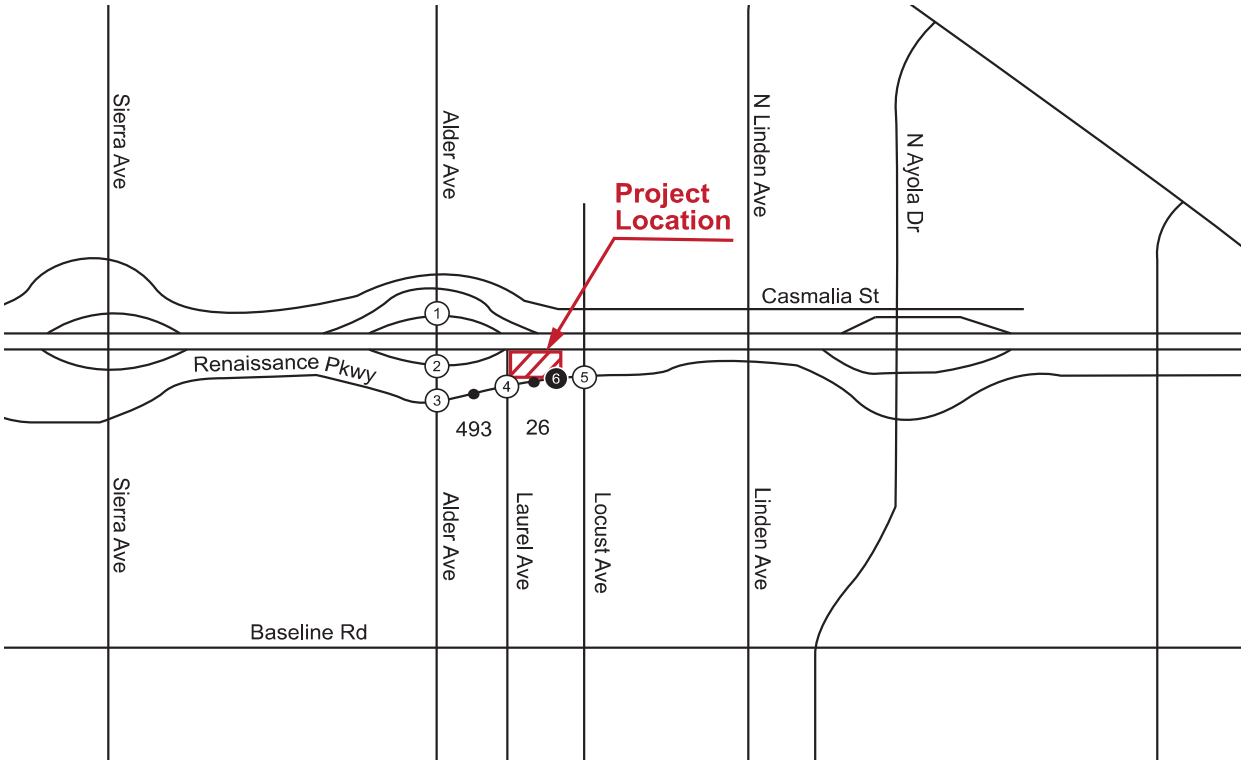

1
Alder Ave
50%
I-210 Westbound Ramps
(50%)
2
50%
Alder Ave
I-210 Eastbound Ramps
50%
(50%)
(50%)
3
100%
Alder Ave
(100%)
Renaissance Pkwy
4
(90%)
Dwy 1
(10%)
Renaissance Pkwy
100%
Laurel Ave
5
Locust Ave
Renaissance Pkwy
6
(10%)
Dwy 2
Renaissance Pkwy
Legend
X% / (Y%) = IN / OUT PERCENT DISTRIBUTION
XX%
= ROADWAY DISTRIBUTION
NOT TO SCALE

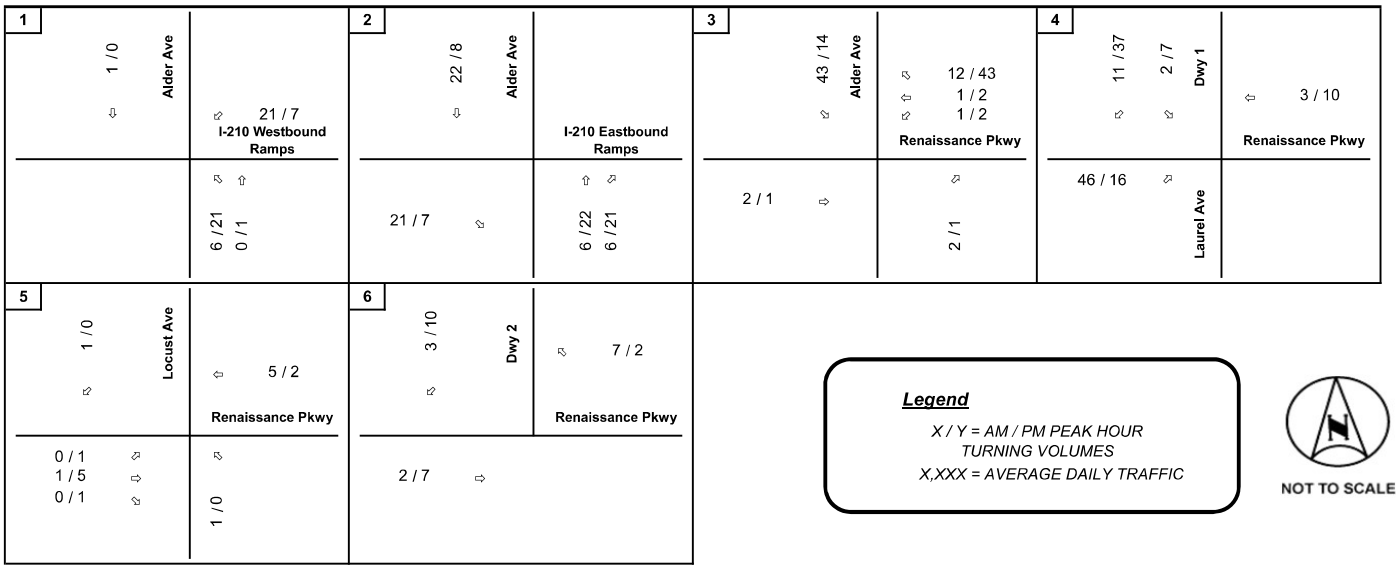
Sierra Ave
Alder Ave
N Linden Ave
N Ayola Dr
Project Location
Casmalia St
50%
Renaissance Pkwy
50%
100%
Sierra Ave
Alder Ave
Laurel Ave
Locust Ave
Linden Ave
Baseline Rd

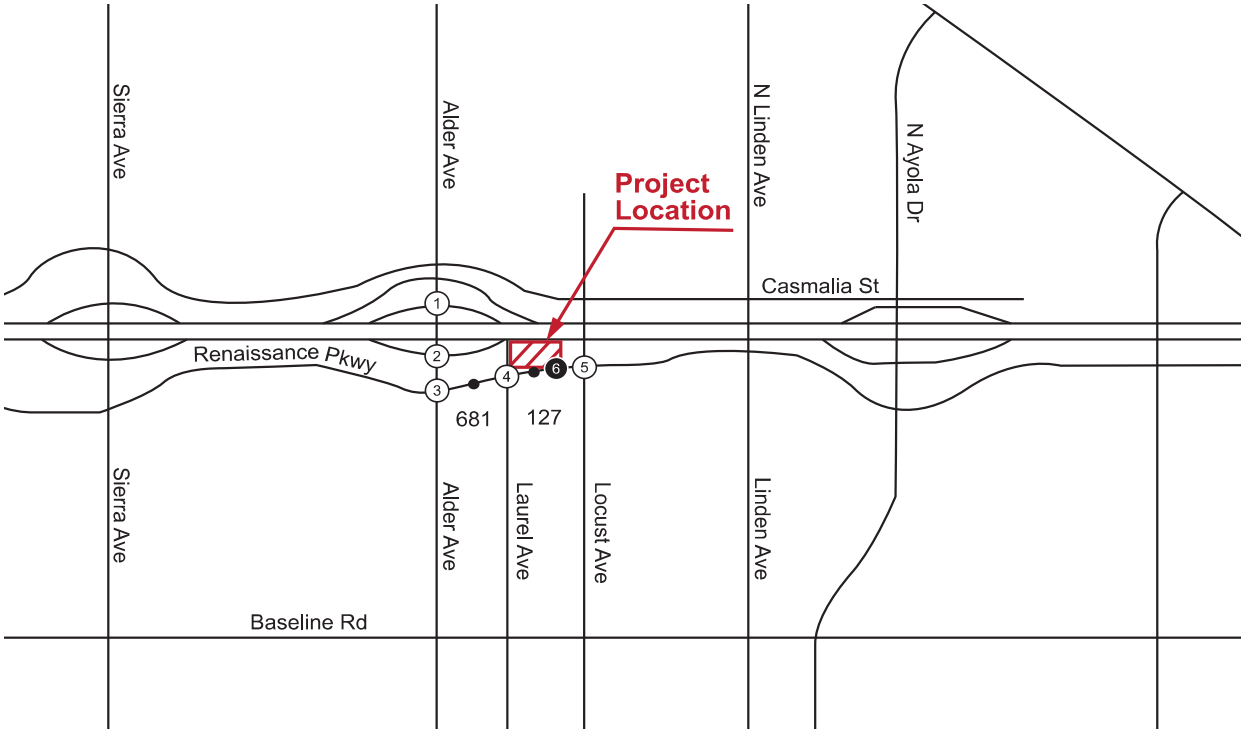

1
1 / 0
Alder Ave
4 / 1
I-210 Westbound Ramps
1 / 4
0 / 1
2
5 / 2
Alder Ave
I-210 Eastbound Ramps
4 / 1
1 / 5
1 / 4
3
9 / 3
Alder Ave
2 / 9
1 / 2
1 / 2
Renaissance Pkwy
2 / 1
2 / 1
4
2 / 6
2 / 7
Dwy 1
2 / 7
Renaissance Pkwy
12 / 5
Laurel Ave
5
1 / 0
Locust Ave
5 / 2
Renaissance Pkwy
0 / 1
1 / 5
0 / 1
1 / 0
6
2 / 7
Dwy 2
7 / 2
Renaissance Pkwy
2 / 7
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
X,XXX = AVERAGE DAILY TRAFFIC
NOT TO SCALE


Sierra Ave
Alder Ave
N Linden Ave
N Ayola Dr
Project Location
Casmalia St
Renaissance Pkwy
188
101
Sierra Ave
Alder Ave
Laurel Ave
Locust Ave
Linden Ave
Baseline Rd


1
Alder Ave
17 / 6
I-210 Westbound Ramps
5 / 17
2
17 / 6
Alder Ave
I-210 Eastbound Ramps
17 / 6
5 / 17
5 / 17
3
34 / 11
Alder Ave
10 / 34
Renaissance Pkwy
4
9 / 31
Dwy 1
1 / 3
Renaissance Pkwy
34 / 11
Laurel Ave
5
Locust Ave
Renaissance Pkwy
6
1 / 3
Dwy 2
Renaissance Pkwy
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
X,XXX = AVERAGE DAILY TRAFFIC
NOT TO SCALE


Sierra Ave
Alder Ave
N Linden Ave
N Ayola Dr
Project Location
Casmalia St
Renaissance Pkwy
493
26
Sierra Ave
Alder Ave
Laurel Ave
Locust Ave
Linden Ave
Baseline Rd


1
1 / 0
Alder Ave
21 / 7
I-210 Westbound Ramps
6 / 21
0 / 1
2
22 / 8
Alder Ave
I-210 Eastbound Ramps
21 / 7
6 / 22
6 / 21
3
43 / 14
Alder Ave
12 / 43
1 / 2
1 / 2
Renaissance Pkwy
2 / 1
2 / 1
4
11 / 37
2 / 7
Dwy 1
3 / 10
Renaissance Pkwy
46 / 16
Laurel Ave
5
1 / 0
Locust Ave
5 / 2
Renaissance Pkwy
0 / 1
1 / 5
0 / 1
1 / 0
6
3 / 10
Dwy 2
7 / 2
Renaissance Pkwy
2 / 7
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
X,XXX = AVERAGE DAILY TRAFFIC
NOT TO SCALE


Sierra Ave
Alder Ave
N Linden Ave
N Ayola Dr
Project Location
Casmalia St
Renaissance Pkwy
1
2
3
4
5
6
681
127
Sierra Ave
Alder Ave
Laurel Ave
Locust Ave
Linden Ave
Baseline Rd

B. Existing Plus Growth Conditions (Opening Year 2022)

The project Opening Year is anticipated to be Year 2022. Local roadway and intersection improvements that are currently underway or have been conditioned on other projects are expected to be in place by the Project Opening Year 2022.

1. Ambient Growth Rate

An ambient growth rate of 2.0% per year to Opening Year 2022 was applied to existing peak hour traffic volumes to develop Existing Plus Growth forecasts. The resulting daily and peak hour Existing Plus Growth without the project (Opening Year 2022) traffic volumes are shown on **Figure 12.**

Project traffic was then added to develop Existing Plus Growth Plus Project (Opening Year 2022) traffic forecasts. Existing Plus Growth Plus Project daily and peak hour traffic volumes are shown on **Figure 13.**

2. Opening Year 2022 Existing Plus Growth

Peak Hour Operating Conditions

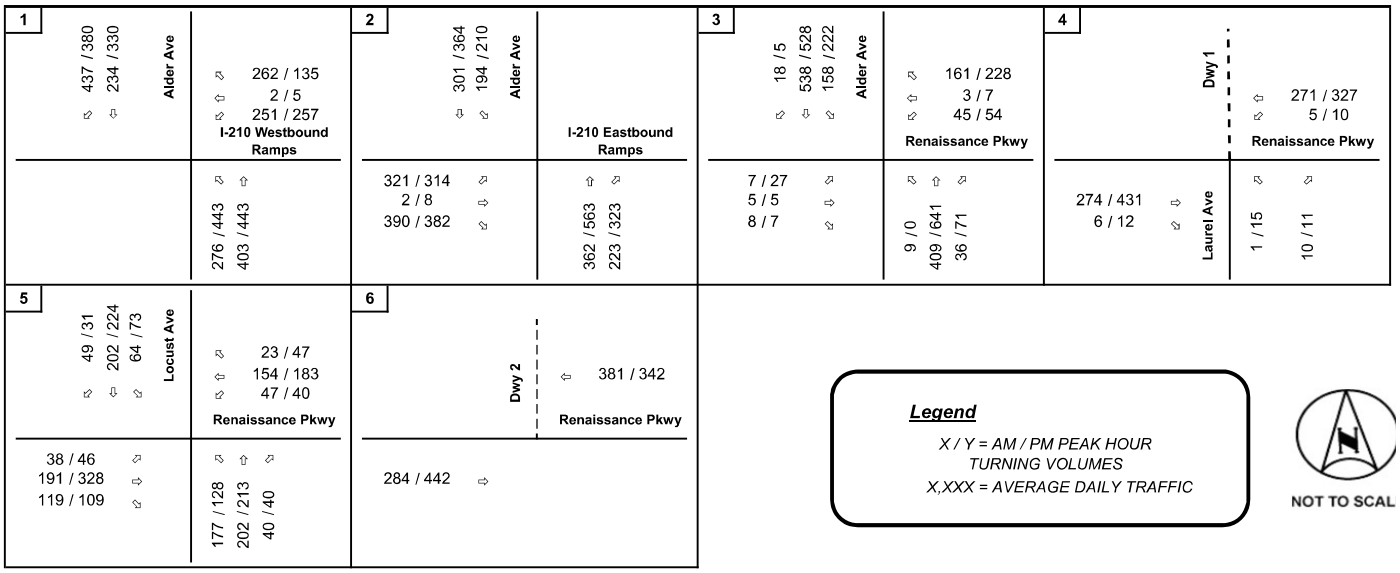
Intersection Level of Service analysis was conducted for Existing Plus Growth without the project (Opening Year 2022). The results are shown on **Table 4**. Intersection analysis worksheets are provided in ***Appendix D***.

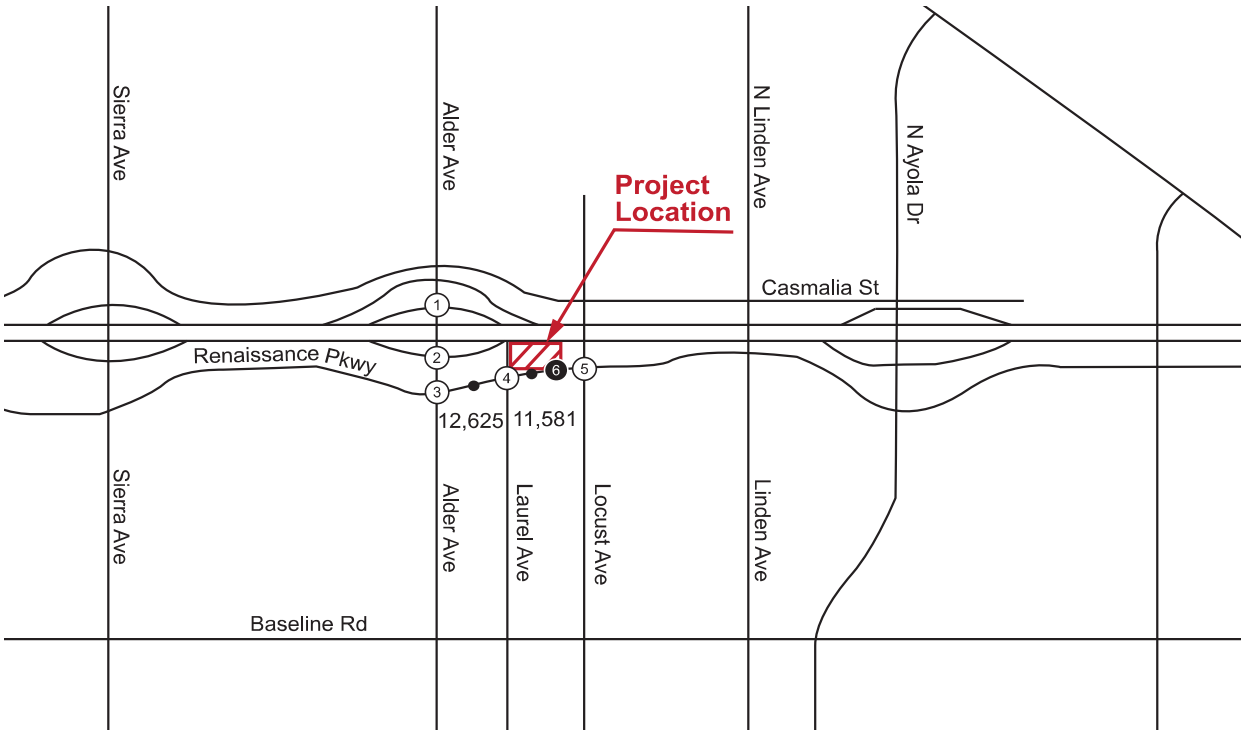
Review of this table indicates that all intersections operate at an acceptable Level of Service during both peak hours with the addition of ambient growth under Opening Year 2022 conditions.

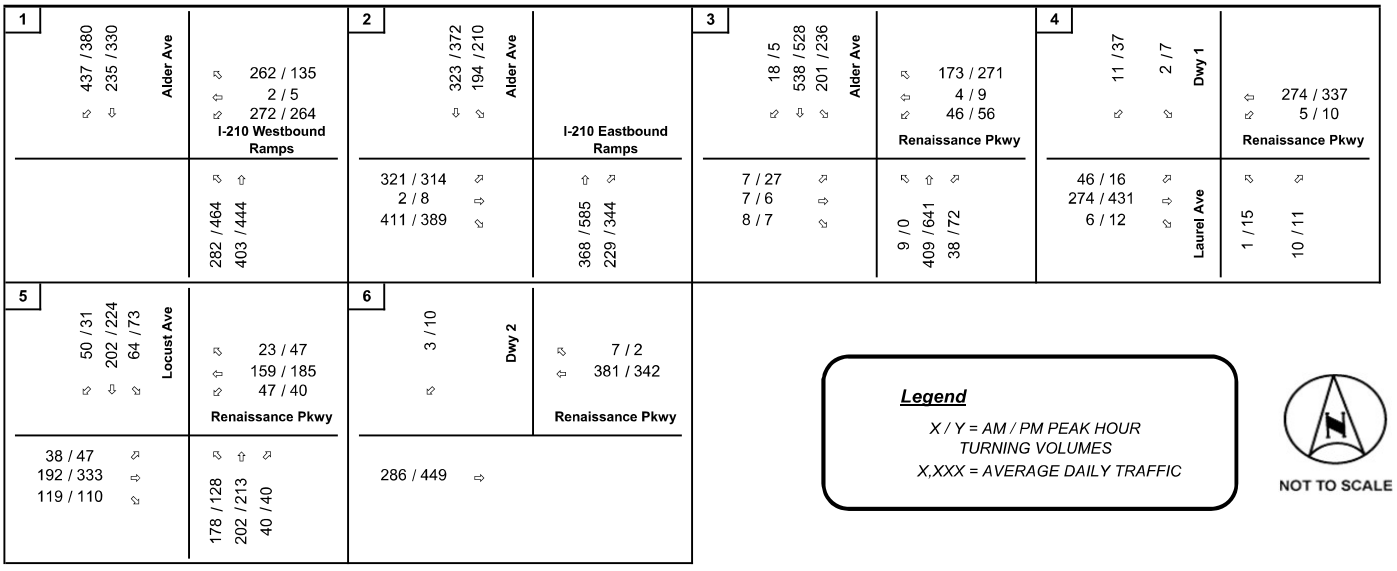
Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted for the Existing Plus Growth conditions and the results are shown on **Table 5**.

Review of this table indicates that the study roadway segments would continue to operate within their LOS D capacity with the addition of ambient growth traffic.


1
437 / 380
234 / 330
Alder Ave
262 / 135
2 / 5
251 / 257
I-210 Westbound Ramps
276 / 443
403 / 443
2
301 / 364
194 / 210
Alder Ave
I-210 Eastbound Ramps
321 / 314
2 / 8
390 / 382
362 / 563
223 / 323
3
18 / 5
538 / 528
158 / 222
Alder Ave
161 / 228
3 / 7
45 / 54
Renaissance Pkwy
7 / 27
5 / 5
8 / 7
9 / 0
409 / 641
36 / 71
4
Dwy 1
271 / 327
5 / 10
Renaissance Pkwy
274 / 431
6 / 12
Laurel Ave
1 / 15
10 / 11
5
49 / 31
202 / 224
64 / 73
Locust Ave
23 / 47
154 / 183
47 / 40
Renaissance Pkwy
38 / 46
191 / 328
119 / 109
177 / 128
202 / 213
40 / 40
6
Dwy 2
381 / 342
Renaissance Pkwy
284 / 442
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
X,XXX = AVERAGE DAILY TRAFFIC
NOT TO SCAL


Sierra Ave
Alder Ave
N Linden Ave
N Ayola Dr
Project Location
Casmalia St
Renaissance Pkwy
12,625
11,581
Sierra Ave
Alder Ave
Laurel Ave
Locust Ave
Linden Ave
Baseline Rd


1
437 / 380
235 / 330
Alder Ave
262 / 135
2 / 5
272 / 264
I-210 Westbound Ramps
282 / 464
403 / 444
2
323 / 372
194 / 210
Alder Ave
I-210 Eastbound Ramps
321 / 314
2 / 8
411 / 389
368 / 585
229 / 344
3
18 / 5
538 / 528
201 / 236
Alder Ave
173 / 271
4 / 9
46 / 56
Renaissance Pkwy
7 / 27
7 / 6
8 / 7
9 / 0
409 / 641
38 / 72
4
11 / 37
2 / 7
Dwy 1
Laurel Ave
274 / 337
5 / 10
Renaissance Pkwy
46 / 16
274 / 431
6 / 12
1 / 15
10 / 11
5
50 / 31
202 / 224
64 / 73
Locust Ave
23 / 47
159 / 185
47 / 40
Renaissance Pkwy
38 / 47
192 / 333
119 / 110
178 / 128
202 / 213
40 / 40
6
3 / 10
Dwy 2
7 / 2
381 / 342
Renaissance Pkwy
286 / 449
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
X,XXX = AVERAGE DAILY TRAFFIC
NOT TO SCALE

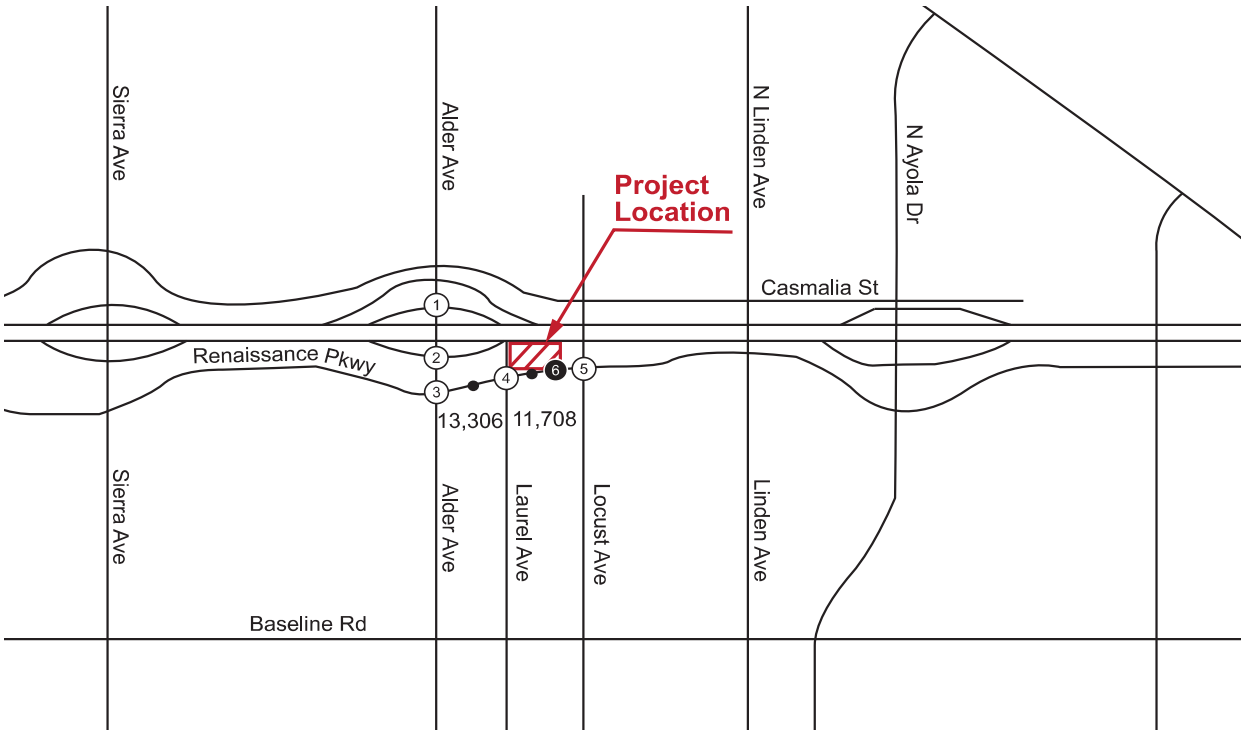

Sierra Ave
Alder Ave
N Linden Ave
N Ayola Dr
Project Location
Casmalia St
Renaissance Pkwy
1
2
3
4
5
6
13,306
11,708
Sierra Ave
Alder Ave
Laurel Ave
Locust Ave
Linden Ave
Baseline Rd

TABLE 4
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2022 - EXISTING PLUS GROWTH

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Alder Avenue at SR-210 WB Ramps	S	18.0	B	19.9	B
2	Alder Avenue at SR-210 EB Ramps	S	15.9	B	20.7	C
3	Alder Avenue at Renaissance Parkway	S	16.4	B	20.7	C
4	Laurel Avenue/ Driveway 1 at Renaissance Parkway	S	4.3	A	4.5	A
5	Locust Avenue at Renaissance Parkway	S	26.1	C	24.3	C
6	Renaissance Parkway at Driveway 2	FUTURE INTERSECTION				

Notes:
- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
- Delay values are based on the methodology outlined in the Highway Capacity Manual, (6^{th} Edition).

S = Signalized
U = Unsignalized

TABLE 5
SUMMARY OF ROADWAY ANALYSIS
OPENING YEAR 2022 - EXISTING PLUS GROWTH

Roadway	Segment	LOS D Capacity	Existing ADT w/ PCE[1]	Existing Plus Growth ADT	V/C	LOS	LOS D or Better?
Renaissance Parkway	Alder Avenue to Laurel Avenue	33,000	12,135	12,625	0.38	A	Yes
	Laurel Avenue to Locust Avenue	33,000	11,131	11,581	0.35	A	Yes

[1]PCE = Passenger Car Equivalent

3. Opening Year 2022 Existing Plus Growth Plus Project

Peak Hour Operating Conditions

Intersection Level of Service analysis was conducted for the Existing Plus Growth Plus Project conditions. The results of the intersection analysis are shown on **Table 6**. Review of this table indicates that all intersections operate at an acceptable Level of Service during both peak hours with the addition of Project traffic under Existing Plus Growth Plus Project conditions.

Based on the significance thresholds presented earlier in this report, the following intersection would experience a significant impact due to increase in delay caused by the addition of project traffic:

- # 2: Alder Avenue at SR-210 Eastbound Ramps – AM peak hour

However, as the addition of project trips is not projected to degrade LOS at these intersections to below LOS D, the project would not be required to mitigate impacts at this intersection.

Copies of intersection analysis worksheets are provided in ***Appendix D***.

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted for the Existing Plus Growth Plus Project condition and the results are shown on **Table 7**.

Review of this table indicates that the study roadway segments would continue to operate within their Level of Service D capacity with the addition of Project traffic.

TABLE 6
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2022 - EXISTING PLUS GROWTH PLUS PROJECT

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Impact	Impact Sig?	Without Project		With Project		Project Impact	Impact Sig?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Alder Avenue at SR-210 WB Ramps	S	18.0	B	18.5	B	0.5	No	19.9	B	21.1	C	1.2	No
2	Alder Avenue at SR-210 EB Ramps	S	15.9	B	25.8	C	9.9	**Yes**	20.7	C	22.1	C	1.4	No
3	Alder Avenue at Renaissance Parkway	S	16.4	B	17.4	B	1.0	No	20.7	C	23.3	C	2.6	No
4	Laurel Avenue/ Driveway 1 at Renaissance Parkway	S	4.3	A	9.1	A	4.8	No	4.5	A	9.8	A	5.3	No
5	Locust Avenue at Renaissance Parkway	S	26.1	C	26.3	C	0.2	No	24.3	C	24.4	C	0.1	No
6	Renaissance Parkway at Driveway 2	U	FUTURE INTERSECTION		9.5	A	9.5	No	FUTURE INTERSECTION		9.4	A	9.4	No

Notes:
- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
- Delay values are based on the methodology outlined in the Highway Capacity Manual, (6^{th} Edition).

S = Signalized
U = Unsignalized

TABLE 7
SUMMARY OF ROADWAY ANALYSIS
OPENING YEAR 2022 - EXISTING PLUS GROWTH PLUS PROJECT

Roadway	Segment	LOS D Capacity	Existing ADT w/ PCE[1]	Existing Plus Growth ADT	Daily Project Traffic	Existing + Growth + Project ADT	V/C	LOS	LOS D or Better?
Renaissance Parkway	Alder Avenue to Laurel Avenue	33,000	12,135	12,625	681	13,306	0.40	A	Yes
	Laurel Avenue to Locust Avenue	33,000	11,131	11,581	127	11,708	0.35	A	Yes

[1]PCE = Passenger Car Equivalent

C. Cumulative Conditions (Existing Plus Growth Plus Cumulative Projects)

1. Cumulative Projects

In addition to ambient growth, traffic volumes for Cumulative Projects (approved and pending projects) were added to the Existing Plus Growth traffic volumes. Cumulative Projects consist of any project that has been approved and is not yet occupied, and projects that are in various stages of the application and approval process, but have not yet been approved.

A summary of Cumulative Projects in the project vicinity and the trip generation associated with each is provided on **Table 8**. The locations of the Cumulative Projects are shown on **Figure 14.** Cumulative Project traffic volumes are shown on **Figure 15**.

2. Background Growth Rate

As discussed earlier, an ambient growth rate of 2.0% per year to Opening Year 2022 was assumed for this analysis.

3. Cumulative Projects Trip Generation

Trip generation information for the Cumulative Projects was derived either from approved traffic studies, where available; or developed by Kimley-Horn if approved traffic studies were not available. Project information and trip generation assumptions for Cumulative Projects are provided in ***Appendix E***.

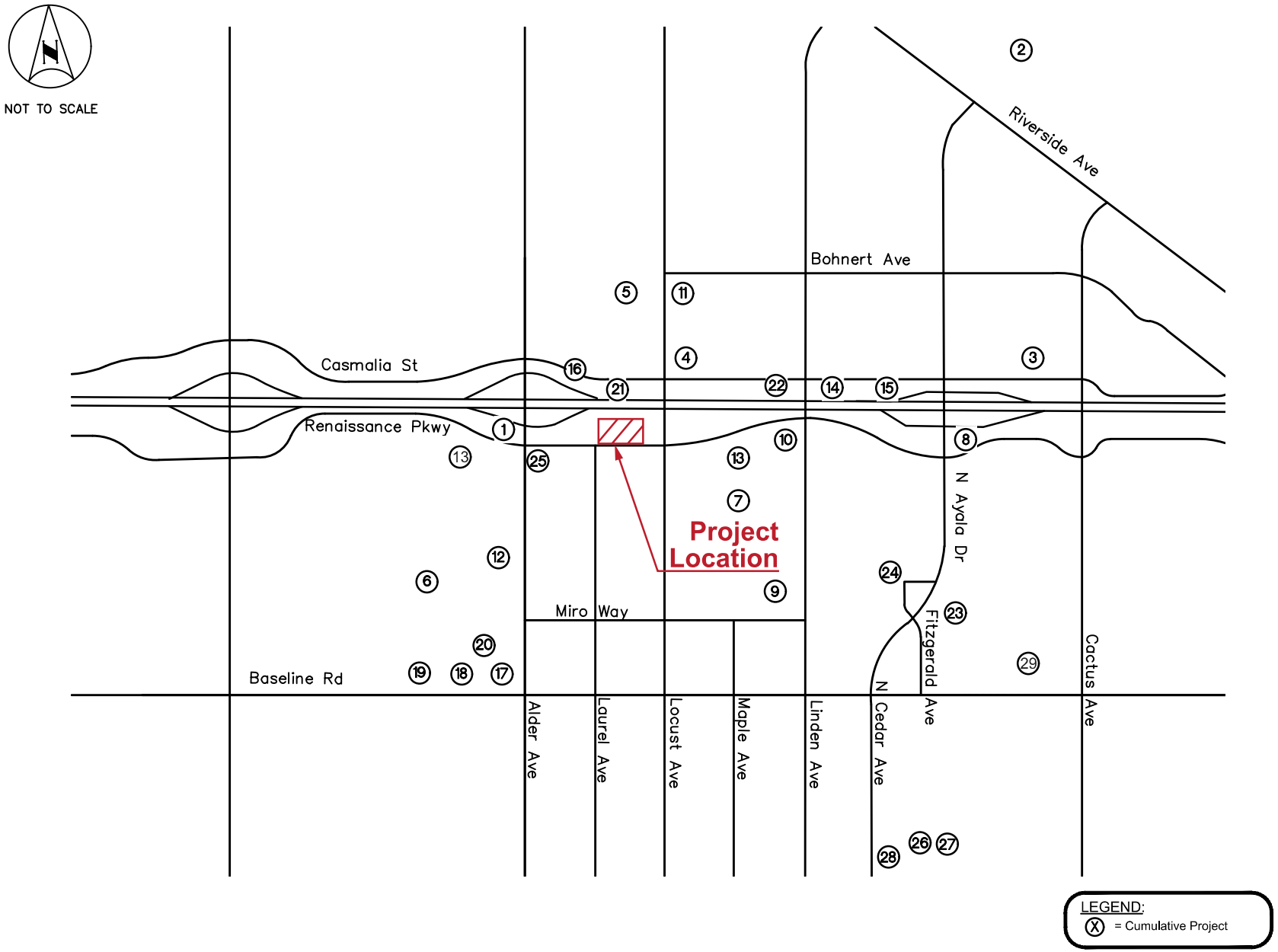
4. Cumulative Projects Trip Distribution and Assignment

Likewise, trip distribution and assignment for the Cumulative Projects were either derived from approved traffic studies, where available; or were developed by Kimley-Horn if approved traffic studies were not available. Trip distribution assumptions for Cumulative Projects are provided in ***Appendix E***.

TABLE 8
SUMMARY OF CUMULATIVE PROJECTS

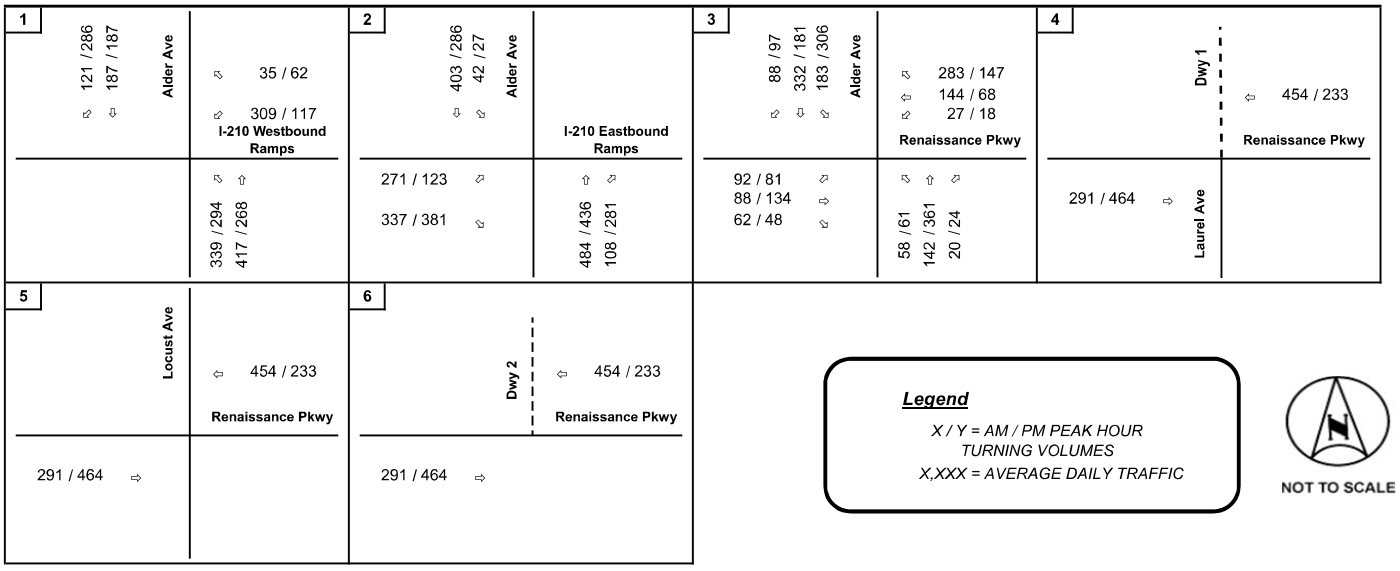
Project #	Land Use	Quantity	Units	Trip Generation Estimates						
					AM Peak Hour			PM Peak Hour		
				Daily	In	Out	Total	In	Out	Total
1	Sater Bros									
	Hotel	100	ROOMS	817	31	22	53	31	29	60
	High-Turnover (Sit-Down) Restaurant	2.000	KSF	254	12	11	23	13	9	22
	Pass-by High-Turn (Sit-Down) Restaurant			-57	0	0	0	-2	-2	-4
	Fast-Food Restaurant w/o D.T.	1.000	KSF	716	26	18	44	13	13	26
	Pass-by Fast-Food Restaurant			-161	-6	-4	-10	-3	-3	-6
	Fast-Food Restaurant w/ D.T.	5.440	KSF	2,699	126	121	247	92	85	177
	Pass-by Fast-Food Restaurant			-638	-31	-30	-61	-20	-20	-40
	Gasoline Station w/ Conv. Mkt. & Car Wash	16	VFP	2,445	97	93	190	113	109	222
	Pass-by Gasoline/Service Station			-572	-21	-21	-42	-26	-26	-52
	Site Internal Capture (10%)			-693	-29	-27	-56	-26	-25	-51
2	Lytle Creek SP (10% of Capacity)									
	Single-Family Detached Housing	504	DU	4,823	95	284	379	321	188	509
	Condominium	336	DU	1,952	25	123	148	117	58	175
3	Emaar Enterprise Homes	20.00	DU	191	4	11	15	13	7	20
4	B+B Plastics	150.27	KSF	963	64	17	81	22	64	86
5	Prologis (Locust at Stonehurst)	473.000	KSF	2,824	187	50	237	64	191	255
6	Prologis (Tamarind at Walnut)	384.000	KSF	2,292	152	39	191	52	154	206
7	PA 108 Building 6	855.000	KSF	9,841	168	946	1,114	949	58	1,007
8	Renaissance East									
	Hotel	108	ROOMS	882	34	23	57	33	32	65
	Hotel Internal Capture (8%)			-71	-3	-2	-5	-3	-3	-6
	Specialty Retail Center	9.100	KSF	403	-	-	-	11	14	25
	Pass-by Specialty Retail Center (10%)			40	0	0	0	1	1	2
	High-Turnover (Sit-Down) Restaurant	9.170	KSF	1,166	55	51	106	60	42	102
	Fast-Food Restaurant w/ D.T.	7.620	KSF	3,780	177	170	347	129	119	248
	Pass-by Fast-Food Restaurant (10%)			-378	-18	-17	-35	-13	-12	-25
9	PA 108 Building 4-B	411.330	KSF	2,454	162	44	206	55	165	220
10	Hotel (SWC of Linden and Renaissance)	135	Occupied Room	1,204	52	38	90	46	48	94
11	Locust / Vineyard Warehouse	120.600	KSF	719	47	12	59	17	47	64
12	Morin Warehouse	200.000	KSF	1,193	77	22	99	26	78	104
13	Buildings 7, 8, and 9 Warehouse	540.427	KSF	3,224	216	57	273	73	218	291
14	SEC Casmalia / Linden Warehouse	136.220	KSF	813	54	13	67	18	55	73
15	Fuel Station/Fast Food at SWC of Casmalia / Ayala	7.000	KSF	4,419	202	188	390	174	164	338
16	Diesel Fuel Expansion at SEC of Casmalia / Alder	7.300	KSF	2,382	113	107	220	86	81	167
17	NWC Baseline / Alder Warehouse	255.655	KSF	1,526	104	28	132	34	104	138
18	NWC Baseline / Tamarind Warehouse	156.500	KSF	935	65	18	83	23	65	88
19	Baseline / Palmetto Warehouse	99.999	KSF	599	41	12	53	13	41	54
20	Warehouse	78.680	KSF	698	32	31	63	34	35	67
21	Warehouse	87.189	KSF	524	25	24	49	26	25	51
22	Warehouse	116.429	KSF	500	24	24	48	25	25	50
23	Warehouse	67.465	KSF	402	17	16	33	18	17	35
24	Animal Hospital	8.732	KSF	279	24	23	47	23	23	46
25	Fuel / FF / Market		FUELING POSITIONS	9,993	557	556	1,113	454	454	908
26	Fuel / Market / Donut		FUELING POSITIONS	3,941	156	155	311	124	123	247
27	Housing		DU	1,487	52	51	103	66	65	131
28	Shopping / Fast Food		KSF	4,651	44	44	88	99	98	197
Total Project Trips				75,461	3,209	3,342	6,550	3,375	3,014	6,388

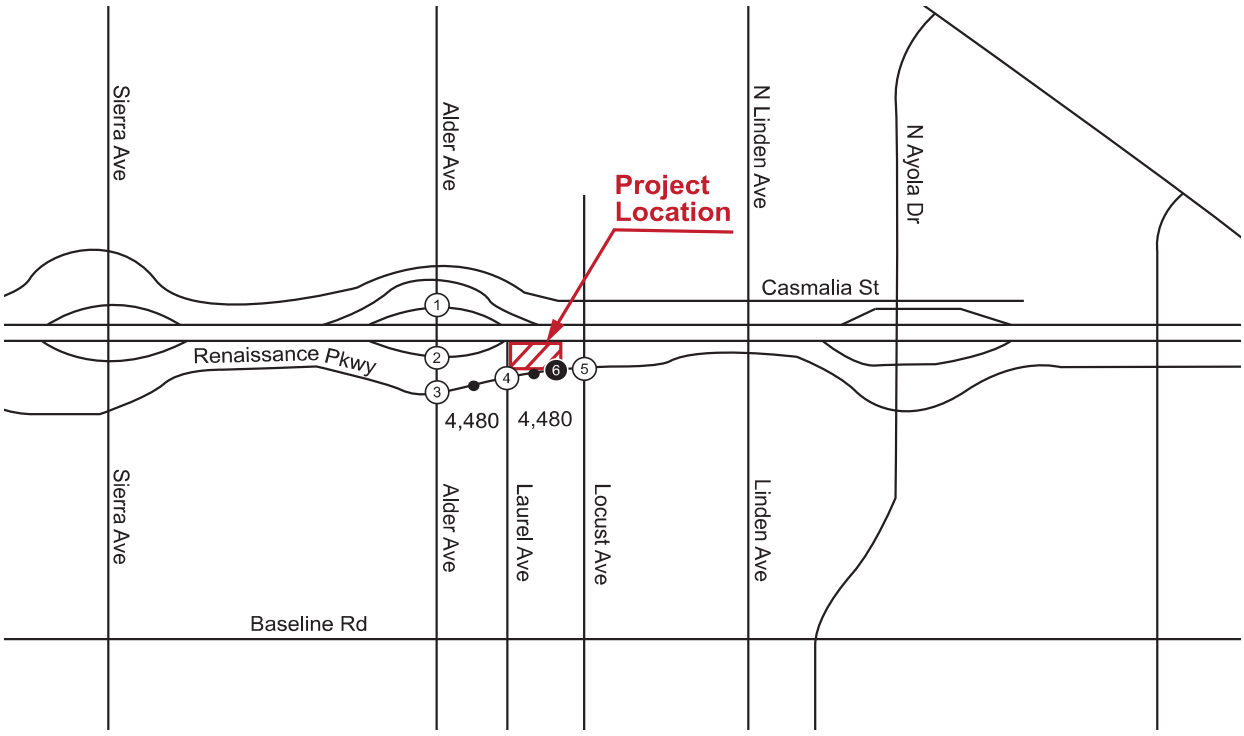
DU = Dwelling Units, KSF = 1,000 square feet, VFP = Vehicle Fueling Positions, DT = Drive-through



Kimley»Horn

FIGURE 14
Location of Cumulative Projects


1
121 / 286
187 / 187
Alder Ave
35 / 62
309 / 117
I-210 Westbound Ramps
339 / 294
417 / 268
2
403 / 286
42 / 27
Alder Ave
I-210 Eastbound Ramps
271 / 123
337 / 381
484 / 436
108 / 281
3
88 / 97
332 / 181
183 / 306
Alder Ave
283 / 147
144 / 68
27 / 18
Renaissance Pkwy
92 / 81
88 / 134
62 / 48
58 / 61
142 / 361
20 / 24
4
Dwy 1
454 / 233
Renaissance Pkwy
291 / 464
Laurel Ave
5
Locust Ave
454 / 233
Renaissance Pkwy
291 / 464
6
Dwy 2
454 / 233
Renaissance Pkwy
291 / 464
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
X,XXX = AVERAGE DAILY TRAFFIC
NOT TO SCALE


Sierra Ave
Alder Ave
N Linden Ave
N Ayola Dr
Project Location
Casmalia St
Renaissance Pkwy
4,480
4,480
Sierra Ave
Alder Ave
Laurel Ave
Locust Ave
Linden Ave
Baseline Rd

5. Opening Year 2022 Cumulative Without Project Conditions

Peak Hour Operating Conditions

Daily and peak hour traffic volumes for Opening Year 2022 Cumulative Without Project Conditions are shown on **Figure 16**. Intersection Level of Service results are shown on **Table 9.** Review of this table indicates that the following study intersections would operate at an unacceptable Level of Service with the addition of Project traffic under Cumulative Without Project conditions:

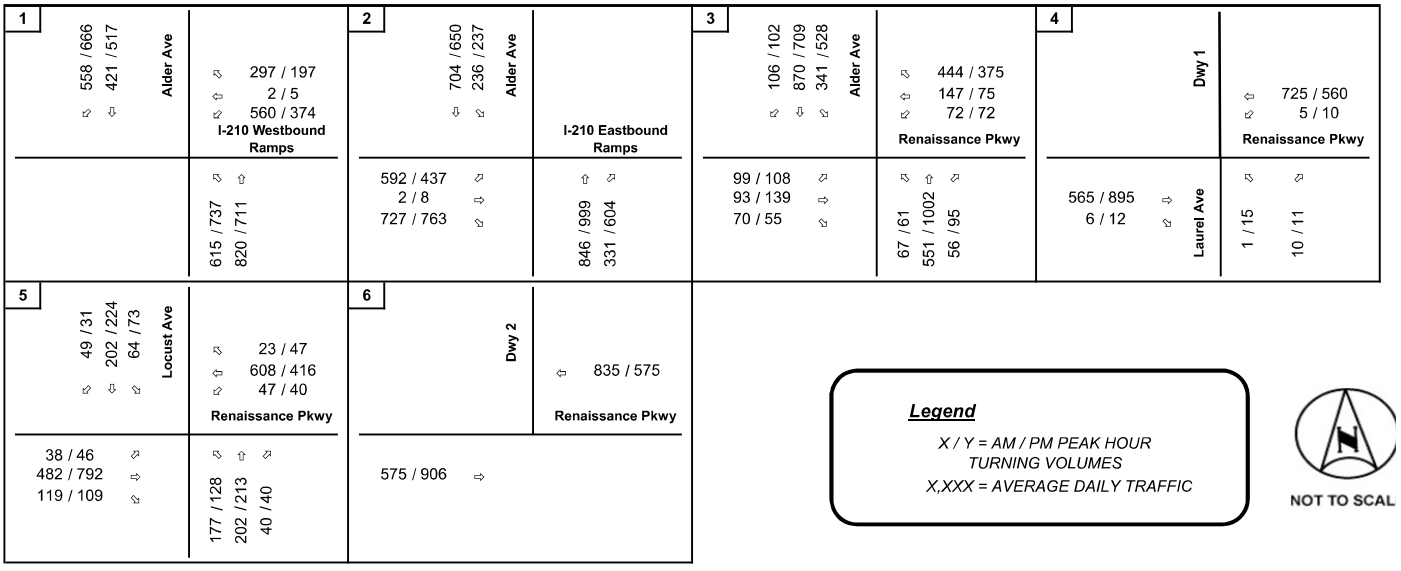
- #1 – Alder Avenue at SR-210 WB Ramps: AM – LOS F; PM – LOS F
- #2 – Alder Avenue at SR-210 EB Ramps: AM – LOS E; PM – LOS F
- #3 – Alder Avenue at Renaissance Parkway: PM – LOS F

Copies of intersection analysis worksheets are provided in ***Appendix D***.

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted for Opening Year 2022 Cumulative without Project conditions and the results are shown on **Table 10.**

Review of this table indicates that the study roadway segments would continue to operate within their Level of Service D capacity with the addition of cumulative project traffic.


1
558 / 666
421 / 517
Alder Ave
297 / 197
2 / 5
560 / 374
I-210 Westbound Ramps
615 / 737
820 / 711
2
704 / 650
236 / 237
Alder Ave
I-210 Eastbound Ramps
592 / 437
2 / 8
727 / 763
846 / 999
331 / 604
3
106 / 102
870 / 709
341 / 528
Alder Ave
444 / 375
147 / 75
72 / 72
Renaissance Pkwy
99 / 108
93 / 139
70 / 55
67 / 61
551 / 1002
56 / 95
4
Dwy 1
725 / 560
5 / 10
Renaissance Pkwy
565 / 895
6 / 12
Laurel Ave
1 / 15
10 / 11
5
49 / 31
202 / 224
64 / 73
Locust Ave
23 / 47
608 / 416
47 / 40
Renaissance Pkwy
38 / 46
482 / 792
119 / 109
177 / 128
202 / 213
40 / 40
6
Dwy 2
835 / 575
Renaissance Pkwy
575 / 906
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
X,XXX = AVERAGE DAILY TRAFFIC
NOT TO SCAL

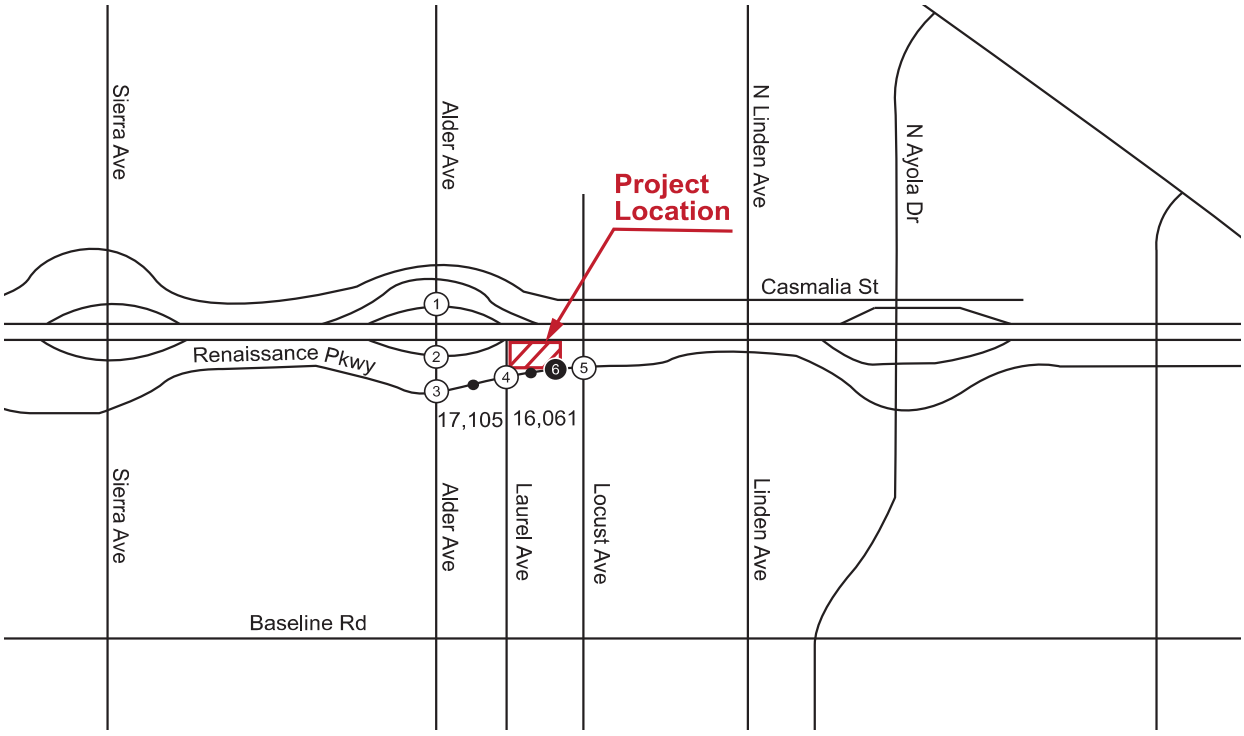

Sierra Ave
Alder Ave
N Linden Ave
N Ayola Dr
Project Location
Casmalia St
Renaissance Pkwy
1
2
3
4
5
6
17,105
16,061
Sierra Ave
Alder Ave
Laurel Ave
Locust Ave
Linden Ave
Baseline Rd

TABLE 9
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2022 CUMULATIVE WITHOUT PROJECT

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Alder Avenue at SR-210 WB Ramps	S	100.9	**F**	127.3	**F**
2	Alder Avenue at SR-210 EB Ramps	S	74.8	**E**	125.2	**F**
3	Alder Avenue at Renaissance Parkway	S	45.1	D	132.0	**F**
4	Laurel Avenue/ Driveway 1 at Renaissance Parkway	S	3.7	A	4.1	A
5	Locust Avenue at Renaissance Parkway	S	31.2	C	30.1	C
6	Renaissance Parkway at Driveway 2	FUTURE INTERSECTION				

Notes:
- **Bold** and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
- Delay values are based on the methodology outlined in the Highway Capacity Manual, (6^{th} Edition).

S = Signalized
U = Unsignalized

TABLE 10
SUMMARY OF ROADWAY ANALYSIS
OPENING YEAR 2022 CUMULATIVE WITHOUT PROJECT

Roadway	Segment	LOS D Capacity	Existing w/ PCE[1] Plus Growth ADT	Cumulative Projects ADT	Opening Year + Cum. Projects ADT	V/C	LOS	LOS D or Better?
Renaissance Parkway	Alder Avenue to Laurel Avenue	33,000	12,625	4,480	17,105	0.52	A	Yes
	Laurel Avenue to Locust Avenue	33,000	11,581	4,480	16,061	0.49	A	Yes

[1]PCE = Passenger Car Equivalent

6. Opening Year 2022 Cumulative Plus Project Conditions

Peak Hour Operating Conditions

Project traffic was added to Opening Year 2022 Cumulative traffic volumes to develop Opening Year 2022 Cumulative plus Project traffic forecast volumes. The resulting daily and peak hour traffic volumes are shown on **Figure 17**.

Intersection Level of Service analysis results are shown on **Table 11**. Review of this table indicates that the following study intersection would operate at an unacceptable Level of Service with the addition of Project traffic under Cumulative Plus Project conditions:

- #1 – Alder Avenue at SR-210 WB Ramps: AM – LOS F; PM – LOS F
- #2 – Alder Avenue at SR-210 EB Ramps: AM – LOS E; PM – LOS F
- #3 – Alder Avenue at Renaissance Parkway: PM – LOS F

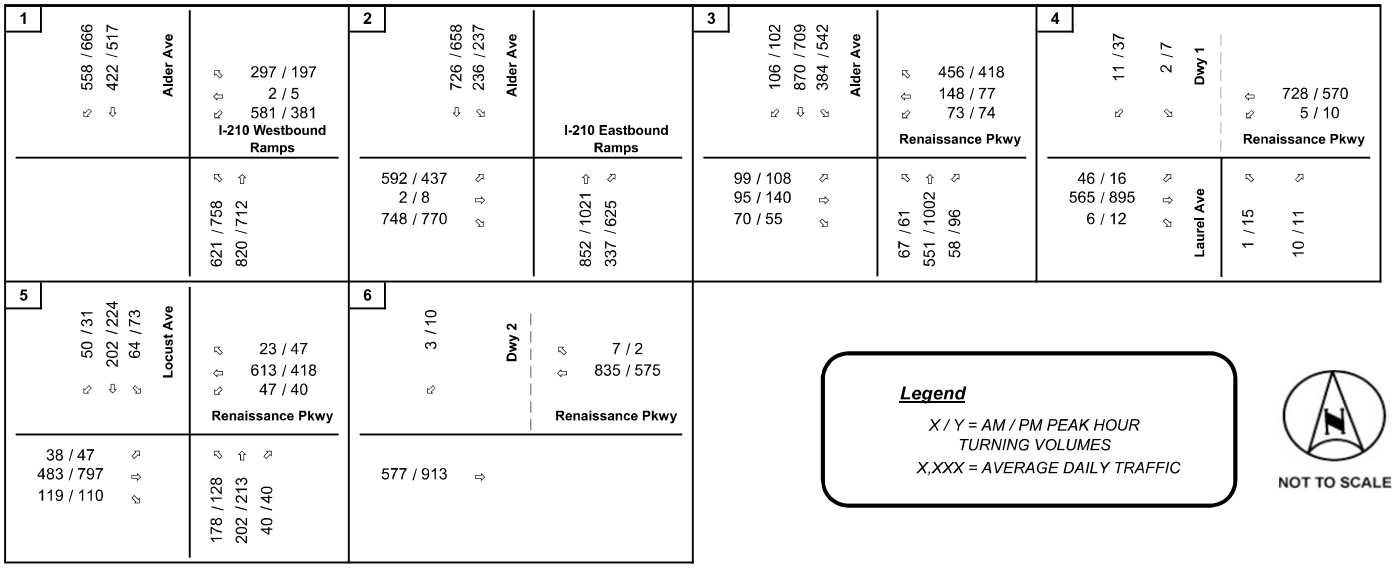
Based on the significance thresholds presented earlier in this report, the following intersections would experience a cumulative significant impact due to increase in delay caused by the addition of project traffic:

- #1 – Alder Avenue at SR-210 WB Ramps
- #2 – Alder Avenue at SR-210 EB Ramps
- #3 – Alder Avenue at Renaissance Parkway

Recommended measures to mitigate the project impacts at intersections #1, #2, and #3 are presented in the Project Impact Mitigation section of this report. Copies of intersection analysis worksheets are provided in ***Appendix D***.

Daily Roadway Operating Conditions

Roadway Level of Service analysis results for Opening Year 2022 Cumulative Plus Project conditions are shown on **Table 12.** Review of this table indicates that with the addition of project traffic, the study roadway segments would continue to operate within their Opening Year 2022 Level of Service D capacity.


1
558 / 666
422 / 517
Alder Ave
297 / 197
2 / 5
581 / 381
I-210 Westbound Ramps
621 / 758
820 / 712
2
726 / 658
236 / 237
Alder Ave
I-210 Eastbound Ramps
592 / 437
2 / 8
748 / 770
852 / 1021
337 / 625
3
106 / 102
870 / 709
384 / 542
Alder Ave
456 / 418
148 / 77
73 / 74
Renaissance Pkwy
99 / 108
95 / 140
70 / 55
67 / 61
551 / 1002
58 / 96
4
11 / 37
2 / 7
Dwy 1
728 / 570
5 / 10
Renaissance Pkwy
46 / 16
565 / 895
6 / 12
Laurel Ave
1 / 15
10 / 11
5
50 / 31
202 / 224
64 / 73
Locust Ave
23 / 47
613 / 418
47 / 40
Renaissance Pkwy
38 / 47
483 / 797
119 / 110
178 / 128
202 / 213
40 / 40
6
3 / 10
Dwy 2
7 / 2
835 / 575
Renaissance Pkwy
577 / 913
Legend
X / Y = AM / PM PEAK HOUR TURNING VOLUMES
X,XXX = AVERAGE DAILY TRAFFIC
NOT TO SCALE

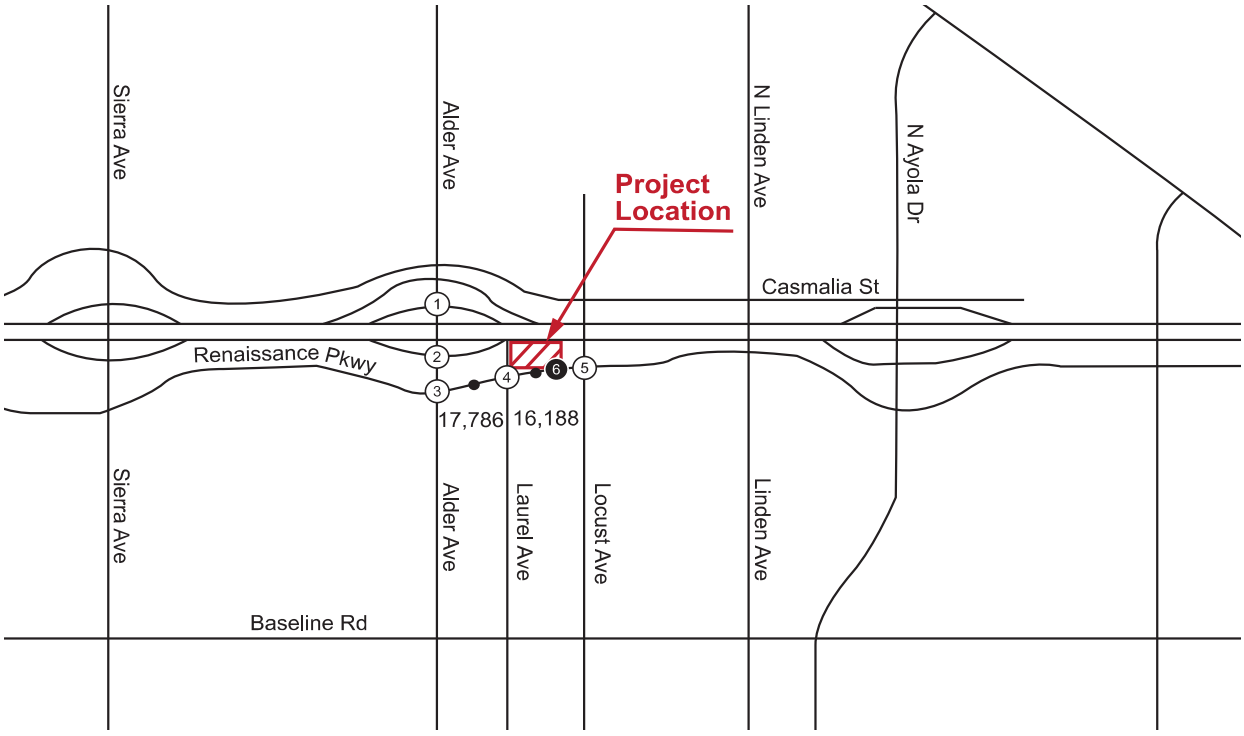

Sierra Ave
Alder Ave
N Linden Ave
N Ayola Dr
Project Location
Casmalia St
Renaissance Pkwy
17,786
16,188
Sierra Ave
Alder Ave
Laurel Ave
Locust Ave
Linden Ave
Baseline Rd

TABLE 11
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2022 CUMULATIVE PLUS PROJECT

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Impact	Impact Sig?	Without Project		With Project		Project Impact	Impact Sig?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Alder Avenue at SR-210 WB Ramps	S	100.9	**F**	115.1	**F**	14.2	**Yes**	127.3	**F**	130.4	**F**	3.1	**Yes**
2	Alder Avenue at SR-210 EB Ramps	S	74.8	**E**	79.3	**E**	4.5	**Yes**	125.2	**F**	132.1	**F**	6.9	**Yes**
3	Alder Avenue at Renaissance Parkway	S	45.1	D	51.4	D	6.3	**Yes**	132.0	**F**	148.0	**F**	16.0	**Yes**
4	Laurel Avenue/ Driveway 1 at Renaissance Parkway	S	3.7	A	8.4	A	4.7	No	4.1	A	9.4	A	5.3	No
5	Locust Avenue at Renaissance Parkway	S	31.2	C	31.4	C	0.2	No	30.1	C	30.3	C	0.2	No
6	Renaissance Parkway at Driveway 2	U	FUTURE INTERSECTION		11.4	B	11.4	No	FUTURE INTERSECTION		10.3	B	10.3	No

Notes:
- **Bold** and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
- Delay values are based on the methodology outlined in the Highway Capacity Manual, (6^{th} Edition).

S = Signalized
U = Unsignalized

TABLE 12
SUMMARY OF ROADWAY ANALYSIS
OPENING YEAR 2020 CUMULATIVE PLUS PROJECT

Roadway	Segment	LOS D Capacity[1]	Opening Year + Cum. Projects w/ PCE[1] ADT	Daily Project Traffic	Opening Year + Cum. Project + Project ADT	V/C	LOS	LOS D or Better?
Renaissance Parkway	Alder Avenue to Laurel Avenue	33,000	17,105	681	17,786	0.54	A	Yes
	Laurel Avenue to Locust Avenue	33,000	16,061	127	16,188	0.49	A	Yes

[1]PCE = Passenger Car Equivalent

IV. MITIGATION MEASURES

A. Intersection Improvements

Based on the impact criteria in the City's *Traffic Impact Analysis Report Guidelines and Requirements* (Exhibit F), the project-related impact would be considered significant at the following intersections:

- #1 – Alder Avenue at SR-210 WB Ramps: AM and PM peak hours
- #2 – Alder Avenue at SR-210 EB Ramps: AM and PM peak hours
- #3 – Alder Avenue at Renaissance Parkway: PM peak hour

The project will include signal modification, including northbound and southbound protected left-turn phasing, at Intersection #4 – Laurel Avenue/Driveway as a Project Design and Construction Feature.

Implementation of the following improvements would mitigate project impacts at intersections #1, #2, and #3:

#1 – Alder Avenue at SR-210 WB Ramps: Re-stripe the northbound approach to add a second northbound left-turn lane, add a second westbound left-turn lane, and add a southbound right-turn lane. With this improvement, the intersection would operate at an acceptable Level of Service in both peak hours. This improvement would be consistent with recommendations set forth in the *Draft Feasibility Study Report* for the Alder Avenue and SR-210 Interchange (May 2017). The project will contribute on a fair-share basis to this improvement.

#2 – Alder Avenue at SR-210 EB Ramps: Add a northbound right-turn lane and eastbound right-turn lane. With this improvement, the intersection would operate at acceptable Level of Service during the AM peak hour and reduce intersection delay to better than 'without project' conditions during the PM peak hour. This improvement would be consistent with recommendations set forth in the *Draft Feasibility Study Report* for the Alder Avenue and SR-210 Interchange (May 2017). The project will contribute on a fair-share basis to this improvement.

#3 – Alder Avenue at Renaissance Parkway: Re-strip the southbound approach to add a southbound left-turn lane. With this improvement, the intersection would operate at an acceptable Level of Service during the AM peak hour and reduce intersection delay to better than 'without project' conditions during the PM peak hour. This improvement would be consistent with recommendations set forth in the *Draft Feasibility Study Report* for the Alder Avenue and SR-210 Interchange (May 2017). The project will contribute on a fair-share basis to this improvement.

A summary of the intersection operation before and after implementation of these mitigation measures is provided on **Table 13**. The project fair share proportion of the improvements are shown on **Table 14**, and the estimated costs of the proposed improvements, as derived from the Citywide Development Impact Fee Program, and the Congestion Management Program (CMP) Appendix G, are shown on **Table 15**.

B. Roadway Improvements

The project would not have a significant impact on any of the study roadway segments.

TABLE 13
SUMMARY OF INTERSECTION OPERATIONS WITH PROPOSED MITIGATION MEASURES

Int. #	Intersection	AM Peak Hour				PM Peak Hour			
		Without Mitigation		With Mitigation		Without Mitigation		With Mitigation	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Alder Avenue at SR-210 WB Ramps								
	Alder Avenue Improvement Project (Re-stripe NB approach to add NB Left-Turn lane, add second WB Left-Turn Lane, add SB Right-Turn Lane)[1]	115.1	**F**	28.8	C	130.4	**F**	37.8	D
2	Alder Avenue at SR-210 EB Ramps								
	Alder Avenue Improvement Project (add EB Right-Turn Lane, add NB Right-Turn lane)[1]	79.3	**E**	24.2	C	132.1	**F**	37.3	D
3	Alder Avenue at Renaissance Parkway								
	Alder Avenue Improvement Project (Re-stripe SB approach to add SB Left-Turn lane)[1]	51.4	D	35.1	D	148.0	**F**	61.4	**E**

Notes:
- **Bold** and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
- At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
- At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst (highest delay) movement.
- Delay values are based on the methodology outlined in the Highway Capacity Manual, (6th Edition).

[1] Source: Draft Feasibilty Study Report: Alder Avenue at SR-210 Interchange (May, 2017). Note: The improvements to intersections #1 and #2 are part of the larger Alder Avenue Improvement Project that calls for roadway widening and intersection improvements between Casmalia Street and Renaissance Parkway.

TABLE 14

SUMMARY OF PROJECT FAIR SHARE FOR MITIGATION MEASURES

Intersection	AM Peak Hour					PM Peak Hour				
	Total Volume		Total	Project		Total Volume		Total	Project	
	2020	2022	Growth	Trips	%-age	2020	2022	Growth	Trips	%-age
#1 - Alder Avenue at SR-210 WB Ramps	1,797	3,301	1,504	28	1.9%	1,915	3,236	1,321	29	2.2%
#2 - Alder Avenue at SR-210 EB Ramps	1,725	3,493	1,768	55	3.1%	2,086	3,756	1,670	58	3.5%
#3 - Alder Avenue at Renaissance Parkway	1,345	2,977	1,632	61	3.7%	1,725	3,384	1,659	63	3.8%

TABLE 15
TRAFFIC IMPACT MITIGATION FAIR-SHARE COST

#1 - Alder Avenue at SR-210 WB Ramps	**Unit Cost**	**Quantity**	**Total**
Alder Avenue Improvement Project[1]	$ 4,206,168 [3]	1	$ 4,206,168
Project Fair Share percentage[2]			2.2%
Project Cost			$ 92,338
#2 - Alder Avenue at SR-210 EB Ramps			
Alder Avenue Improvement Project[1]	$ 4,206,168 [3]	1	$ 4,206,168
Project Fair Share percentage[2]			3.5%
Project Cost			$ 146,082
#3 - Alder Avenue at Renaissance Parkway			
Alder Avenue Improvement Project[1]	$ 4,206,168 [3]	1	$ 4,206,168
Project Fair Share percentage[2]			3.8%
Project Cost			$ 159,728
	Total Project Cost		**$ 398,149**

#4 - Laurel Ave/Driveway 1 at Renaissance Parkway - Signal modifications, including northbound/southbound protected left-turn phasing to be completed as a Project Design and Construction Feature

[1] Source: Draft Feasability Study Report (May, 2017). Note: Improvements are part of the larger Alder Avenue Improvement Project that calls for roadway widening and intersection improvements between Casmalia Street and Renaissance Parkway.

[2] Higher of AM or PM project fair share percentage

[3] Source: Alder Avenue/SR-210 Interchange Feasibility Study Report and City Staff

V. CEQA VEHICLE MILES TRAVELED (VMT) ASSESSMENT

A. Project Description

The project will involve the construction of a warehouse building totaling 135,209 square feet of warehouse use. The project is located within the City of Rialto Renaissance Specific Plan Area (RSPA) and designates the project site as a "Corporate Center" land use, however, this project is proposing a zone change to "Business Center."

B. Project Traffic

A trip generation comparison analysis has been prepared to determine the net amount of traffic that would be generated by the proposed project.
Trip generation estimates for the proposed project use are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition) trip generation rates for the following land use category:

- ITE Category 150 – Warehousing

Trip generation estimates for the approved uses were calculated based on Table 2-A and 2-B of the RSPA TIA. The RSPA assumed 91,476 square feet of Office Park for the project site.
Daily, morning, and evening peak hour trip generation estimates are summarized in **Table 16**.

- It is estimated that the previous approved use generated approximately 1,045 daily trips, with 156 trips in the morning peak hour, and 135 trips in the evening peak hour.

- It is estimated that the proposed project will generate 808 trips daily, with 68 trips in the morning peak hour, and 71 trips in the evening peak hour.

- Compared to the previous approved use, the proposed project is estimated to generate 237 fewer trips on a daily basis, with 88 fewer trips in the morning peak hour and 64 fewer trips in the evening peak hour.

C. VMT Assessment

Senate Bill 743 (SB 743) was approved by the California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "level of service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR Technical Advisory") for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The Natural Resources Agency has adopted updates to CEQA Guidelines to incorporate SB 743 that requires use of VMT for the purposes of determining a significant

transportation impact under CEQA. The City of Rialto is yet to adopt VMT based metric to evaluate transportation impacts for CEQA. Until the City adopts a VMT policy, projects are likely to be evaluated on a case-by-case basis.

OPR Technical Advisory suggests that the City may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. Projects that generate or add 110 or fewer daily trips could be considered not to lead to a significant impact. As discussed previously the proposed project is estimated to generate 237 fewer net daily trips compared to the previous approved Corporate Center use. As such, the project is not likely to lead to a significant VMT impact.

CEQA Guidelines Section 15064.3, subdivision (a) states "For the purposes of this section 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." The OPR's 2018 Technical Advisory Section C-1 indicates that, although heavy vehicle traffic can be included for analysis convenience, the provided analysis requirements are specific to passenger-vehicles and light duty trucks. It is generally understood that Interstate commerce and related heavy vehicle traffic are regulated by the federal government as it relates to commerce. Irrespective of this and considering that the end-user of this facility is unknown at this time (so the nature of the business enterprise and its probably origins and destinations are unknown), it is reasonable to assume that the ultimate end user will select this location, at least in part, as to how it affects their transportation costs. Most often businesses who have shipping as a significant part of their operations are sensitive to transportation costs and their relative proximity to customers and suppliers. Accordingly, it is reasonable to assume that warehouses are often located in a manner to reduce VMT given that it is the interest of the business. In consideration of this and the other considerations discussed above, it is not anticipated that the development of this site would be result in a significant finding under SB 743.

TABLE 16
PROJECT TRIP GENERATION COMPARISON
WITH RENAISSANCE SPECIFIC PLAN AMENDMENT

Land Use		Units[1]	Trip Rate[2]	Daily Trips	AM Peak-Hour						PM Peak-Hour					
					Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed - Orbis Warehouse																
Business Center (Proposed)	Warhousing (PCE)	135.209 ksf	-	808	-	-	-	53	15	68	-	-	-	18	53	71
RSPA Trip Generation at Project Site																
Corporate Center (PA 20)	Office Park	91.476 ksf[3]	11.42 / ksf	1,045	1.71	1.52	0.19	139	17	156	1.48	0.21	1.27	19	116	135
NET TRIP GENERATION =				**-237**				**-86**	**-2**	**-88**				**-1**	**-63**	**-64**

Note:
1. ksf = Thousand Square Feet
2. Daily and Peak Hour trip rate reference: Tables 2-A and 2-B of the RSPA Traffic Impact Study (LSA, October 9, 2015)
3. FAR for PA 20 as stated in the RSPA = 0.30

VI. FINDINGS AND RECOMMENDATIONS

A. Improvements

Off-site mitigation improvements were identified to mitigate the project's significant impacts at the following study intersections:

- #1 – Alder Avenue at SR-210 WB Ramps
- #2 – Alder Avenue at SR-210 EB Ramps
- #3 – Alder Avenue at Renaissance Parkway

The project will include signal modification, including northbound and southbound protected left-turn phasing, at Intersection #4 – Laurel Avenue/Driveway as a Project Design and Construction Feature.

No project significant impacts were identified on the study roadway segments.

B. Site Circulation

Vehicular access provisions for the project site would consist of two driveways on Renaissance Parkway.

Passenger vehicles would access the site via both driveways on Renaissance Parkway. The westernmost driveway (Driveway 1) would form a four-legged signalized intersection with Laurel Avenue. The easternmost driveway (Driveway 2) would have right-in right-out access control. Trucks would enter the site via Driveway 1 and exit the site via Driveway 2 and would travel to/from the west to utilize truck routes along Alder Avenue.

C. Project Driveway Queuing

AM and PM peak hour 95th percentile queuing analysis was performed for egress movements at Driveway 1 and Driveway 2 using SimTraffic software under 'worst case' Opening Year 2022 Cumulative Plus Project conditions. The results of this analysis are shown in **Table 17**. As shown in Table 17, peak hour project driveway egress queues are estimated to be up to 49 feet long. Therefore, maximum 95th percentile queues are expected to be accommodated within the proposed driveway throat depths shown in Figure 2-B. SimTraffic queuing reports at Driveways 1 and 2 are included in **Appendix F**.

Table 17 – Project Driveway Queueing

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS			
Intersection	**Movement**	**Peak Hour**	**95th Percentile Queue (ft)[1]**
#4 Laurel Avenue/ Driveway 1 at Renaissance Parkway	SBL	AM	12
		PM	26
	SBT/R	AM	30
		PM	49
#6 Renaissance Parkway at Driveway 2	SBR	AM	20
		PM	35

[1] Queue is based on the average of five SimTraffic simulation runs.

D. Safety and Operational Improvements

The site driveways and project improvements must be designed so that adequate sight distance for drivers entering and exiting the site is maintained.

The line of sight – a straight line between the driver's eye and oncoming vehicles on the adjacent roadway defines the Limited Use Area. The Limited Use Area for each driveway must be kept clear of visual obstructions, including project signs, building structures, and landscaping, in order to maintain adequate sight distance.

E. Fair Share Calculations

The project fair share proportion of the improvements are shown on Table 14 (presented previously), and the estimated costs of the proposed improvements, are shown on Table 15 (presented previously).

F. Specific Plan Signalization

Not Applicable.

G. General Plan Conformance

The proposed Orbis Warehouse development is anticipated to conform to the City's latest General Plan.

H. Regional Funding Mechanisms

The project is subject to the City's city-wide traffic impact fee program. To the extent that a mitigation measure is included in an existing fee program, the project's payment of impact fees can be used to offset the costs of implementing the mitigation measures. In addition, the project may be required construct a needed improvement in advance of the City's receipt of full funding, in which case the improvement may be subject to a reimbursement agreement, to allow the project to recoup costs from future development.

APPENDIX A

APPROVED SCOPING AGREEMENT

City of Rialto

Traffic Impact Analysis

Scoping Agreement

Case No. MC No. 2020-0020

Related Cases - CDP No. 2020-0011, PPD No. 2020-0015, TPM No. 2020-0006

SP No. M2020-003

EIR No. _____

GPA No. _____

ZC No. _____

Project Name: Orbis Rialto - Site Plan Attached - Attachment 1

Project Address: Northeast Quadrant of Renaissance Pkwy and Laurel Ave

Project Description: 135,209 SF Warehouse

	Consultant	Developer
Name:	Kimley-Horn and Associates, Inc.	Orbis Real Estate Partners
Address:	3880 Lemon Street, Suite 420	280 Newport Center Drive. Suite 240
	Riverside, CA 92501	Newport Beach, CA 92660
Telephone:	714-939-1030	949-330-7564
Fax:	N/A	N/A

1. **Trip Generation Source:** ITE Trip Generation Manual, 9th Edition

Existing GP Land Use Vacant (RSPA Area 20) Proposed Land Use Warehouse (ITE 150)

Current Zoning: RSPA Corporate Center Proposed Zoning: RSP Business Center

Total Daily Project Trips: 808 (with PCE) - See Attachment 2 - Trip Generation Table

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	N/A	N/A	N/A	53	15	68
PM Trips	N/A	N/A	N/A	18	53	71

Internal Trip Allowance Yes No X (0 % Trip Discount)

Pass-By Trip Allowance Yes No X (0 % Trip Discount)

For appropriate land uses, a pass-by trip discount may be allowed not to exceed 25%. Discount trips shall be indicated on a report figure for intersections and access locations.

2. **Trip Geographic Distribution:** N % S % E % W %

See Attachment 3A Passenger Car Distribution and 3B Truck Distribution

3. **Background Growth Traffic**

Project Completion Year: 2022 Annual Background Growth Rate: 2 %

Other Phase Years N/A

Other area projects to be considered: We will request the current Cumulative Projects List from the Planning Department.

(Contact Planning for Lists. Correlate projects to exhibit map and also indicate which projects have been included in study area forecasts for existing + background growth + project + cumulative)

Model/Forecast methodology: Existing plus Growth plus Cumulative Projects plus Project to Opening Year

4. **Study Intersections:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies received.)

1. SR-210 Eastbound Ramps & Alder Avenue
2. SR-210 Westbound Ramps & Alder Avenue
3. Renaissance Parkway & Alder Avenue
4. Renaissance Parkway & Laurel Avenue
5. Renaissance Parkway & Locust Avenue
6. Renaissance Parkway & Project Driveway 1
7. _____
8. _____
9. _____
10. _____

5. Study Roadway Segments: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies received.)

1. Renaissance Pkwy: Alder Ave to Laurel Ave
2. Renaissance Pkwy: Laurel Ave to Locust Ave
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

6. Other Jurisdictional Impacts

Is this project within any other Agency's Sphere of Influence or within one-mile of another jurisdictional boundary? __X__YES _____NO

If so, name of Jurisdiction: City of Fontana

7. Site Plan (please attach 11" x 17" legible copy)

8. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (to be filled out by the City of Rialto Public Works Department) (NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing un-signalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

Include truck turn template provided in report. Address access shown on site plan.

9. Existing Conditions

Traffic count data must be new or within one year. Provide traffic count dates if using other than new counts.

Date of counts: New Counts were collected pre-covid March 2020 for this project.

NOTE Fees are due and must be submitted with, or prior to submittal of this form. The City will not process the Scoping Agreement prior to the receipt of the processing fee.

Fees Paid: _____ Date _____

Recommended:

Scoping Agreement Submittal date November 6, 2020

Scoping Agreement Resubmittal date _____

Kimley-Horn and Associates, Inc. — November 6, 2020

Applicant/Engineer — Date

Land Use Concurrence:

11-18-2020

Development Services Department — Date

Approved by:

11.16.2020

Public Works Department — Date

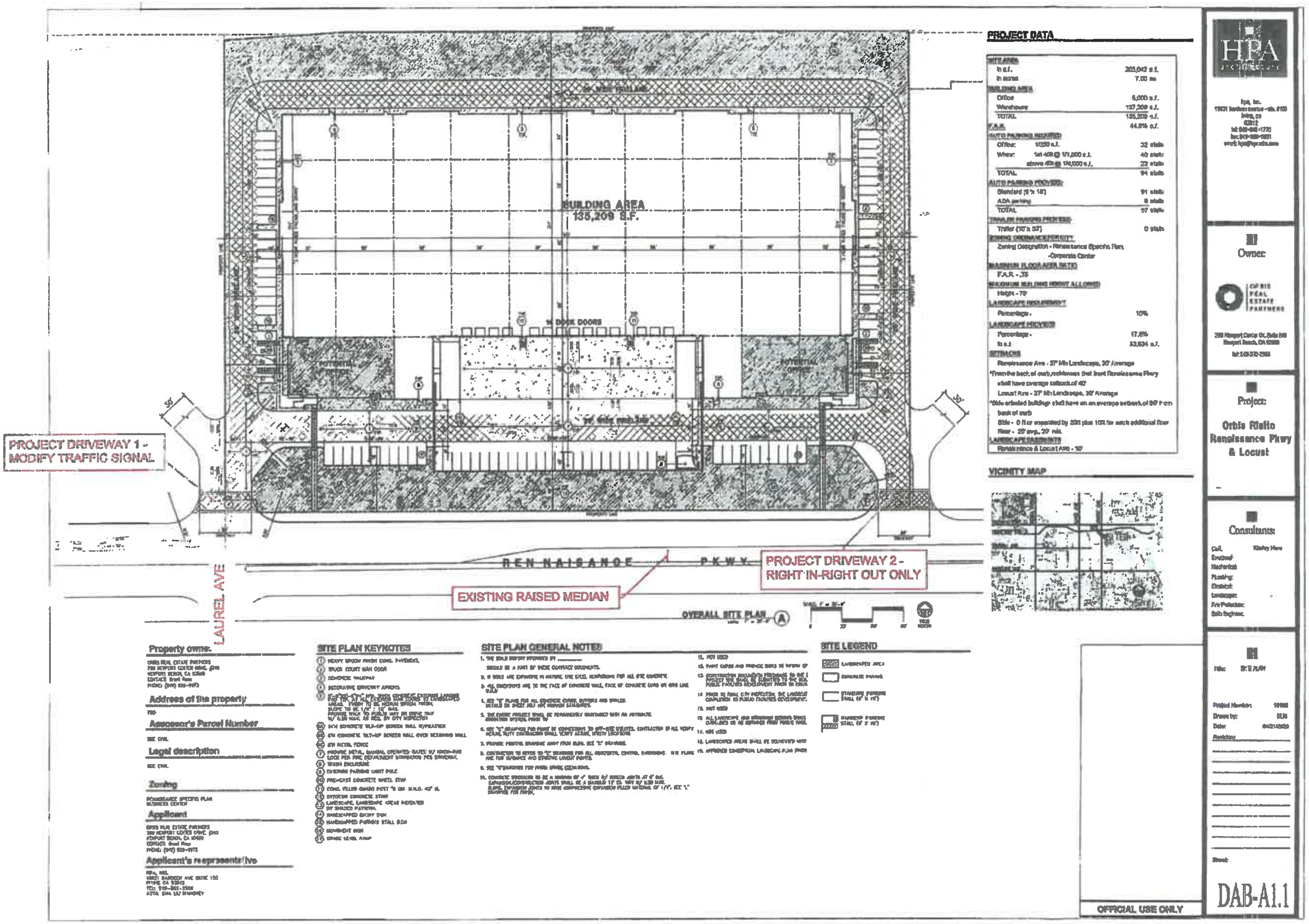
for

A Traffic Impact Analysis is Required

Separate VMT and LOS analysis is required.

NOTE:

The Applicant/Engineer acknowledges that the Scoping Agreement is intended to assist in the preparation of any required TIA. It is preliminary in nature and the City does not have sufficient data to determine the ultimate conditions that may be imposed for the project. It does not provide nor limit the requirements imposed on the Project but is intended only to provide initial input into the parameters for review of the traffic generated by the Project and the initial areas to be considered and studied. Subsequent changes to scope of required analysis to be included in the TIA may be required by the Transportation Commission, Planning Commission, and/or the City Council upon final review and approval.


PROJECT DATA
VICINITY MAP
BUILDING AREA
135,209 S.F.
PROJECT DRIVEWAY 1 -
MODIFY TRAFFIC SIGNAL
PROJECT DRIVEWAY 2 -
RIGHT IN-RIGHT OUT ONLY
EXISTING RAISED MEDIAN
RENAISSANCE PKWY
LAUREL AVE
OVERALL SITE PLAN
Property owner
Address of the property
Assessor's Parcel Number
Legal description
Zoning
Applicant
Applicant's representative
SITE PLAN KEYNOTES
SITE PLAN GENERAL NOTES
SITE LEGEND
HPA
Owner:
Project:
Orbis Rialto
Renaissance Pkwy
& Locust
Consultants:
OFFICIAL USE ONLY
DAB-A1.1

ATTACHMENT 2
TRIP GENERATION ESTIMATES
ORBIS WAREHOUSE

TRIP GENERATION RATES [1]

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	150	KSF	3.560	0.237	0.063	0.300	0.080	0.240	0.320

PROJECT TRIP GENERATION

Project Land Use		Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Warehousing		135.209	KSF	481	32	9	41	11	32	43
Passenger Vehicles	60.00%			289	19	5	24	7	19	26
Trucks	40.00%			192	13	4	17	4	13	17

PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

Vehicle Type	Vehicle Mix [2]	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	60.0%	289	1.0	289	19	5	24	7	19	26
2-Axle Trucks	0.8%	4	1.5	6	0	0	0	0	0	0
3-Axle Trucks	11.2%	54	2.0	108	7	2	9	2	7	9
4+ Axle Trucks	28.0%	135	3.0	405	27	8	35	9	27	36
Total Truck PCE Trips				519	34	10	44	11	34	45
Total Project PCE Trips				808	53	15	68	18	53	71

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition

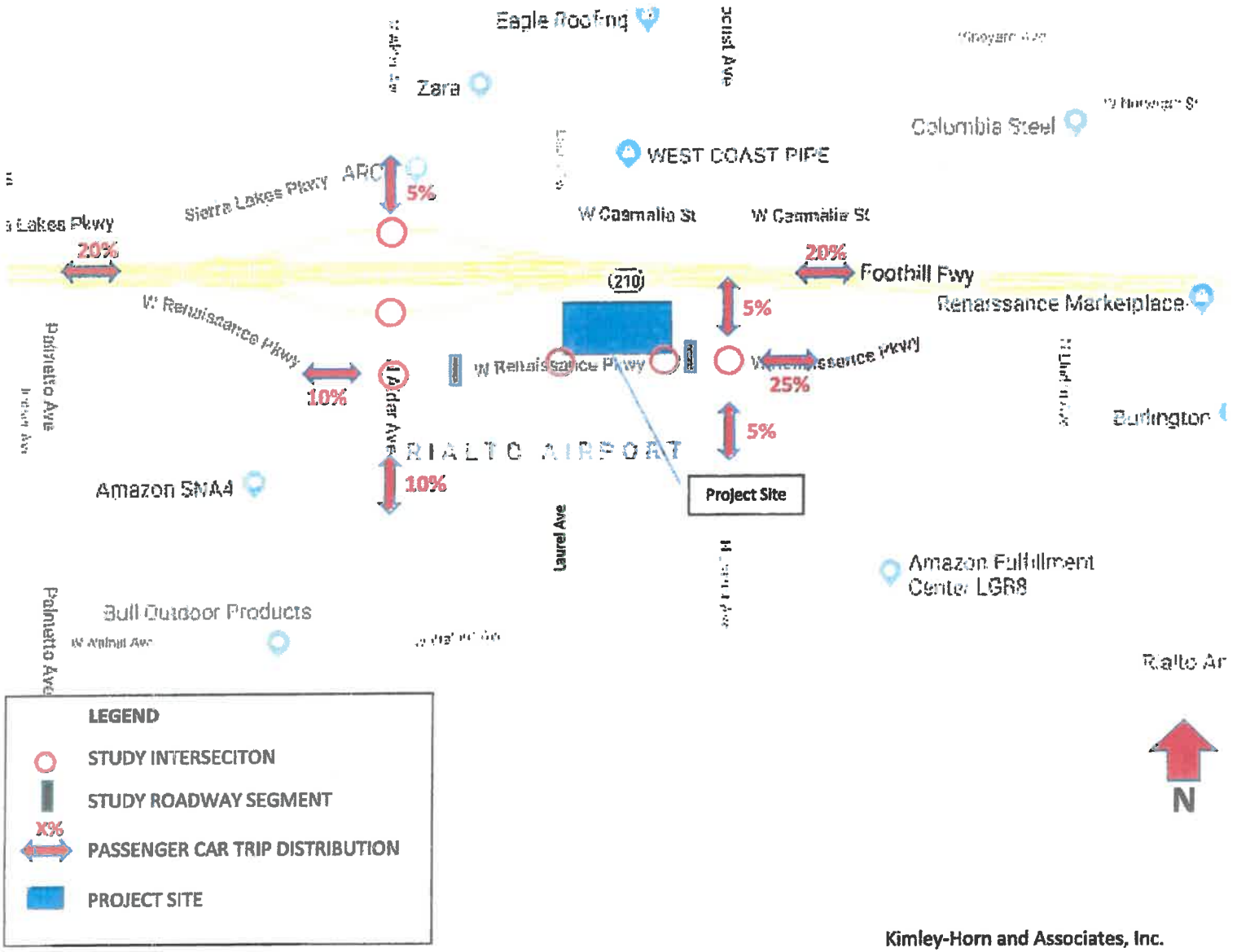
[2] Source: City of Rialto Traffic Impact Analysis Report Guidelines and Requirements, December, 2013

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet

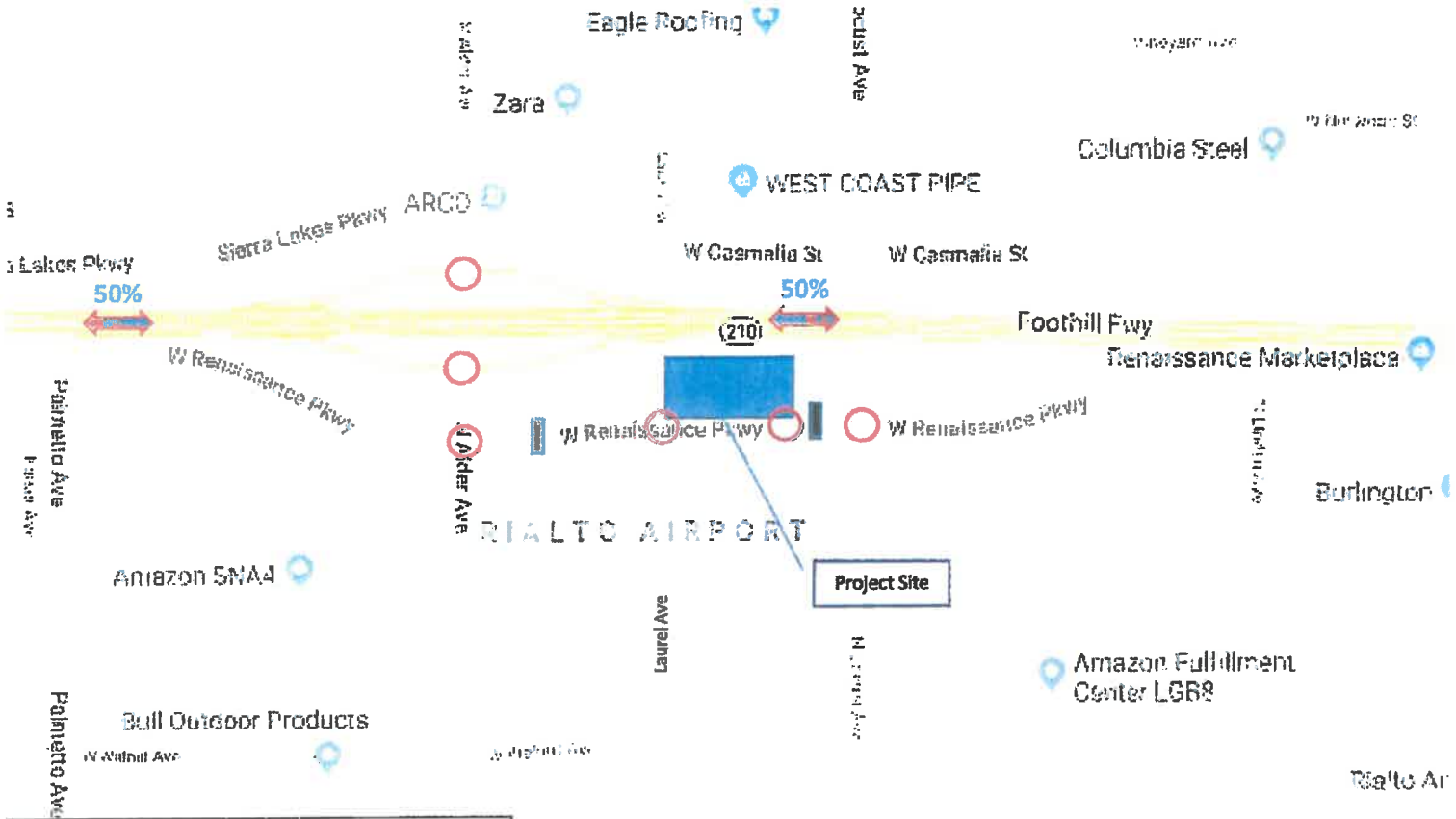
ATTACHMENT 3A

PROPOSED ORBIS WAREHOUSE PROJECT TRIP DISTRIBUTION – PASSENGER CARS



Kimley-Horn and Associates, Inc.
October 2020

ATTACHMENT 3B
PROPOSED ORBIS WAREHOUSE PROJECT TRIP DISTRIBUTION – TRUCKS



Kimley-Horn and Associates, Inc.
October 2020

APPENDIX **B**

TRAFFIC COUNT DATA SHEETS

Prepared by National Data & Surveying Services

N Alder Ave & SR-210 WB Ramps

Peak Hour Turning Movement Count

ID: 19-06091-001
City: Rialto

Day: Thursday
Date: 05/23/2019

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

N Alder Ave — SOUTHBOUND

AM	290	131	0	0	437	AM
NOON	0	0	0	0	0	NOON
PM	278	248	0	0	439	PM

SR-210 WB Ramps — EASTBOUND

AM	NOON	PM	
498	0	640	⇦
0	0	0	↶ 0
0	0	0	↱ 0
0	0	0	→ 0
0	0	0	↷ 0
AM	NOON	PM	

SR-210 WB Ramps — WESTBOUND

PM	NOON	AM	
109	0	154	0.5 ↰
5	0	2	0.5 ←
215	0	225	1 ↰
0	0	0	0 ↶
0	0	0	⇨
PM	NOON	AM	

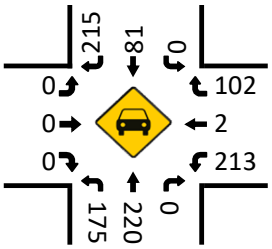
N Alder Ave — NORTHBOUND

PM	463	0	357	330	0	PM
NOON	0	0	0	0	0	NOON
AM	357	1	206	283	0	AM

⇩ 0 ↰ 1 ← 2 ↑ 0 ↱

CONTROL			
Signalized			
TEV	1292	0	1542
	AM	NOON	PM
PHF	0.93		0.96

Cars (AM)



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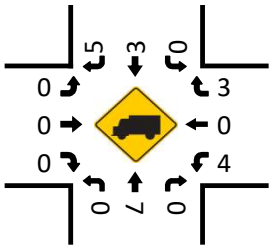
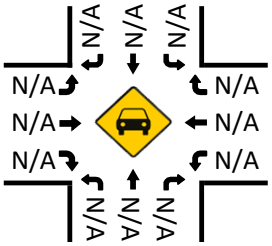


Cars (NOON)



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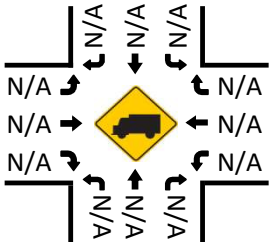
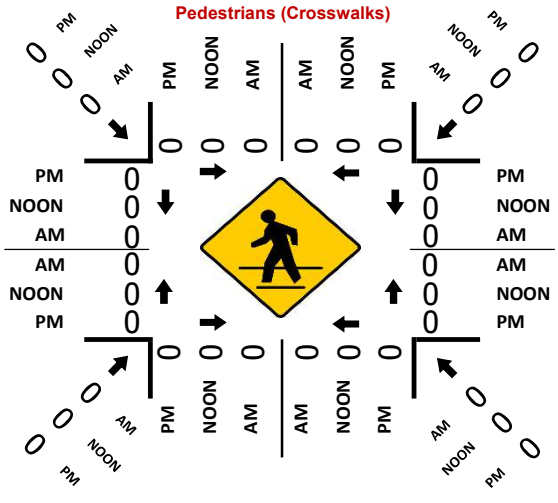


Pedestrians (Crosswalks)



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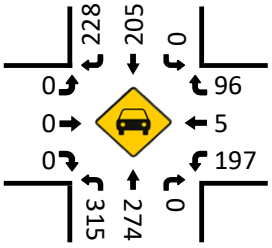

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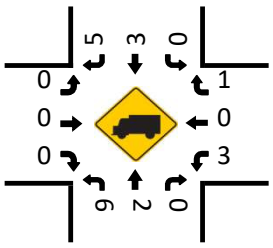


Prepared by National Data & Surveying Services

N Alder Ave & SR-210 EB Ramps

Peak Hour Turning Movement Count

ID: 19-06091-002
City: Rialto

Day: Thursday
Date: 05/23/2019

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

N Alder Ave — SOUTHBOUND

AM	0	272	89	0	494	AM
NOON	0	0	0	0	0	NOON
PM	0	309	147	0	682	PM

EASTBOUND — SR-210 EB Ramps

AM	NOON	PM		
0	0	0		
0	0	0	0	
215	0	219	0.5	
2	0	8	0.5	
288	0	318	1	
AM	NOON	PM		

WESTBOUND — SR-210 EB Ramps

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
447	0	275	
PM	NOON	AM	

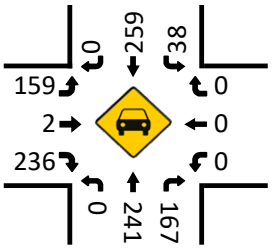
N Alder Ave — NORTHBOUND

PM	627	0	0	463	292	PM
NOON	0	0	0	0	0	NOON
AM	560	0	0	279	184	AM

0	3	0	0	
0	0	2	0	

CONTROL			
Signalized			
TEV	1329 AM	0 NOON	1756 PM
PHF	0.90		0.98

Cars (AM)



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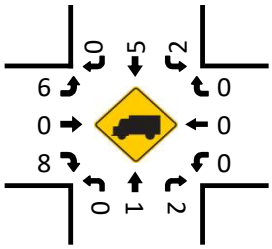
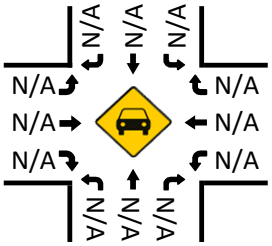


Cars (NOON)



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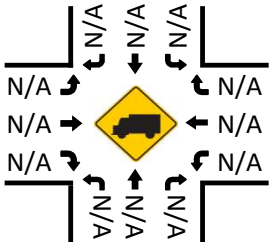
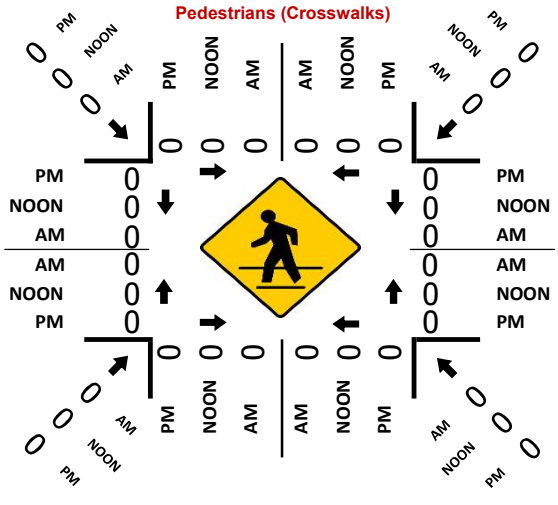
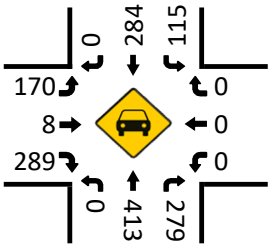


Pedestrians (Crosswalks)



Cars (PM)



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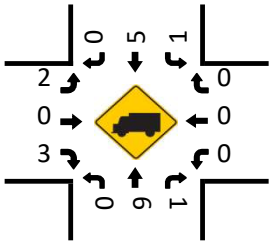


Prepared by National Data & Surveying Services

Alder Ave & W Renaissance Pkwy

Peak Hour Turning Movement Count

ID: 19-06091-003
City: Rialto

Day: Thursday
Date: 05/23/2019

	PEAK HOURS	COUNT PERIODS
AM	07:00 AM - 08:00 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

Alder Ave – SOUTHBOUND

	Right	Thru	Left	U-Turn	Exit
AM	16	454	109	0	458
NOON	0	0	0	0	0
PM	5	459	171	0	759
Lanes	0.5	1.5	1	0	

W Renaissance Pkwy – WESTBOUND

Movement	Lanes	PM	NOON	AM
Right	0	185	0	108
Thru	2	3	0	3
Left	1	48	0	40
U-Turn	0	0	0	0
Exit		241	0	142

W Renaissance Pkwy – EASTBOUND

Movement	AM	NOON	PM	Lanes
Exit	22	0	8	
U-Turn	0	0	0	0
Left	6	0	22	1
Thru	3	0	4	1
Right	6	0	3	1

Alder Ave – NORTHBOUND

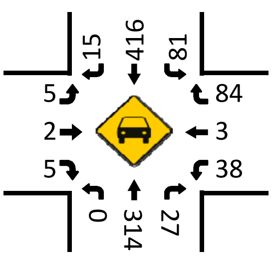
	Exit	U-Turn	Left	Thru	Right
Lanes		0	1	2	0
PM	510	0	0	552	66
NOON	0	0	0	0	0
AM	500	0	3	344	30

CONTROL

Signalized

	AM	NOON	PM
TEV	1122	0	1518
PHF	0.87		0.96

Cars (AM)



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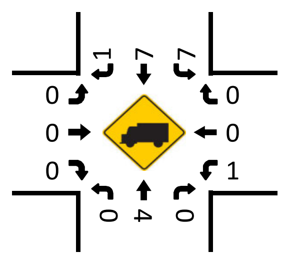
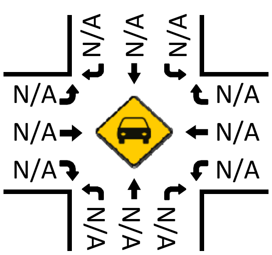


Cars (NOON)



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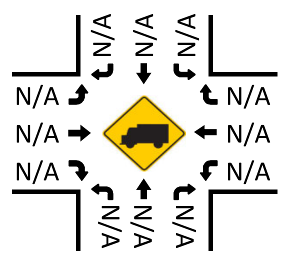
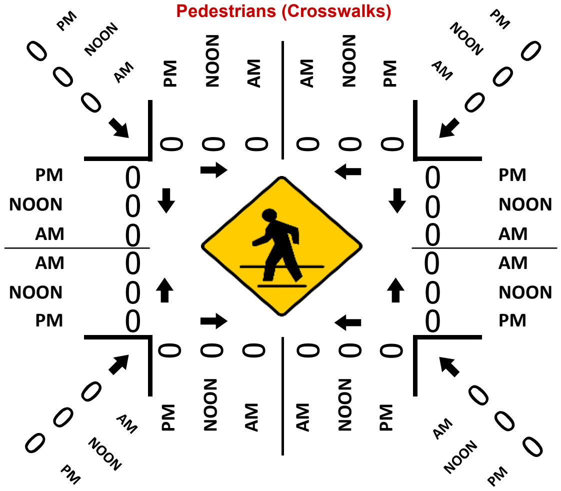


Pedestrians (Crosswalks)



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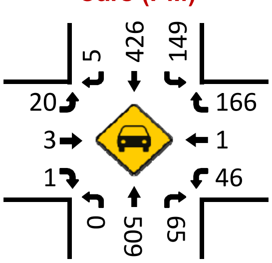

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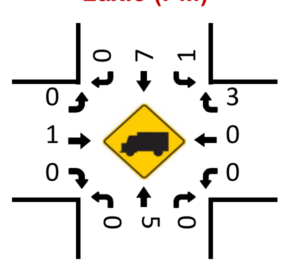


Prepared by National Data & Surveying Services

Laurel Ave & Renaissance Pkwy

Peak Hour Turning Movement Count

ID: 20-06033-004
City: Rialto

Day: Thursday
Date: 03/05/2020

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	621	0	794
PHF	0.82		0.93

Laurel Ave — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Renaissance Pkwy — EASTBOUND

AM	NOON	PM		
300	0	339		
0	0	0	0	
0	0	0	1	
284	0	414	2	
17	0	19	0	
AM	NOON	PM		

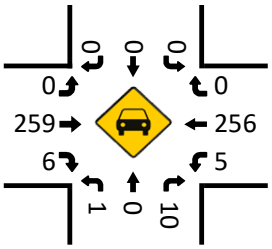
Renaissance Pkwy — WESTBOUND

PM	NOON	AM	
0	0	0	0
321	0	291	2
10	0	8	1
0	0	0	0
426	0	296	
PM	NOON	AM	

Laurel Ave — NORTHBOUND

PM	29	0	18	0	12	PM
NOON	0	0	0	0	0	NOON
AM	25	0	9	0	12	AM

Cars (AM)



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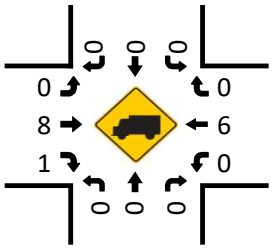

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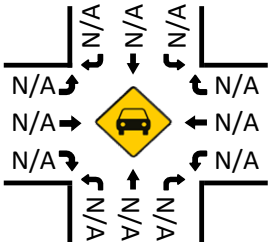

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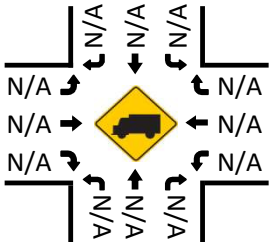

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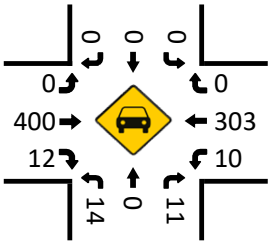

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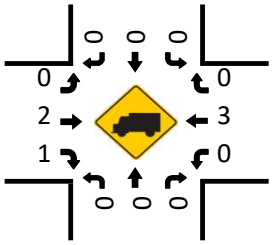
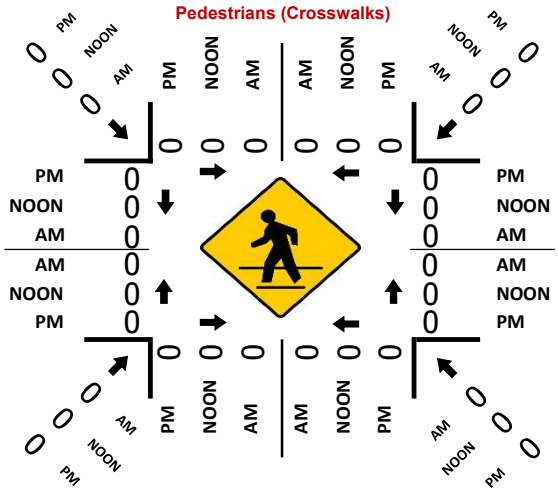


Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Locust Ave & Renaissance Pkwy

Peak Hour Turning Movement Count

ID: 20-06033-005
City: Rialto

Day: Thursday
Date: 03/05/2020

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

SOUTHBOUND — Locust Ave

AM	38	178	59	0	215	AM
NOON	0	0	0	0	0	NOON
PM	30	195	70	0	268	PM

EASTBOUND — Renaissance Pkwy

AM	NOON	PM	
308	0	300	
1	0	4	0
35	0	38	1
179	0	309	2
86	0	72	0
AM	NOON	PM	

WESTBOUND — Renaissance Pkwy

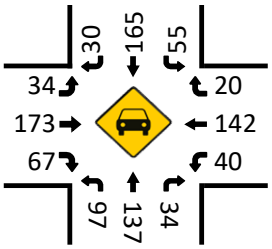
PM	NOON	AM	
45	0	21	0
175	0	145	2
38	0	42	1
0	0	0	0
416	0	275	
PM	NOON	AM	

NORTHBOUND — Locust Ave

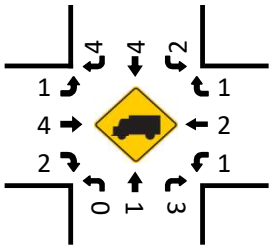
PM	305	0	91	185	37	PM
NOON	0	0	0	0	0	NOON
AM	306	0	124	159	37	AM

CONTROL			
Signalized			
TEV	1104 AM	0 NOON	1289 PM
PHF	0.85		0.92

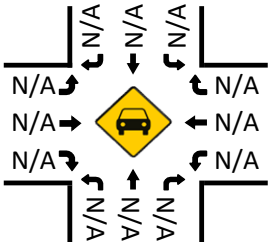
Cars (AM)



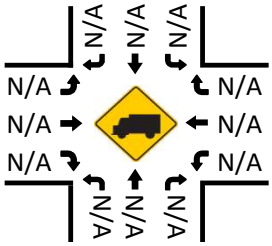
2axle (AM)



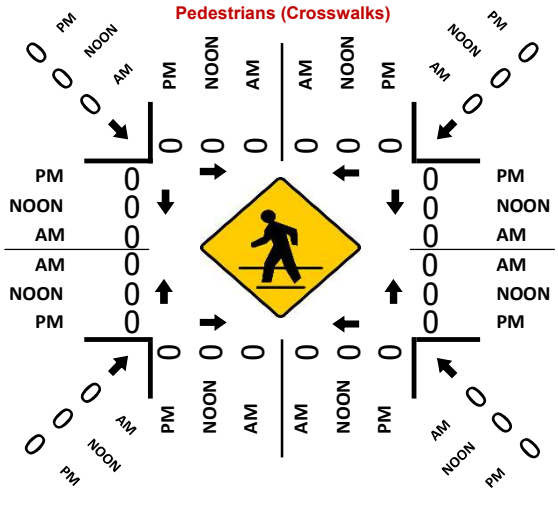
Cars (NOON)



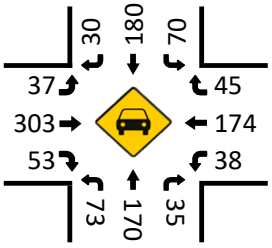
2axle (NOON)



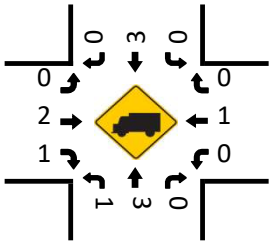
Pedestrians (Crosswalks)



Cars (PM)



2axle (PM)



Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

W Renaissance Pkwy Bet. N Alder Ave & N Laurel Ave

Day: Thursday
Date: 3/5/2020

City: Rialto
Project #: CA20_6032_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,734	4,835	9,569

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	9		19		28		12:00	0	0	74		59		133	
0:15	0	0	14		17		31		12:15	0	0	87		57		144	
0:30	0	0	9		9		18		12:30	0	0	71		56		127	
0:45	0	0	11	43	13	58	24	101	12:45	0	0	68	300	67	239	135	539
1:00	0	0	15		20		35		13:00	0	0	43		58		101	
1:15	0	0	9		21		30		13:15	0	0	59		83		142	
1:30	0	0	9		15		24		13:30	0	0	54		68		122	
1:45	0	0	12	45	13	69	25	114	13:45	0	0	49	205	70	279	119	484
2:00	0	0	13		12		25		14:00	0	0	67		89		156	
2:15	0	0	10		14		24		14:15	0	0	81		84		165	
2:30	0	0	19		18		37		14:30	0	0	98		93		191	
2:45	0	0	15	57	15	59	30	116	14:45	0	0	91	337	93	359	184	696
3:00	0	0	3		12		15		15:00	0	0	62		78		140	
3:15	0	0	11		19		30		15:15	0	0	90		76		166	
3:30	0	0	9		20		29		15:30	0	0	81		122		203	
3:45	0	0	15	38	15	66	30	104	15:45	0	0	97	330	88	364	185	694
4:00	0	0	12		32		44		16:00	0	0	118		78		196	
4:15	0	0	19		30		49		16:15	0	0	106		79		185	
4:30	0	0	20		59		79		16:30	0	0	90		89		179	
4:45	0	0	33	84	41	162	74	246	16:45	0	0	85	399	79	325	164	724
5:00	0	0	16		53		69		17:00	0	0	96		85		181	
5:15	0	0	26		47		73		17:15	0	0	106		92		198	
5:30	0	0	34		38		72		17:30	0	0	123		73		196	
5:45	0	0	37	113	34	172	71	285	17:45	0	0	98	423	80	330	178	753
6:00	0	0	29		41		70		18:00	0	0	96		103		199	
6:15	0	0	53		36		89		18:15	0	0	90		89		179	
6:30	0	0	85		68		153		18:30	0	0	70		80		150	
6:45	0	0	107	274	73	218	180	492	18:45	0	0	71	327	51	323	122	650
7:00	0	0	77		93		170		19:00	0	0	65		71		136	
7:15	0	0	98		87		185		19:15	0	0	61		49		110	
7:30	0	0	83		67		150		19:30	0	0	70		48		118	
7:45	0	0	50	308	49	296	99	604	19:45	0	0	49	245	43	211	92	456
8:00	0	0	33		52		85		20:00	0	0	39		46		85	
8:15	0	0	59		41		100		20:15	0	0	47		31		78	
8:30	0	0	43		51		94		20:30	0	0	43		39		82	
8:45	0	0	24	159	51	195	75	354	20:45	0	0	33	162	42	158	75	320
9:00	0	0	36		34		70		21:00	0	0	40		49		89	
9:15	0	0	40		34		74		21:15	0	0	23		34		57	
9:30	0	0	40		50		90		21:30	0	0	38		40		78	
9:45	0	0	41	157	50	168	91	325	21:45	0	0	22	123	31	154	53	277
10:00	0	0	46		54		100		22:00	0	0	27		35		62	
10:15	0	0	52		66		118		22:15	0	0	33		18		51	
10:30	0	0	51		55		106		22:30	0	0	15		30		45	
10:45	0	0	50	199	40	215	90	414	22:45	0	0	18	93	21	104	39	197
11:00	0	0	61		63		124		23:00	0	0	23		21		44	
11:15	0	0	61		39		100		23:15	0	0	17		18		35	
11:30	0	0	63		69		132		23:30	0	0	18		26		44	
11:45	0	0	59	244	56	227	115	471	23:45	0	0	11	69	19	84	30	153
TOTALS				1721		1905		3626	TOTALS				3013		2930		5943
SPLIT %				47.5%		52.5%		37.9%	SPLIT %				50.7%		49.3%		62.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,734	4,835	9,569

AM Peak Hour			6:30		6:30		6:30		PM Peak Hour			17:00		14:45		17:15	
AM Pk Volume			367		321		688		PM Pk Volume			423		369		771	
Pk Hr Factor			0.857		0.863		0.930		Pk Hr Factor			0.860		0.756		0.969	
7 - 9 Volume	0	0	467		491		958		4 - 6 Volume	0	0	822		655		1477	
7 - 9 Peak Hour			7:00		7:00		7:00		4 - 6 Peak Hour			17:00		16:30		17:00	
7 - 9 Pk Volume	0	0	308		296		604		4 - 6 Pk Volume	0	0	423		345		753	
Pk Hr Factor	0.000	0.000	0.786		0.796		0.816		Pk Hr Factor	0.000	0.000	0.860		0.938		0.951	

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

W Renaissance Pkwy Bet. N Laurel Ave & N Locust Ave

Day: Thursday
Date: 3/5/2020

City: Rialto
Project #: CA20_6032_007

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,512	4,566	9,078

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	4		13		17		12:00	0	0	66		62		128	
0:15	0	0	14		15		29		12:15	0	0	82		60		142	
0:30	0	0	11		9		20		12:30	0	0	72		60		132	
0:45	0	0	7	36	11	48	18	84	12:45	0	0	67	287	59	241	126	528
1:00	0	0	14		17		31		13:00	0	0	43		56		99	
1:15	0	0	8		18		26		13:15	0	0	55		76		131	
1:30	0	0	9		16		25		13:30	0	0	47		63		110	
1:45	0	0	5	36	12	63	17	99	13:45	0	0	42	187	62	257	104	444
2:00	0	0	10		13		23		14:00	0	0	62		80		142	
2:15	0	0	8		13		21		14:15	0	0	80		76		156	
2:30	0	0	11		6		17		14:30	0	0	92		88		180	
2:45	0	0	6	35	10	42	16	77	14:45	0	0	92	326	86	330	178	656
3:00	0	0	2		8		10		15:00	0	0	66		66		132	
3:15	0	0	7		19		26		15:15	0	0	82		71		153	
3:30	0	0	4		21		25		15:30	0	0	94		107		201	
3:45	0	0	9	22	17	65	26	87	15:45	0	0	88	330	88	332	176	662
4:00	0	0	7		28		35		16:00	0	0	103		66		169	
4:15	0	0	12		29		41		16:15	0	0	119		80		199	
4:30	0	0	10		57		67		16:30	0	0	104		81		185	
4:45	0	0	23	52	43	157	66	209	16:45	0	0	76	402	71	298	147	700
5:00	0	0	15		58		73		17:00	0	0	100		80		180	
5:15	0	0	18		42		60		17:15	0	0	111		87		198	
5:30	0	0	35		37		72		17:30	0	0	119		81		200	
5:45	0	0	35	103	32	169	67	272	17:45	0	0	96	426	79	327	175	753
6:00	0	0	28		41		69		18:00	0	0	96		93		189	
6:15	0	0	50		34		84		18:15	0	0	85		81		166	
6:30	0	0	105		76		181		18:30	0	0	67		77		144	
6:45	0	0	114	297	75	226	189	523	18:45	0	0	73	321	51	302	124	623
7:00	0	0	84		85		169		19:00	0	0	58		60		118	
7:15	0	0	96		92		188		19:15	0	0	64		46		110	
7:30	0	0	75		57		132		19:30	0	0	63		43		106	
7:45	0	0	43	298	60	294	103	592	19:45	0	0	50	235	45	194	95	429
8:00	0	0	34		51		85		20:00	0	0	36		45		81	
8:15	0	0	52		53		105		20:15	0	0	46		31		77	
8:30	0	0	38		42		80		20:30	0	0	38		41		79	
8:45	0	0	21	145	54	200	75	345	20:45	0	0	33	153	38	155	71	308
9:00	0	0	27		24		51		21:00	0	0	37		41		78	
9:15	0	0	37		35		72		21:15	0	0	25		35		60	
9:30	0	0	35		45		80		21:30	0	0	34		36		70	
9:45	0	0	43	142	44	148	87	290	21:45	0	0	20	116	26	138	46	254
10:00	0	0	43		52		95		22:00	0	0	21		32		53	
10:15	0	0	49		58		107		22:15	0	0	29		17		46	
10:30	0	0	50		53		103		22:30	0	0	16		26		42	
10:45	0	0	50	192	36	199	86	391	22:45	0	0	19	85	11	86	30	171
11:00	0	0	54		56		110		23:00	0	0	17		17		34	
11:15	0	0	59		41		100		23:15	0	0	15		14		29	
11:30	0	0	54		67		121		23:30	0	0	19		27		46	
11:45	0	0	58	225	53	217	111	442	23:45	0	0	10	61	20	78	30	139
TOTALS				1583		1828		3411	TOTALS				2929		2738		5667
SPLIT %				46.4%		53.6%		37.6%	SPLIT %				51.7%		48.3%		62.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,512	4,566	9,078

AM Peak Hour			6:30		6:30		6:30		PM Peak Hour			17:00		15:30		17:15	
AM Pk Volume			399		328		727		PM Pk Volume			426		341		762	
Pk Hr Factor			0.875		0.891		0.962		Pk Hr Factor			0.895		0.797		0.953	
7 - 9 Volume	0	0	443		494		937		4 - 6 Volume	0	0	828		625		1453	
7 - 9 Peak Hour			7:00		7:00		7:00		4 - 6 Peak Hour			17:00		17:00		17:00	
7 - 9 Pk Volume	0	0	298		294		592		4 - 6 Pk Volume	0	0	426		327		753	
Pk Hr Factor	0.000	0.000	0.776		0.799		0.787		Pk Hr Factor	0.000	0.000	0.895		0.940		0.941	

APPENDIX C

PCE WORKSHEETS

Existing Peak Hour Volumes - Classification Counts

1 **Alder Avenue at I-210 Westbound Ramps**

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	176	0	3	28	31	15.0%	90	2.9	266	315	6	5	31	42	11.8%	112	2.7	427
NT	220	7	11	45	63	22.3%	168	2.7	388	274	2	15	39	56	17.0%	150	2.7	424
NR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ST	81	3	2	45	50	38.2%	144	2.9	225	205	3	13	27	43	17.3%	112	2.6	317
SR	215	5	11	59	75	25.9%	207	2.8	422	228	5	6	39	50	18.0%	137	2.7	365
EL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ET	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ER	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WL	213	4	1	7	12	5.3%	29	2.4	242	197	3	1	14	18	8.4%	49	2.7	246
WT	2	0	0	0	0	0.0%	0	0.0	2	5	0	0	0	0	0.0%	0	0.0	5
WR	102	3	2	47	52	33.8%	150	2.9	252	96	1	3	9	13	11.9%	35	2.7	131
									1,797									1,915
North Leg Volumes																		
Approach	296	8	13	104	125		351		647	433	8	19	66	93		249		682
Depart	322	10	13	92	115		318		640	370	3	18	48	69		185		555
Total	618	18	26	196	240	28.0%	669	2.8	1,287	803	11	37	114	162	16.8%	434	2.7	1,237
South Leg Volumes																		
Approach	396	7	14	73	94		258		654	589	8	20	70	98		262		851
Depart	294	7	3	52	62		173		467	402	6	14	41	61		161		563
Total	690	14	17	125	156	18.4%	431	2.8	1,121	991	14	34	111	159	13.8%	423	2.7	1,414
East Leg Volumes																		
Approach	317	7	3	54	64		179		496	298	4	4	23	31		84		382
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	317	7	3	54	64	16.8%	179	2.8	496	298	4	4	23	31	9.4%	84	2.7	382
West Leg Volumes																		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	393	5	14	87	106		297		690	548	11	11	70	92		249		797
Total	393	5	14	87	106	21.2%	297	2.8	690	548	11	11	70	92	14.4%	249	2.7	797
All Legs																		
Approach	1,009	22	30	231	283		788		1,797	1,320	20	43	159	222		595		1,915
Depart	1,009	22	30	231	283		788		1,797	1,320	20	43	159	222		595		1,915
Total	2,018	44	60	462	566	21.9%	1,576	2.8	3,594	2,640	40	86	318	444	14.4%	1,190	2.7	3,830

Existing Peak Hour Volumes - Classification Counts

2 **Alder Avenue at I-210 Eastbound Ramps**

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NT	241	1	5	32	38	13.6%	108	2.8	349	413	6	11	33	50	10.8%	130	2.6	543
NR	167	2	2	13	17	9.2%	46	2.7	213	279	1	5	7	13	4.5%	33	2.5	312
SL	38	2	2	47	51	57.3%	148	2.9	186	115	1	8	23	32	21.8%	87	2.7	202
ST	259	5	0	8	13	4.8%	32	2.5	291	284	5	2	18	25	8.1%	66	2.6	350
SR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
EL	159	6	9	41	56	26.0%	150	2.7	309	170	2	10	37	49	22.4%	134	2.7	304
ET	2	0	0	0	0	0.0%	0	0.0	2	8	0	0	0	0	0.0%	0	0.0	8
ER	236	8	5	39	52	18.1%	139	2.7	375	289	3	5	21	29	9.1%	78	2.7	367
WL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WT	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
									1,725									2,086
North Leg Volumes																		
Approach	297	7	2	55	64		180		477	399	6	10	41	57		153		552
Depart	400	7	14	73	94		258		658	583	8	21	70	99		264		847
Total	697	14	16	128	158	18.5%	438	2.8	1,135	982	14	31	111	156	13.7%	417	2.7	1,399
South Leg Volumes																		
Approach	408	3	7	45	55		154		562	692	7	16	40	63		163		855
Depart	495	13	5	47	65		171		666	573	8	7	39	54		144		717
Total	903	16	12	92	120	11.7%	325	2.7	1,228	1,265	15	23	79	117	8.5%	307	2.6	1,572
East Leg Volumes																		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	207	4	4	60	68		194		401	402	2	13	30	45		120		522
Total	207	4	4	60	68	24.7%	194	2.9	401	402	2	13	30	45	10.1%	120	2.7	522
West Leg Volumes																		
Approach	397	14	14	80	108		289		686	467	5	15	58	78		212		679
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	397	14	14	80	108	21.4%	289	2.7	686	467	5	15	58	78	14.3%	212	2.7	679
All Legs																		
Approach	1,102	24	23	180	227		623		1,725	1,558	18	41	139	198		528		2,086
Depart	1,102	24	23	180	227		623		1,725	1,558	18	41	139	198		528		2,086
Total	2,204	48	46	360	454	17.1%	1,246	2.7	3,450	3,116	36	82	278	396	11.3%	1,056	2.7	4,172

Existing Peak Hour Volumes - Classification Counts

3 **Alder Avenue at Renaissance Parkway**

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	0	0	0	3	3	100.0%	9	3.0	9	0	0	0	0	0	0.0%	0	0.0	0
NT	314	4	5	21	30	8.7%	79	2.6	393	509	5	15	23	43	7.8%	107	2.5	616
NR	27	0	1	2	3	10.0%	8	2.7	35	65	0	0	1	1	1.5%	3	3.0	68
SL	81	7	3	18	28	25.7%	71	2.5	152	149	1	1	20	22	12.9%	64	2.9	213
ST	416	7	2	29	38	8.4%	102	2.7	518	426	7	7	19	33	7.2%	82	2.5	508
SR	15	1	0	0	1	6.3%	2	2.0	17	5	0	0	0	0	0.0%	0	0.0	5
EL	5	0	1	0	1	16.7%	2	2.0	7	20	0	0	2	2	9.1%	6	3.0	26
ET	2	0	0	1	1	33.3%	3	3.0	5	3	1	0	0	1	25.0%	2	2.0	5
ER	5	0	0	1	1	16.7%	3	3.0	8	1	0	0	2	2	66.7%	6	3.0	7
WL	38	1	0	1	2	5.0%	5	2.5	43	46	0	0	2	2	4.2%	6	3.0	52
WT	3	0	0	0	0	0.0%	0	0.0	3	1	0	0	2	2	66.7%	6	3.0	7
WR	84	0	1	23	24	22.2%	71	3.0	155	166	3	1	15	19	10.3%	52	2.7	218
									1,345									1,725
North Leg Volumes																		
Approach	512	15	5	47	67		175		687	580	8	8	39	55		146		726
Depart	403	4	7	44	55		152		555	695	8	16	40	64		165		860
Total	915	19	12	91	122	11.8%	327	2.7	1,242	1,275	16	24	79	119	8.5%	311	2.6	1,586
South Leg Volumes																		
Approach	341	4	6	26	36		96		437	574	5	15	24	44		110		684
Depart	459	8	2	31	41		110		569	473	7	7	23	37		94		567
Total	800	12	8	57	77	8.8%	206	2.7	1,006	1,047	12	22	47	81	7.2%	204	2.5	1,251
East Leg Volumes																		
Approach	125	1	1	24	26		76		201	213	3	1	19	23		64		277
Depart	110	7	4	21	32		82		192	217	2	1	21	24		69		286
Total	235	8	5	45	58	19.8%	158	2.7	393	430	5	2	40	47	9.9%	133	2.8	563
West Leg Volumes																		
Approach	12	0	1	2	3		8		20	24	1	0	4	5		14		38
Depart	18	1	0	3	4		11		29	6	0	0	2	2		6		12
Total	30	1	1	5	7	18.9%	19	2.7	49	30	1	0	6	7	18.9%	20	2.9	50
All Legs																		
Approach	990	20	13	99	132		355		1,345	1,391	17	24	86	127		334		1,725
Depart	990	20	13	99	132		355		1,345	1,391	17	24	86	127		334		1,725
Total	1,980	40	26	198	264	11.8%	710	2.7	2,690	2,782	34	48	172	254	8.4%	668	2.6	3,450

Existing Peak Hour Volumes - Classification Counts

4 **Laurel Ave at Renaissance Pkwy**

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	1	0	0	8	8	88.9%	24	3.0	25	14	0	0	4	4	22.2%	12	3.0	26
NT	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NR	10	0	1	1	2	16.7%	5	2.5	15	11	0	0	1	1	8.3%	3	3.0	14
SL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ST	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
EL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ET	259	8	5	12	25	8.8%	58	2.3	317	400	2	1	11	14	3.4%	38	2.7	438
ER	6	1	3	7	11	64.7%	29	2.6	35	12	1	2	4	7	36.8%	18	2.6	30
WL	5	0	1	2	3	37.5%	8	2.7	13	10	0	0	0	0	0.0%	0	0.0	10
WT	256	6	7	22	35	12.0%	89	2.5	345	303	3	5	10	18	5.6%	45	2.5	348
WR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
									750									866
North Leg Volumes																		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
South Leg Volumes																		
Approach	11	0	1	9	10		29		40	25	0	0	5	5		15		40
Depart	11	1	4	9	14		37		48	22	1	2	4	7		18		40
Total	22	1	5	18	24	52.2%	66	2.8	88	47	1	2	9	12	20.3%	33	2.8	80
East Leg Volumes																		
Approach	261	6	8	24	38		97		358	313	3	5	10	18		45		358
Depart	269	8	6	13	27		63		332	411	2	1	12	15		41		452
Total	530	14	14	37	65	10.9%	160	2.5	690	724	5	6	22	33	4.4%	86	2.6	810
West Leg Volumes																		
Approach	265	9	8	19	36		87		352	412	3	3	15	21		56		468
Depart	257	6	7	30	43		113		370	317	3	5	14	22		57		374
Total	522	15	15	49	79	13.1%	200	2.5	722	729	6	8	29	43	5.6%	113	2.6	842
All Legs																		
Approach	537	15	17	52	84		213		750	750	6	8	30	44		116		866
Depart	537	15	17	52	84		213		750	750	6	8	30	44		116		866
Total	1,074	30	34	104	168	13.5%	426	2.5	1,500	1,500	12	16	60	88	5.5%	232	2.6	1,732

Existing Peak Hour Volumes - Classification Counts

5 **Locust Ave at Renaissance Pkwy**

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	97	0	8	19	27	21.8%	73	2.7	170	73	1	4	13	18	19.8%	49	2.7	122
NT	137	1	8	13	22	13.8%	57	2.6	194	170	3	5	7	15	8.1%	36	2.4	206
NR	34	3	0	0	3	8.1%	5	1.7	39	35	0	2	0	2	5.4%	4	2.0	39
SL	55	2	2	0	4	6.8%	7	1.8	62	70	0	0	0	0	0.0%	0	0.0	70
ST	165	4	3	6	13	7.3%	30	2.3	195	180	3	4	8	15	7.7%	37	2.5	217
SR	30	4	0	4	8	21.1%	18	2.3	48	30	0	0	0	0	0.0%	0	0.0	30
EL	35	1	0	0	1	2.8%	2	2.0	37	41	0	0	1	1	2.4%	3	3.0	44
ET	173	4	1	1	6	3.4%	11	1.8	184	303	2	2	2	6	1.9%	13	2.2	316
ER	67	2	5	12	19	22.1%	49	2.6	116	53	1	5	13	19	26.4%	51	2.7	104
WL	40	1	0	1	2	4.8%	5	2.5	45	38	0	0	0	0	0.0%	0	0.0	38
WT	142	2	0	1	3	2.1%	6	2.0	148	174	1	0	0	1	0.6%	2	2.0	176
WR	20	1	0	0	1	4.8%	2	2.0	22	45	0	0	0	0	0.0%	0	0.0	45
									1,260									1,407
North Leg Volumes																		
Approach	250	10	5	10	25		55		305	280	3	4	8	15		37		317
Depart	192	3	8	13	24		61		253	256	3	5	8	16		39		295
Total	442	13	13	23	49	10.0%	116	2.4	558	536	6	9	16	31	5.5%	76	2.5	612
South Leg Volumes																		
Approach	268	4	16	32	52		135		403	278	4	11	20	35		89		367
Depart	272	7	8	19	34		84		356	271	4	9	21	34		88		359
Total	540	11	24	51	86	13.7%	219	2.5	759	549	8	20	41	69	11.2%	177	2.6	726
East Leg Volumes																		
Approach	202	4	0	2	6		13		215	257	1	0	0	1		2		259
Depart	262	9	3	1	13		23		285	408	2	4	2	8		17		425
Total	464	13	3	3	19	3.9%	36	1.9	500	665	3	4	2	9	1.3%	19	2.1	684
West Leg Volumes																		
Approach	275	7	6	13	26		62		337	397	3	7	16	26		67		464
Depart	269	6	8	24	38		97		366	277	2	4	13	19		51		328
Total	544	13	14	37	64	10.5%	159	2.5	703	674	5	11	29	45	6.3%	118	2.6	792
All Legs																		
Approach	995	25	27	57	109		265		1,260	1,212	11	22	44	77		195		1,407
Depart	995	25	27	57	109		265		1,260	1,212	11	22	44	77		195		1,407
Total	1,990	50	54	114	218	9.9%	530	2.4	2,520	2,424	22	44	88	154	6.0%	390	2.5	2,814

Int	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1	266	388	0	0	225	422	0	0	0	242	2	252	Alder Avenue at I-210 Westbound Ramps
2	0	349	213	186	291	0	309	2	375	0	0	0	Alder Avenue at I-210 Eastbound Ramps
3	9	393	35	152	518	17	7	5	8	43	3	155	Alder Avenue at Renaissance Parkway
4	1	0	10	0	0	0	0	264	6	5	261	0	Laurel Ave at Renaissance Pkwy
5	170	194	39	62	195	48	37	184	116	45	148	22	Locust Ave at Renaissance Pkwy

Int	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1	427	424	0	0	317	365	0	0	0	246	5	131	Alder Avenue at I-210 Westbound Ramps
2	0	543	312	202	350	0	304	8	367	0	0	0	Alder Avenue at I-210 Eastbound Ramps
3	0	616	68	213	508	5	26	5	7	52	7	218	Alder Avenue at Renaissance Parkway
4	14	0	11	0	0	0	0	415	12	10	315	0	Laurel Ave at Renaissance Pkwy
5	122	206	39	70	217	30	44	316	104	38	176	45	Locust Ave at Renaissance Pkwy

Opening Year Peak Hour Volumes - Classification Counts

1 **Alder Avenue at I-210 Westbound Ramps**

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	183	0	3	29	32	14.9%	93	2.9	276	328	6	5	32	43	11.6%	115	2.7	443
NT	229	7	11	47	65	22.1%	174	2.7	403	285	2	16	41	59	17.2%	158	2.7	443
NR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ST	84	3	2	47	52	38.2%	150	2.9	234	213	3	14	28	45	17.4%	117	2.6	330
SR	224	5	11	61	77	25.6%	213	2.8	437	237	5	6	41	52	18.0%	143	2.8	380
EL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ET	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ER	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WL	222	4	1	7	12	5.1%	29	2.4	251	205	3	1	15	19	8.5%	52	2.7	257
WT	2	0	0	0	0	0.0%	0	0.0	2	5	0	0	0	0	0.0%	0	0.0	5
WR	106	3	2	49	54	33.8%	156	2.9	262	100	1	3	9	13	11.5%	35	2.7	135
									1,865									1,993
North Leg Volumes																		
Approach	308	8	13	108	129		363		671	450	8	20	69	97		260		710
Depart	335	10	13	96	119		330		665	385	3	19	50	72		193		578
Total	643	18	26	204	248	27.8%	693	2.8	1,336	835	11	39	119	169	16.8%	453	2.7	1,288
South Leg Volumes																		
Approach	412	7	14	76	97		267		679	613	8	21	73	102		273		886
Depart	306	7	3	54	64		179		485	418	6	15	43	64		169		587
Total	718	14	17	130	161	18.3%	446	2.8	1,164	1,031	14	36	116	166	13.9%	442	2.7	1,473
East Leg Volumes																		
Approach	330	7	3	56	66		185		515	310	4	4	24	32		87		397
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	330	7	3	56	66	16.7%	185	2.8	515	310	4	4	24	32	9.4%	87	2.7	397
West Leg Volumes																		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	409	5	14	90	109		306		715	570	11	11	73	95		258		828
Total	409	5	14	90	109	21.0%	306	2.8	715	570	11	11	73	95	14.3%	258	2.7	828
All Legs																		
Approach	1,050	22	30	240	292		815		1,865	1,373	20	45	166	231		620		1,993
Depart	1,050	22	30	240	292		815		1,865	1,373	20	45	166	231		620		1,993
Total	2,100	44	60	480	584	21.8%	1,630	2.8	3,730	2,746	40	90	332	462	14.4%	1,240	2.7	3,986

Opening Year Peak Hour Volumes - Classification Counts

2 **Alder Avenue at I-210 Eastbound Ramps**

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NT	251	1	5	33	39	13.4%	111	2.8	362	430	6	11	34	51	10.6%	133	2.6	563
NR	174	2	2	14	18	9.4%	49	2.7	223	290	1	5	7	13	4.3%	33	2.5	323
SL	40	2	2	49	53	57.0%	154	2.9	194	120	1	8	24	33	21.6%	90	2.7	210
ST	269	5	0	8	13	4.6%	32	2.5	301	295	5	2	19	26	8.1%	69	2.7	364
SR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
EL	165	6	9	43	58	26.0%	156	2.7	321	177	2	10	38	50	22.0%	137	2.7	314
ET	2	0	0	0	0	0.0%	0	0.0	2	8	0	0	0	0	0.0%	0	0.0	8
ER	245	8	5	41	54	18.1%	145	2.7	390	301	3	5	22	30	9.1%	81	2.7	382
WL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WT	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
WR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
									1,793									2,164
North Leg Volumes																		
Approach	309	7	2	57	66		186		495	415	6	10	43	59		159		574
Depart	416	7	14	76	97		267		683	607	8	21	72	101		270		877
Total	725	14	16	133	163	18.4%	453	2.8	1,178	1,022	14	31	115	160	13.5%	429	2.7	1,451
South Leg Volumes																		
Approach	425	3	7	47	57		160		585	720	7	16	41	64		166		886
Depart	514	13	5	49	67		177		691	596	8	7	41	56		150		746
Total	939	16	12	96	124	11.7%	337	2.7	1,276	1,316	15	23	82	120	8.4%	316	2.6	1,632
East Leg Volumes																		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	216	4	4	63	71		203		419	418	2	13	31	46		123		541
Total	216	4	4	63	71	24.7%	203	2.9	419	418	2	13	31	46	9.9%	123	2.7	541
West Leg Volumes																		
Approach	412	14	14	84	112		301		713	486	5	15	60	80		218		704
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	412	14	14	84	112	21.4%	301	2.7	713	486	5	15	60	80	14.1%	218	2.7	704
All Legs																		
Approach	1,146	24	23	188	235		647		1,793	1,621	18	41	144	203		543		2,164
Depart	1,146	24	23	188	235		647		1,793	1,621	18	41	144	203		543		2,164
Total	2,292	48	46	376	470	17.0%	1,294	2.8	3,586	3,242	36	82	288	406	11.1%	1,086	2.7	4,328

Opening Year Peak Hour Volumes - Classification Counts

3 **Alder Avenue at Renaissance Parkway**

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	0	0	0	3	3	100.0%	9	3.0	9	0	0	0	0	0	0.0%	0	0.0	0
NT	327	4	5	22	31	8.7%	82	2.6	409	529	5	16	24	45	7.8%	112	2.5	641
NR	28	0	1	2	3	9.7%	8	2.7	36	68	0	0	1	1	1.4%	3	3.0	71
SL	84	7	3	19	29	25.7%	74	2.6	158	155	1	1	21	23	12.9%	67	2.9	222
ST	433	7	2	30	39	8.3%	105	2.7	538	443	7	7	20	34	7.1%	85	2.5	528
SR	16	1	0	0	1	5.9%	2	2.0	18	5	0	0	0	0	0.0%	0	0.0	5
EL	5	0	1	0	1	16.7%	2	2.0	7	21	0	0	2	2	8.7%	6	3.0	27
ET	2	0	0	1	1	33.3%	3	3.0	5	3	1	0	0	1	25.0%	2	2.0	5
ER	5	0	0	1	1	16.7%	3	3.0	8	1	0	0	2	2	66.7%	6	3.0	7
WL	40	1	0	1	2	4.8%	5	2.5	45	48	0	0	2	2	4.0%	6	3.0	54
WT	3	0	0	0	0	0.0%	0	0.0	3	1	0	0	2	2	66.7%	6	3.0	7
WR	87	0	1	24	25	22.3%	74	3.0	161	173	3	1	16	20	10.4%	55	2.8	228
									1,397									1,795
North Leg Volumes																		
Approach	533	15	5	49	69		181		714	603	8	8	41	57		152		755
Depart	419	4	7	46	57		158		577	723	8	17	42	67		173		896
Total	952	19	12	95	126	11.7%	339	2.7	1,291	1,326	16	25	83	124	8.6%	325	2.6	1,651
South Leg Volumes																		
Approach	355	4	6	27	37		99		454	597	5	16	25	46		115		712
Depart	478	8	2	32	42		113		591	492	7	7	24	38		97		589
Total	833	12	8	59	79	8.7%	212	2.7	1,045	1,089	12	23	49	84	7.2%	212	2.5	1,301
East Leg Volumes																		
Approach	130	1	1	25	27		79		209	222	3	1	20	24		67		289
Depart	114	7	4	22	33		85		199	226	2	1	22	25		72		298
Total	244	8	5	47	60	19.7%	164	2.7	408	448	5	2	42	49	9.9%	139	2.8	587
West Leg Volumes																		
Approach	12	0	1	2	3		8		20	25	1	0	4	5		14		39
Depart	19	1	0	3	4		11		30	6	0	0	2	2		6		12
Total	31	1	1	5	7	18.4%	19	2.7	50	31	1	0	6	7	18.4%	20	2.9	51
All Legs																		
Approach	1,030	20	13	103	136		367		1,397	1,447	17	25	90	132		348		1,795
Depart	1,030	20	13	103	136		367		1,397	1,447	17	25	90	132		348		1,795
Total	2,060	40	26	206	272	11.7%	734	2.7	2,794	2,894	34	50	180	264	8.4%	696	2.6	3,590

Opening Year Peak Hour Volumes - Classification Counts

4 **Laurel Ave at Renaissance Pkwy**

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	1	0	0	8	8	88.9%	24	3.0	25	15	0	0	4	4	21.1%	12	3.0	27
NT	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NR	10	0	1	1	2	16.7%	5	2.5	15	11	0	0	1	1	8.3%	3	3.0	14
SL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ST	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
EL	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
ET	269	8	5	12	25	8.5%	58	2.3	327	416	2	1	11	14	3.3%	38	2.7	454
ER	6	1	3	7	11	64.7%	29	2.6	35	12	1	2	4	7	36.8%	18	2.6	30
WL	5	0	1	2	3	37.5%	8	2.7	13	10	0	0	0	0	0.0%	0	0.0	10
WT	266	6	7	23	36	11.9%	92	2.6	358	315	3	5	10	18	5.4%	45	2.5	360
WR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
									773									895
North Leg Volumes																		
Approach	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Depart	0	0	0	0	0		0		0	0	0	0	0	0		0		0
Total	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
South Leg Volumes																		
Approach	11	0	1	9	10		29		40	26	0	0	5	5		15		41
Depart	11	1	4	9	14		37		48	22	1	2	4	7		18		40
Total	22	1	5	18	24	52.2%	66	2.8	88	48	1	2	9	12	20.0%	33	2.8	81
East Leg Volumes																		
Approach	271	6	8	25	39		100		371	325	3	5	10	18		45		370
Depart	279	8	6	13	27		63		342	427	2	1	12	15		41		468
Total	550	14	14	38	66	10.7%	163	2.5	713	752	5	6	22	33	4.2%	86	2.6	838
West Leg Volumes																		
Approach	275	9	8	19	36		87		362	428	3	3	15	21		56		484
Depart	267	6	7	31	44		116		383	330	3	5	14	22		57		387
Total	542	15	15	50	80	12.9%	203	2.5	745	758	6	8	29	43	5.4%	113	2.6	871
All Legs																		
Approach	557	15	17	53	85		216		773	779	6	8	30	44		116		895
Depart	557	15	17	53	85		216		773	779	6	8	30	44		116		895
Total	1,114	30	34	106	170	13.2%	432	2.5	1,546	1,558	12	16	60	88	5.3%	232	2.6	1,790

Opening Year Peak Hour Volumes - Classification Counts

5 **Locust Ave at Renaissance Pkwy**

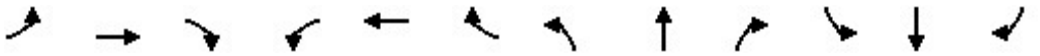
	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	101	0	8	20	28	21.7%	76	2.7	177	76	1	4	14	19	20.0%	52	2.7	128
NT	142	1	8	14	23	13.9%	60	2.6	202	177	3	5	7	15	7.8%	36	2.4	213
NR	35	3	0	0	3	7.9%	5	1.7	40	36	0	2	0	2	5.3%	4	2.0	40
SL	57	2	2	0	4	6.6%	7	1.8	64	73	0	0	0	0	0.0%	0	0.0	73
ST	172	4	3	6	13	7.0%	30	2.3	202	187	3	4	8	15	7.4%	37	2.5	224
SR	31	4	0	4	8	20.5%	18	2.3	49	31	0	0	0	0	0.0%	0	0.0	31
EL	36	1	0	0	1	2.7%	2	2.0	38	43	0	0	1	1	2.3%	3	3.0	46
ET	180	4	1	1	6	3.2%	11	1.8	191	315	2	2	2	6	1.9%	13	2.2	328
ER	70	2	5	12	19	21.3%	49	2.6	119	55	1	5	14	20	26.7%	54	2.7	109
WL	42	1	0	1	2	4.5%	5	2.5	47	40	0	0	0	0	0.0%	0	0.0	40
WT	148	2	0	1	3	2.0%	6	2.0	154	181	1	0	0	1	0.5%	2	2.0	183
WR	21	1	0	0	1	4.5%	2	2.0	23	47	0	0	0	0	0.0%	0	0.0	47
									1,306									1,462
North Leg Volumes																		
Approach	260	10	5	10	25		55		315	291	3	4	8	15		37		328
Depart	199	3	8	14	25		64		263	267	3	5	8	16		39		306
Total	459	13	13	24	50	9.8%	119	2.4	578	558	6	9	16	31	5.3%	76	2.5	634
South Leg Volumes																		
Approach	278	4	16	34	54		141		419	289	4	11	21	36		92		381
Depart	284	7	8	19	34		84		368	282	4	9	22	35		91		373
Total	562	11	24	53	88	13.5%	225	2.6	787	571	8	20	43	71	11.1%	183	2.6	754
East Leg Volumes																		
Approach	211	4	0	2	6		13		224	268	1	0	0	1		2		270
Depart	272	9	3	1	13		23		295	424	2	4	2	8		17		441
Total	483	13	3	3	19	3.8%	36	1.9	519	692	3	4	2	9	1.3%	19	2.1	711
West Leg Volumes																		
Approach	286	7	6	13	26		62		348	413	3	7	17	27		70		483
Depart	280	6	8	25	39		100		380	288	2	4	14	20		54		342
Total	566	13	14	38	65	10.3%	162	2.5	728	701	5	11	31	47	6.3%	124	2.6	825
All Legs																		
Approach	1,035	25	27	59	111		271		1,306	1,261	11	22	46	79		201		1,462
Depart	1,035	25	27	59	111		271		1,306	1,261	11	22	46	79		201		1,462
Total	2,070	50	54	118	222	9.7%	542	2.4	2,612	2,522	22	44	92	158	5.9%	402	2.5	2,924

Int	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1	276	403	0	0	234	437	0	0	0	251	2	262	Alder Avenue at I-210 Westbound Ramps
2	0	362	223	194	301	0	321	2	390	0	0	0	Alder Avenue at I-210 Eastbound Ramps
3	9	409	36	158	538	18	7	5	8	45	3	161	Alder Avenue at Renaissance Parkway
4	1	0	10	0	0	0	0	274	6	5	271	0	Laurel Ave at Renaissance Pkwy
5	177	202	40	64	202	49	38	191	119	47	154	23	Locust Ave at Renaissance Pkwy

Int	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1	443	443	0	0	330	380	0	0	0	257	5	135	Alder Avenue at I-210 Westbound Ramps
2	0	563	323	210	364	0	314	8	382	0	0	0	Alder Avenue at I-210 Eastbound Ramps
3	0	641	71	222	528	5	27	5	7	54	7	228	Alder Avenue at Renaissance Parkway
4	15	0	11	0	0	0	0	431	12	10	327	0	Laurel Ave at Renaissance Pkwy
5	128	213	40	73	224	31	46	328	109	40	183	47	Locust Ave at Renaissance Pkwy

APPENDIX **D**

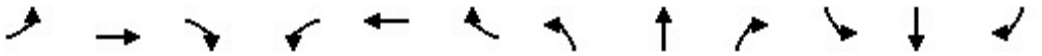
INTERSECTION ANALYSIS WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	242	2	252	266	388	0	0	225	422
Future Volume (veh/h)	0	0	0	242	2	252	266	388	0	0	225	422
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				260	2	271	286	417	0	0	242	454
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				415	3	367	360	2204	0	0	612	546
Arrive On Green				0.23	0.23	0.23	0.20	0.62	0.00	0.00	0.34	0.34
Sat Flow, veh/h				1781	12	1575	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				260	0	273	286	417	0	0	242	454
Grp Sat Flow(s),veh/h/ln				1781	0	1587	1781	1777	0	0	1777	1585
Q Serve(g_s), s				7.2	0.0	8.7	8.3	2.8	0.0	0.0	5.6	14.4
Cycle Q Clear(g_c), s				7.2	0.0	8.7	8.3	2.8	0.0	0.0	5.6	14.4
Prop In Lane				1.00		0.99	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				415	0	370	360	2204	0	0	612	546
V/C Ratio(X)				0.63	0.00	0.74	0.79	0.19	0.00	0.00	0.40	0.83
Avail Cap(c_a), veh/h				848	0	756	914	3645	0	0	781	697
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				18.8	0.0	19.4	20.7	4.5	0.0	0.0	13.6	16.4
Incr Delay (d2), s/veh				1.6	0.0	2.9	4.0	0.0	0.0	0.0	0.4	6.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.6	0.0	2.9	3.2	0.5	0.0	0.0	1.8	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				20.3	0.0	22.3	24.7	4.5	0.0	0.0	14.0	23.2
LnGrp LOS				C	A	C	C	A	A	A	B	C
Approach Vol, veh/h					533			703			696	
Approach Delay, s/veh					21.3			12.7			20.0	
Approach LOS					C			B			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	15.0	22.8		16.7		37.9						
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0						
Max Green Setting (Gmax), s	28.0	24.0		26.0		56.0						
Max Q Clear Time (g_c+I1), s	10.3	16.4		10.7		4.8						
Green Ext Time (p_c), s	0.7	2.5		2.0		2.6						

Intersection Summary		
HCM 6th Ctrl Delay		17.7
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	2	375	0	0	0	0	349	213	186	291	0
Future Volume (veh/h)	309	2	375	0	0	0	0	349	213	186	291	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	343	2	417				0	388	237	207	323	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	593	3	531				0	570	344	284	1799	0
Arrive On Green	0.33	0.33	0.33				0.00	0.27	0.27	0.16	0.51	0.00
Sat Flow, veh/h	1771	10	1585				0	2225	1285	1781	3647	0
Grp Volume(v), veh/h	345	0	417				0	323	302	207	323	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585				0	1777	1639	1781	1777	0
Q Serve(g_s), s	8.0	0.0	12.0				0.0	8.2	8.3	5.6	2.5	0.0
Cycle Q Clear(g_c), s	8.0	0.0	12.0				0.0	8.2	8.3	5.6	2.5	0.0
Prop In Lane	0.99		1.00				0.00		0.78	1.00		0.00
Lane Grp Cap(c), veh/h	597	0	531				0	476	439	284	1799	0
V/C Ratio(X)	0.58	0.00	0.79				0.00	0.68	0.69	0.73	0.18	0.00
Avail Cap(c_a), veh/h	990	0	881				0	952	878	813	3809	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.8	0.0	15.1				0.0	16.5	16.6	20.1	6.8	0.0
Incr Delay (d2), s/veh	0.9	0.0	2.6				0.0	1.7	1.9	3.6	0.0	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
%ile BackOfQ(50%),veh/ln	2.5	0.0	3.5				0.0	2.8	2.6	2.2	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	0.0	17.7				0.0	18.2	18.5	23.7	6.8	0.0
LnGrp LOS	B	A	B				A	B	B	C	A	A
Approach Vol, veh/h		762						625			530	
Approach Delay, s/veh		16.4						18.4			13.4	
Approach LOS		B						B			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		29.5			12.0	17.5		20.9				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		54.0			23.0	27.0		28.0				
Max Q Clear Time (g_c+I1), s		4.5			7.6	10.3		14.0				
Green Ext Time (p_c), s		2.0			0.5	3.1		2.9				

Intersection Summary			
HCM 6th Ctrl Delay		16.2	
HCM 6th LOS		B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	5	8	43	3	155	9	393	35	152	518	17
Future Volume (veh/h)	7	5	8	43	3	155	9	393	35	152	518	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	6	9	49	3	178	10	452	40	175	595	20
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	232	207	240	292	261	144	733	65	231	949	32
Arrive On Green	0.10	0.13	0.13	0.13	0.16	0.16	0.08	0.22	0.22	0.13	0.27	0.27
Sat Flow, veh/h	1781	1777	1585	1781	1777	1585	1781	3304	291	1781	3508	118
Grp Volume(v), veh/h	8	6	9	49	3	178	10	242	250	175	301	314
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1818	1781	1777	1849
Q Serve(g_s), s	0.2	0.1	0.2	1.0	0.1	4.4	0.2	5.1	5.2	4.0	6.2	6.2
Cycle Q Clear(g_c), s	0.2	0.1	0.2	1.0	0.1	4.4	0.2	5.1	5.2	4.0	6.2	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.06
Lane Grp Cap(c), veh/h	179	232	207	240	292	261	144	394	403	231	480	500
V/C Ratio(X)	0.04	0.03	0.04	0.20	0.01	0.68	0.07	0.61	0.62	0.76	0.63	0.63
Avail Cap(c_a), veh/h	512	852	760	790	1129	1007	359	873	893	640	1154	1201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	15.8	15.9	16.1	14.6	16.4	17.7	14.6	14.6	17.5	13.4	13.4
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.4	0.0	3.1	0.2	1.6	1.6	5.0	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.3	0.0	1.4	0.1	1.6	1.7	1.5	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	15.9	16.0	16.5	14.6	19.6	17.9	16.2	16.2	22.5	14.7	14.7
LnGrp LOS	B	B	B	B	B	B	B	B	B	C	B	B
Approach Vol, veh/h		23			230			502			790	
Approach Delay, s/veh		16.3			18.8			16.2			16.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	15.3	8.2	10.9	9.4	13.3	9.6	9.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.4	27.1	12.0	26.5	15.0	20.5	18.5	20.0
Max Q Clear Time (g_c+I1), s	2.2	8.2	2.2	6.4	6.0	7.2	3.0	2.2
Green Ext Time (p_c), s	0.0	3.1	0.0	0.9	0.3	2.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	264	6	5	261	1	10
Future Volume (veh/h)	264	6	5	261	1	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	322	7	6	318	1	12
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1035	22	15	1938	31	28
Arrive On Green	0.29	0.29	0.01	0.55	0.02	0.02
Sat Flow, veh/h	3650	77	1781	3647	1781	1585
Grp Volume(v), veh/h	161	168	6	318	1	12
Grp Sat Flow(s),veh/h/ln	1777	1856	1781	1777	1781	1585
Q Serve(g_s), s	1.3	1.3	0.1	0.8	0.0	0.1
Cycle Q Clear(g_c), s	1.3	1.3	0.1	0.8	0.0	0.1
Prop In Lane		0.04	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	517	541	15	1938	31	28
V/C Ratio(X)	0.31	0.31	0.41	0.16	0.03	0.43
Avail Cap(c_a), veh/h	3787	3957	1314	11070	2434	2166
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	5.1	5.1	9.0	2.1	8.8	8.9
Incr Delay (d2), s/veh	0.3	0.3	17.4	0.0	0.4	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.4	5.4	26.4	2.1	9.3	19.2
LnGrp LOS	A	A	C	A	A	B
Approach Vol, veh/h	329			324	13	
Approach Delay, s/veh	5.4			2.6	18.5	
Approach LOS	A			A	B	

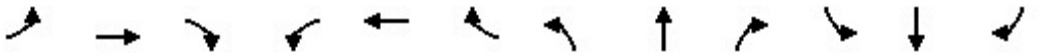
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		4.3	4.7	9.3		14.0
Change Period (Y+Rc), s		4.0	4.5	4.0		4.0
Max Green Setting (Gmax), s		25.0	13.5	39.0		57.0
Max Q Clear Time (g_c+I1), s		2.1	2.1	3.3		2.8
Green Ext Time (p_c), s		0.0	0.0	2.0		2.3

Intersection Summary	
HCM 6th Ctrl Delay	4.3
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	184	116	45	148	22	170	194	39	62	195	48
Future Volume (veh/h)	37	184	116	45	148	22	170	194	39	62	195	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	216	136	53	174	26	200	228	46	73	229	56
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	74	334	201	84	503	74	214	1479	293	99	1239	297
Arrive On Green	0.04	0.16	0.16	0.05	0.16	0.16	0.12	0.50	0.50	0.06	0.44	0.44
Sat Flow, veh/h	1781	2131	1285	1781	3108	457	1781	2956	586	1781	2843	681
Grp Volume(v), veh/h	44	179	173	53	98	102	200	135	139	73	141	144
Grp Sat Flow(s),veh/h/ln	1781	1777	1639	1781	1777	1788	1781	1777	1765	1781	1777	1748
Q Serve(g_s), s	1.6	6.3	6.6	1.9	3.3	3.4	7.4	2.7	2.8	2.7	3.2	3.4
Cycle Q Clear(g_c), s	1.6	6.3	6.6	1.9	3.3	3.4	7.4	2.7	2.8	2.7	3.2	3.4
Prop In Lane	1.00		0.78	1.00		0.26	1.00		0.33	1.00		0.39
Lane Grp Cap(c), veh/h	74	278	257	84	288	289	214	889	883	99	774	762
V/C Ratio(X)	0.59	0.64	0.68	0.63	0.34	0.35	0.93	0.15	0.16	0.74	0.18	0.19
Avail Cap(c_a), veh/h	134	854	788	134	854	860	214	889	883	214	774	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	26.3	26.5	31.2	24.7	24.8	29.0	9.0	9.0	30.9	11.5	11.5
Incr Delay (d2), s/veh	7.2	2.5	3.1	7.7	0.7	0.7	43.4	0.4	0.4	10.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.5	2.5	0.9	1.3	1.3	5.4	0.9	0.9	1.3	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	28.8	29.5	38.9	25.4	25.5	72.4	9.4	9.4	41.1	12.0	12.1
LnGrp LOS	D	C	C	D	C	C	E	A	A	D	B	B
Approach Vol, veh/h		396			253			474			358	
Approach Delay, s/veh		30.2			28.3			36.0			18.0	
Approach LOS		C			C			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	37.3	7.1	14.4	12.0	33.0	6.8	14.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	29.0	5.0	32.0	8.0	29.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	4.7	4.8	3.9	8.6	9.4	5.4	3.6	5.4
Green Ext Time (p_c), s	0.0	1.4	0.0	1.8	0.0	1.4	0.0	0.9

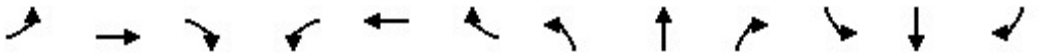
Intersection Summary	
HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	246	5	131	427	424	0	0	317	365
Future Volume (veh/h)	0	0	0	246	5	131	427	424	0	0	317	365
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				256	5	136	445	442	0	0	330	380
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				343	11	296	519	2368	0	0	541	482
Arrive On Green				0.19	0.19	0.19	0.29	0.67	0.00	0.00	0.30	0.30
Sat Flow, veh/h				1781	57	1537	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				256	0	141	445	442	0	0	330	380
Grp Sat Flow(s),veh/h/ln				1781	0	1594	1781	1777	0	0	1777	1585
Q Serve(g_s), s				7.7	0.0	4.5	13.4	2.7	0.0	0.0	9.0	12.5
Cycle Q Clear(g_c), s				7.7	0.0	4.5	13.4	2.7	0.0	0.0	9.0	12.5
Prop In Lane				1.00		0.96	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				343	0	307	519	2368	0	0	541	482
V/C Ratio(X)				0.75	0.00	0.46	0.86	0.19	0.00	0.00	0.61	0.79
Avail Cap(c_a), veh/h				753	0	673	941	3628	0	0	751	670
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				21.6	0.0	20.3	19.0	3.6	0.0	0.0	16.9	18.1
Incr Delay (d2), s/veh				3.2	0.0	1.1	4.2	0.0	0.0	0.0	1.1	4.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.0	0.0	1.5	5.0	0.4	0.0	0.0	3.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.8	0.0	21.4	23.2	3.6	0.0	0.0	18.0	22.3
LnGrp LOS				C	A	C	C	A	A	A	B	C
Approach Vol, veh/h					397			887			710	
Approach Delay, s/veh					23.6			13.5			20.3	
Approach LOS					C			B			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	20.6	21.3		15.0		41.9						
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0						
Max Green Setting (Gmax), s	30.0	24.0		24.0		58.0						
Max Q Clear Time (g_c+I1), s	15.4	14.5		9.7		4.7						
Green Ext Time (p_c), s	1.2	2.8		1.3		2.8						

Intersection Summary			
HCM 6th Ctrl Delay			17.9
HCM 6th LOS			B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	8	367	0	0	0	0	543	312	202	350	0
Future Volume (veh/h)	304	8	367	0	0	0	0	543	312	202	350	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	310	8	374				0	554	318	206	357	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	511	13	466				0	755	433	268	2016	0
Arrive On Green	0.29	0.29	0.29				0.00	0.35	0.35	0.15	0.57	0.00
Sat Flow, veh/h	1739	45	1585				0	2269	1247	1781	3647	0
Grp Volume(v), veh/h	318	0	374				0	452	420	206	357	0
Grp Sat Flow(s),veh/h/ln	1783	0	1585				0	1777	1646	1781	1777	0
Q Serve(g_s), s	8.8	0.0	12.6				0.0	12.9	12.9	6.4	2.8	0.0
Cycle Q Clear(g_c), s	8.8	0.0	12.6				0.0	12.9	12.9	6.4	2.8	0.0
Prop In Lane	0.97		1.00				0.00		0.76	1.00		0.00
Lane Grp Cap(c), veh/h	524	0	466				0	617	571	268	2016	0
V/C Ratio(X)	0.61	0.00	0.80				0.00	0.73	0.73	0.77	0.18	0.00
Avail Cap(c_a), veh/h	804	0	715				0	1140	1056	463	3452	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.5	0.0	18.8				0.0	16.5	16.5	23.5	6.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	3.8				0.0	1.7	1.9	4.6	0.0	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
%ile BackOfQ(50%),veh/ln	3.1	0.0	4.2				0.0	4.3	4.0	2.6	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	0.0	22.6				0.0	18.2	18.3	28.1	6.0	0.0
LnGrp LOS	B	A	C				A	B	B	C	A	A
Approach Vol, veh/h		692						872			563	
Approach Delay, s/veh		20.8						18.3			14.1	
Approach LOS		C						B			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		36.7			12.7	24.0		21.0				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		56.0			15.0	37.0		26.0				
Max Q Clear Time (g_c+I1), s		4.8			8.4	14.9		14.6				
Green Ext Time (p_c), s		2.2			0.3	5.1		2.4				

Intersection Summary			
HCM 6th Ctrl Delay		18.0	
HCM 6th LOS		B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	5	7	52	7	218	0	616	68	213	508	5
Future Volume (veh/h)	26	5	7	52	7	218	0	616	68	213	508	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	5	7	54	7	227	0	642	71	222	529	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	212	189	214	347	309	370	891	98	283	820	8
Arrive On Green	0.04	0.12	0.12	0.12	0.20	0.20	0.00	0.28	0.28	0.16	0.23	0.23
Sat Flow, veh/h	1781	1777	1585	1781	1777	1585	1781	3227	356	1781	3607	34
Grp Volume(v), veh/h	27	5	7	54	7	227	0	353	360	222	261	273
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1806	1781	1777	1864
Q Serve(g_s), s	0.7	0.1	0.2	1.4	0.2	6.6	0.0	8.8	8.9	5.9	6.5	6.5
Cycle Q Clear(g_c), s	0.7	0.1	0.2	1.4	0.2	6.6	0.0	8.8	8.9	5.9	6.5	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.02
Lane Grp Cap(c), veh/h	79	212	189	214	347	309	370	490	499	283	404	424
V/C Ratio(X)	0.34	0.02	0.04	0.25	0.02	0.73	0.00	0.72	0.72	0.78	0.64	0.65
Avail Cap(c_a), veh/h	435	723	645	670	958	854	370	741	753	543	1048	1100
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	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	19.1	19.2	19.6	16.0	18.6	0.0	16.1	16.1	19.9	17.2	17.2
Incr Delay (d2), s/veh	2.5	0.0	0.1	0.6	0.0	3.4	0.0	2.0	2.0	4.7	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.5	0.1	2.2	0.0	3.0	3.0	2.3	2.2	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	19.2	19.2	20.2	16.0	22.0	0.0	18.1	18.1	24.6	18.9	18.9
LnGrp LOS	C	B	B	C	B	C	A	B	B	C	B	B
Approach Vol, veh/h		39			288			713			756	
Approach Delay, s/veh		23.4			21.5			18.1			20.6	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	15.2	6.2	13.6	11.8	17.6	9.9	9.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.5	29.0	12.0	26.5	15.0	20.5	18.5	20.0
Max Q Clear Time (g_c+I1), s	0.0	8.5	2.7	8.6	7.9	10.9	3.4	2.2
Green Ext Time (p_c), s	0.0	2.6	0.0	1.1	0.3	2.7	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	415	12	10	315	14	11
Future Volume (veh/h)	415	12	10	315	14	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	506	15	12	384	17	13
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1275	38	29	2090	68	60
Arrive On Green	0.36	0.36	0.02	0.59	0.04	0.04
Sat Flow, veh/h	3618	104	1781	3647	1781	1585
Grp Volume(v), veh/h	255	266	12	384	17	13
Grp Sat Flow(s),veh/h/ln	1777	1852	1781	1777	1781	1585
Q Serve(g_s), s	2.3	2.3	0.1	1.1	0.2	0.2
Cycle Q Clear(g_c), s	2.3	2.3	0.1	1.1	0.2	0.2
Prop In Lane		0.06	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	643	670	29	2090	68	60
V/C Ratio(X)	0.40	0.40	0.42	0.18	0.25	0.21
Avail Cap(c_a), veh/h	3487	3633	957	9630	1997	1777
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	5.1	5.1	10.4	2.0	10.0	10.0
Incr Delay (d2), s/veh	0.4	0.4	9.4	0.0	1.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.4	0.1	0.0	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.5	5.5	19.9	2.1	11.9	11.7
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	521			396	30	
Approach Delay, s/veh	5.5			2.6	11.8	
Approach LOS	A			A	B	

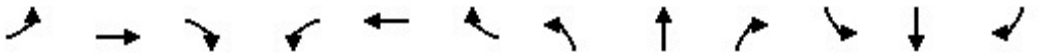
Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	4.8	4.8	11.7	16.6
Change Period (Y+Rc), s	4.0	4.5	4.0	4.0
Max Green Setting (Gmax), s	24.0	11.5	42.0	58.0
Max Q Clear Time (g_c+I1), s	2.2	2.1	4.3	3.1
Green Ext Time (p_c), s	0.0	0.0	3.4	2.9

Intersection Summary	
HCM 6th Ctrl Delay	4.5
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	316	104	38	176	45	122	206	39	70	217	30
Future Volume (veh/h)	44	316	104	38	176	45	122	206	39	70	217	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	372	122	45	207	53	144	242	46	82	255	35
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	526	170	75	550	138	181	1391	260	106	1331	181
Arrive On Green	0.05	0.20	0.20	0.04	0.20	0.20	0.10	0.47	0.47	0.06	0.42	0.42
Sat Flow, veh/h	1781	2639	854	1781	2816	704	1781	2988	559	1781	3144	427
Grp Volume(v), veh/h	52	249	245	45	129	131	144	142	146	82	143	147
Grp Sat Flow(s),veh/h/ln	1781	1777	1717	1781	1777	1744	1781	1777	1770	1781	1777	1794
Q Serve(g_s), s	2.0	8.9	9.1	1.7	4.3	4.5	5.4	3.2	3.3	3.1	3.5	3.5
Cycle Q Clear(g_c), s	2.0	8.9	9.1	1.7	4.3	4.5	5.4	3.2	3.3	3.1	3.5	3.5
Prop In Lane	1.00		0.50	1.00		0.40	1.00		0.32	1.00		0.24
Lane Grp Cap(c), veh/h	82	354	342	75	347	341	181	827	824	106	752	760
V/C Ratio(X)	0.64	0.70	0.72	0.60	0.37	0.38	0.80	0.17	0.18	0.78	0.19	0.19
Avail Cap(c_a), veh/h	130	830	802	130	830	815	208	827	824	208	752	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	25.5	25.6	32.2	23.9	24.0	30.1	10.6	10.7	31.8	12.4	12.4
Incr Delay (d2), s/veh	8.0	2.5	2.8	7.5	0.7	0.7	17.0	0.5	0.5	11.4	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.6	3.5	0.8	1.7	1.7	3.0	1.1	1.2	1.6	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	28.1	28.4	39.8	24.6	24.7	47.1	11.1	11.1	43.2	12.9	13.0
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		546			305			432			372	
Approach Delay, s/veh		29.4			26.9			23.1			19.6	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	35.9	6.9	17.7	11.0	33.0	7.1	17.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	29.0	5.0	32.0	8.0	29.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	5.1	5.3	3.7	11.1	7.4	5.5	4.0	6.5
Green Ext Time (p_c), s	0.0	1.4	0.0	2.5	0.0	1.4	0.0	1.3

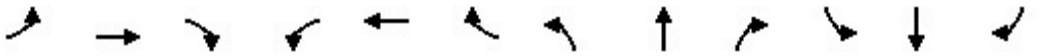
Intersection Summary	
HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	251	2	262	276	403	0	0	234	437
Future Volume (veh/h)	0	0	0	251	2	262	276	403	0	0	234	437
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				264	2	276	291	424	0	0	246	460
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				415	3	367	362	2224	0	0	626	558
Arrive On Green				0.23	0.23	0.23	0.20	0.63	0.00	0.00	0.35	0.35
Sat Flow, veh/h				1781	11	1575	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				264	0	278	291	424	0	0	246	460
Grp Sat Flow(s),veh/h/ln				1781	0	1587	1781	1777	0	0	1777	1585
Q Serve(g_s), s				7.6	0.0	9.2	8.8	2.9	0.0	0.0	5.9	15.0
Cycle Q Clear(g_c), s				7.6	0.0	9.2	8.8	2.9	0.0	0.0	5.9	15.0
Prop In Lane				1.00		0.99	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				415	0	370	362	2224	0	0	626	558
V/C Ratio(X)				0.64	0.00	0.75	0.80	0.19	0.00	0.00	0.39	0.82
Avail Cap(c_a), veh/h				785	0	699	816	3570	0	0	845	754
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				19.6	0.0	20.2	21.5	4.5	0.0	0.0	13.8	16.8
Incr Delay (d2), s/veh				1.6	0.0	3.1	4.2	0.0	0.0	0.0	0.4	5.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.8	0.0	3.1	3.5	0.5	0.0	0.0	1.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				21.2	0.0	23.3	25.8	4.6	0.0	0.0	14.2	22.3
LnGrp LOS				C	A	C	C	A	A	A	B	C
Approach Vol, veh/h					542			715			706	
Approach Delay, s/veh					22.3			13.2			19.5	
Approach LOS					C			B			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	15.5	24.0		17.2		39.5						
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0						
Max Green Setting (Gmax), s	26.0	27.0		25.0		57.0						
Max Q Clear Time (g_c+I1), s	10.8	17.0		11.2		4.9						
Green Ext Time (p_c), s	0.7	3.0		2.0		2.7						

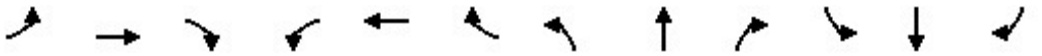
Intersection Summary		
HCM 6th Ctrl Delay		18.0
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	2	390	0	0	0	0	362	223	194	301	0
Future Volume (veh/h)	321	2	390	0	0	0	0	362	223	194	301	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	338	2	411				0	381	235	204	317	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	593	4	531				0	565	343	281	1791	0
Arrive On Green	0.34	0.34	0.34				0.00	0.27	0.27	0.16	0.50	0.00
Sat Flow, veh/h	1771	10	1585				0	2217	1291	1781	3647	0
Grp Volume(v), veh/h	340	0	411				0	318	298	204	317	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585				0	1777	1638	1781	1777	0
Q Serve(g_s), s	7.8	0.0	11.6				0.0	7.9	8.1	5.4	2.4	0.0
Cycle Q Clear(g_c), s	7.8	0.0	11.6				0.0	7.9	8.1	5.4	2.4	0.0
Prop In Lane	0.99		1.00				0.00		0.79	1.00		0.00
Lane Grp Cap(c), veh/h	597	0	531				0	473	436	281	1791	0
V/C Ratio(X)	0.57	0.00	0.77				0.00	0.67	0.68	0.73	0.18	0.00
Avail Cap(c_a), veh/h	1112	0	989				0	966	890	717	3648	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.6	0.0	14.8				0.0	16.3	16.4	19.9	6.7	0.0
Incr Delay (d2), s/veh	0.9	0.0	2.4				0.0	1.7	1.9	3.6	0.0	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
%ile BackOfQ(50%),veh/ln	2.4	0.0	3.4				0.0	2.7	2.5	2.1	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	0.0	17.3				0.0	18.0	18.3	23.5	6.8	0.0
LnGrp LOS	B	A	B				A	B	B	C	A	A
Approach Vol, veh/h		751						616			521	
Approach Delay, s/veh		16.0						18.1			13.3	
Approach LOS		B						B			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		29.0			11.8	17.2		20.6				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		51.0			20.0	27.0		31.0				
Max Q Clear Time (g_c+I1), s		4.4			7.4	10.1		13.6				
Green Ext Time (p_c), s		1.9			0.4	3.1		3.1				

Intersection Summary			
HCM 6th Ctrl Delay		15.9	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	5	8	45	3	161	9	409	36	158	538	18
Future Volume (veh/h)	7	5	8	45	3	161	9	409	36	158	538	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	5	8	47	3	169	9	431	38	166	566	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	232	207	242	283	252	137	714	63	222	926	31
Arrive On Green	0.11	0.13	0.13	0.14	0.16	0.16	0.08	0.22	0.22	0.12	0.26	0.26
Sat Flow, veh/h	1781	1777	1585	1781	1777	1585	1781	3305	290	1781	3508	118
Grp Volume(v), veh/h	7	5	8	47	3	169	9	231	238	166	286	299
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1818	1781	1777	1849
Q Serve(g_s), s	0.1	0.1	0.2	1.0	0.1	4.1	0.2	4.8	4.8	3.7	5.8	5.8
Cycle Q Clear(g_c), s	0.1	0.1	0.2	1.0	0.1	4.1	0.2	4.8	4.8	3.7	5.8	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.06
Lane Grp Cap(c), veh/h	191	232	207	242	283	252	137	384	393	222	469	488
V/C Ratio(X)	0.04	0.02	0.04	0.19	0.01	0.67	0.07	0.60	0.61	0.75	0.61	0.61
Avail Cap(c_a), veh/h	284	872	778	809	1396	1245	284	894	915	656	1265	1316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	15.4	15.5	15.6	14.4	16.1	17.4	14.4	14.4	17.2	13.2	13.2
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.4	0.0	3.1	0.2	1.5	1.5	4.9	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.3	0.0	1.3	0.1	1.5	1.6	1.4	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	15.5	15.6	16.0	14.4	19.2	17.6	15.9	15.9	22.2	14.4	14.4
LnGrp LOS	B	B	B	B	B	B	B	B	B	C	B	B
Approach Vol, veh/h		20			219			478			751	
Approach Delay, s/veh		15.8			18.4			15.9			16.1	
Approach LOS		B			B			B			B	

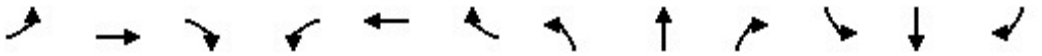
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	14.8	8.4	10.5	9.1	12.8	9.5	9.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.5	29.0	6.5	32.0	15.0	20.5	18.5	20.0
Max Q Clear Time (g_c+I1), s	2.2	7.8	2.1	6.1	5.7	6.8	3.0	2.2
Green Ext Time (p_c), s	0.0	3.0	0.0	0.9	0.3	2.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	274	6	5	271	1	10
Future Volume (veh/h)	274	6	5	271	1	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	288	6	5	285	1	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	994	21	12	1909	29	26
Arrive On Green	0.28	0.28	0.01	0.54	0.02	0.02
Sat Flow, veh/h	3653	74	1781	3647	1781	1585
Grp Volume(v), veh/h	144	150	5	285	1	11
Grp Sat Flow(s),veh/h/ln	1777	1857	1781	1777	1781	1585
Q Serve(g_s), s	1.1	1.1	0.1	0.7	0.0	0.1
Cycle Q Clear(g_c), s	1.1	1.1	0.1	0.7	0.0	0.1
Prop In Lane		0.04	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	496	518	12	1909	29	26
V/C Ratio(X)	0.29	0.29	0.41	0.15	0.03	0.43
Avail Cap(c_a), veh/h	3869	4043	1442	11507	2387	2124
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	5.1	5.1	8.9	2.1	8.7	8.7
Incr Delay (d2), s/veh	0.3	0.3	20.5	0.0	0.5	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.4	5.4	29.3	2.1	9.2	19.7
LnGrp LOS	A	A	C	A	A	B
Approach Vol, veh/h	294			290	12	
Approach Delay, s/veh	5.4			2.6	18.8	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		4.3	4.6	9.0		13.6
Change Period (Y+Rc), s		4.0	4.5	4.0		4.0
Max Green Setting (Gmax), s		24.0	14.5	39.0		58.0
Max Q Clear Time (g_c+I1), s		2.1	2.1	3.1		2.7
Green Ext Time (p_c), s		0.0	0.0	1.8		2.1

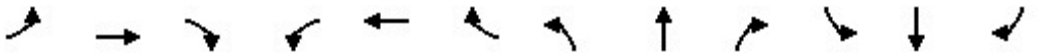
Intersection Summary	
HCM 6th Ctrl Delay	4.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	191	119	47	154	23	177	202	40	64	202	49
Future Volume (veh/h)	38	191	119	47	154	23	177	202	40	64	202	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	201	125	49	162	24	186	213	42	67	213	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	318	189	80	479	70	217	1513	293	96	1256	300
Arrive On Green	0.04	0.15	0.15	0.04	0.15	0.15	0.12	0.51	0.51	0.05	0.44	0.44
Sat Flow, veh/h	1781	2144	1274	1781	3112	454	1781	2969	575	1781	2845	680
Grp Volume(v), veh/h	40	165	161	49	91	95	186	126	129	67	131	134
Grp Sat Flow(s),veh/h/ln	1781	1777	1641	1781	1777	1789	1781	1777	1767	1781	1777	1748
Q Serve(g_s), s	1.4	5.7	6.1	1.8	3.0	3.1	6.7	2.5	2.5	2.4	2.9	3.0
Cycle Q Clear(g_c), s	1.4	5.7	6.1	1.8	3.0	3.1	6.7	2.5	2.5	2.4	2.9	3.0
Prop In Lane	1.00		0.78	1.00		0.25	1.00		0.33	1.00		0.39
Lane Grp Cap(c), veh/h	70	263	243	80	273	275	217	905	900	96	784	772
V/C Ratio(X)	0.57	0.63	0.66	0.61	0.33	0.34	0.86	0.14	0.14	0.70	0.17	0.17
Avail Cap(c_a), veh/h	136	866	799	136	866	871	217	905	900	217	784	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	26.3	26.4	30.8	24.8	24.8	28.3	8.5	8.5	30.6	11.1	11.1
Incr Delay (d2), s/veh	7.1	2.4	3.1	7.3	0.7	0.7	27.2	0.3	0.3	8.9	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.3	2.3	0.9	1.2	1.2	4.2	0.8	0.8	1.2	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	28.7	29.5	38.1	25.5	25.6	55.5	8.8	8.9	39.5	11.5	11.6
LnGrp LOS	D	C	C	D	C	C	E	A	A	D	B	B
Approach Vol, veh/h		366			235			441			332	
Approach Delay, s/veh		30.1			28.2			28.5			17.2	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	37.5	7.0	13.7	12.0	33.0	6.6	14.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	29.0	5.0	32.0	8.0	29.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	4.4	4.5	3.8	8.1	8.7	5.0	3.4	5.1
Green Ext Time (p_c), s	0.0	1.3	0.0	1.6	0.0	1.3	0.0	0.9

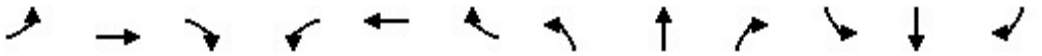
Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	257	5	135	443	443	0	0	330	380
Future Volume (veh/h)	0	0	0	257	5	135	443	443	0	0	330	380
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				271	5	142	466	466	0	0	347	400
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				349	11	302	537	2391	0	0	544	485
Arrive On Green				0.20	0.20	0.20	0.30	0.67	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1781	54	1539	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				271	0	147	466	466	0	0	347	400
Grp Sat Flow(s),veh/h/ln				1781	0	1593	1781	1777	0	0	1777	1585
Q Serve(g_s), s				8.8	0.0	5.0	15.1	3.0	0.0	0.0	10.3	14.3
Cycle Q Clear(g_c), s				8.8	0.0	5.0	15.1	3.0	0.0	0.0	10.3	14.3
Prop In Lane				1.00		0.97	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				349	0	312	537	2391	0	0	544	485
V/C Ratio(X)				0.78	0.00	0.47	0.87	0.19	0.00	0.00	0.64	0.82
Avail Cap(c_a), veh/h				613	0	548	993	3553	0	0	670	598
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				23.3	0.0	21.7	20.2	3.8	0.0	0.0	18.3	19.7
Incr Delay (d2), s/veh				3.7	0.0	1.1	4.4	0.0	0.0	0.0	1.4	7.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.5	0.0	1.7	5.7	0.5	0.0	0.0	3.6	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.0	0.0	22.8	24.6	3.8	0.0	0.0	19.7	27.3
LnGrp LOS				C	A	C	C	A	A	A	B	C
Approach Vol, veh/h					418			932			747	
Approach Delay, s/veh					25.5			14.2			23.8	
Approach LOS					C			B			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.4	22.7		16.0		45.1						
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0						
Max Green Setting (Gmax), s	34.0	23.0		21.0		61.0						
Max Q Clear Time (g_c+I1), s	17.1	16.3		10.8		5.0						
Green Ext Time (p_c), s	1.3	2.4		1.1		3.0						

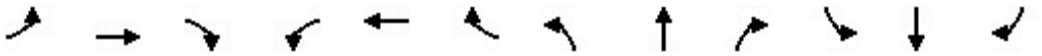
Intersection Summary		
HCM 6th Ctrl Delay		19.9
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	314	8	382	0	0	0	0	563	323	210	364	0
Future Volume (veh/h)	314	8	382	0	0	0	0	563	323	210	364	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	331	8	402				0	593	340	221	383	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	532	13	484				0	757	434	280	2020	0
Arrive On Green	0.31	0.31	0.31				0.00	0.35	0.35	0.16	0.57	0.00
Sat Flow, veh/h	1741	42	1585				0	2269	1247	1781	3647	0
Grp Volume(v), veh/h	339	0	402				0	484	449	221	383	0
Grp Sat Flow(s),veh/h/ln	1783	0	1585				0	1777	1646	1781	1777	0
Q Serve(g_s), s	10.3	0.0	15.0				0.0	15.5	15.5	7.6	3.3	0.0
Cycle Q Clear(g_c), s	10.3	0.0	15.0				0.0	15.5	15.5	7.6	3.3	0.0
Prop In Lane	0.98		1.00				0.00		0.76	1.00		0.00
Lane Grp Cap(c), veh/h	545	0	484				0	618	573	280	2020	0
V/C Ratio(X)	0.62	0.00	0.83				0.00	0.78	0.78	0.79	0.19	0.00
Avail Cap(c_a), veh/h	759	0	675				0	868	804	562	3081	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.9	0.0	20.5				0.0	18.5	18.5	25.7	6.6	0.0
Incr Delay (d2), s/veh	1.2	0.0	6.2				0.0	3.1	3.4	4.9	0.0	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
%ile BackOfQ(50%),veh/ln	3.7	0.0	5.4				0.0	5.7	5.3	3.2	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	26.6				0.0	21.7	21.9	30.6	6.7	0.0
LnGrp LOS	C	A	C				A	C	C	C	A	A
Approach Vol, veh/h		741						933			604	
Approach Delay, s/veh		23.6						21.8			15.4	
Approach LOS		C						C			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		40.1			14.0	26.1		23.4				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		55.0			20.0	31.0		27.0				
Max Q Clear Time (g_c+I1), s		5.3			9.6	17.5		17.0				
Green Ext Time (p_c), s		2.4			0.4	4.6		2.4				

Intersection Summary			
HCM 6th Ctrl Delay		20.7	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	5	7	54	7	228	0	641	71	222	528	5
Future Volume (veh/h)	27	5	7	54	7	228	0	641	71	222	528	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	5	7	57	7	240	0	675	75	234	556	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	202	181	229	363	323	386	916	102	293	837	8
Arrive On Green	0.04	0.11	0.11	0.13	0.20	0.20	0.00	0.28	0.28	0.16	0.23	0.23
Sat Flow, veh/h	1781	1777	1585	1781	1777	1585	1781	3225	358	1781	3609	32
Grp Volume(v), veh/h	28	5	7	57	7	240	0	372	378	234	274	287
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1806	1781	1777	1865
Q Serve(g_s), s	0.8	0.1	0.2	1.5	0.2	7.4	0.0	9.8	9.8	6.5	7.2	7.2
Cycle Q Clear(g_c), s	0.8	0.1	0.2	1.5	0.2	7.4	0.0	9.8	9.8	6.5	7.2	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.02
Lane Grp Cap(c), veh/h	68	202	181	229	363	323	386	505	513	293	412	433
V/C Ratio(X)	0.41	0.02	0.04	0.25	0.02	0.74	0.00	0.74	0.74	0.80	0.66	0.66
Avail Cap(c_a), veh/h	223	686	612	636	1098	979	386	737	749	481	995	1044
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	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	20.4	20.4	20.3	16.5	19.3	0.0	16.8	16.8	20.8	18.1	18.1
Incr Delay (d2), s/veh	3.9	0.0	0.1	0.6	0.0	3.4	0.0	2.2	2.2	5.0	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.6	0.1	2.5	0.0	3.4	3.4	2.6	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	20.4	20.5	20.9	16.5	22.7	0.0	19.0	19.0	25.8	19.9	19.8
LnGrp LOS	C	C	C	C	B	C	A	B	B	C	B	B
Approach Vol, veh/h		40			304			750			795	
Approach Delay, s/veh		25.9			22.2			19.0			21.6	
Approach LOS		C			C			B			C	

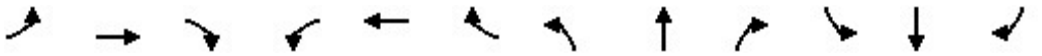
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	16.0	6.0	14.6	12.5	18.7	10.7	9.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.5	29.0	6.5	32.0	14.0	21.5	18.5	20.0
Max Q Clear Time (g_c+I1), s	0.0	9.2	2.8	9.4	8.5	11.8	3.5	2.2
Green Ext Time (p_c), s	0.0	2.8	0.0	1.3	0.3	2.9	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	431	12	10	327	15	11
Future Volume (veh/h)	431	12	10	327	15	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	454	13	11	344	16	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1207	35	26	2045	64	57
Arrive On Green	0.34	0.34	0.01	0.58	0.04	0.04
Sat Flow, veh/h	3622	101	1781	3647	1781	1585
Grp Volume(v), veh/h	228	239	11	344	16	12
Grp Sat Flow(s),veh/h/ln	1777	1852	1781	1777	1781	1585
Q Serve(g_s), s	2.0	2.0	0.1	0.9	0.2	0.2
Cycle Q Clear(g_c), s	2.0	2.0	0.1	0.9	0.2	0.2
Prop In Lane		0.05	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	608	634	26	2045	64	57
V/C Ratio(X)	0.38	0.38	0.42	0.17	0.25	0.21
Avail Cap(c_a), veh/h	3625	3779	1082	10184	1990	1771
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	5.1	5.1	10.1	2.1	9.7	9.6
Incr Delay (d2), s/veh	0.4	0.4	10.2	0.0	2.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.1	0.0	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.5	5.5	20.2	2.1	11.7	11.5
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	467			355	28	
Approach Delay, s/veh	5.5			2.7	11.6	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		4.7	4.8	11.0		15.8
Change Period (Y+Rc), s		4.0	4.5	4.0		4.0
Max Green Setting (Gmax), s		23.0	12.5	42.0		59.0
Max Q Clear Time (g_c+I1), s		2.2	2.1	4.0		2.9
Green Ext Time (p_c), s		0.0	0.0	3.0		2.5

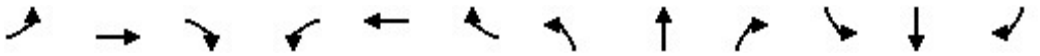
Intersection Summary	
HCM 6th Ctrl Delay	4.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	328	109	40	183	47	128	213	40	73	224	31
Future Volume (veh/h)	46	328	109	40	183	47	128	213	40	73	224	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	345	115	42	193	49	135	224	42	77	236	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	499	164	72	525	130	171	1418	261	101	1362	188
Arrive On Green	0.04	0.19	0.19	0.04	0.19	0.19	0.10	0.47	0.47	0.06	0.43	0.43
Sat Flow, veh/h	1781	2629	863	1781	2822	699	1781	2995	552	1781	3136	433
Grp Volume(v), veh/h	48	231	229	42	120	122	135	131	135	77	132	137
Grp Sat Flow(s),veh/h/ln	1781	1777	1715	1781	1777	1744	1781	1777	1771	1781	1777	1792
Q Serve(g_s), s	1.8	8.1	8.3	1.5	3.9	4.1	5.0	2.8	2.9	2.8	3.0	3.1
Cycle Q Clear(g_c), s	1.8	8.1	8.3	1.5	3.9	4.1	5.0	2.8	2.9	2.8	3.0	3.1
Prop In Lane	1.00		0.50	1.00		0.40	1.00		0.31	1.00		0.24
Lane Grp Cap(c), veh/h	79	337	325	72	330	324	171	841	838	101	772	778
V/C Ratio(X)	0.61	0.69	0.70	0.58	0.36	0.38	0.79	0.16	0.16	0.76	0.17	0.18
Avail Cap(c_a), veh/h	133	851	822	133	851	836	213	841	838	213	772	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	25.2	25.3	31.5	23.7	23.8	29.5	10.0	10.0	31.0	11.5	11.6
Incr Delay (d2), s/veh	7.4	2.5	2.8	7.2	0.7	0.7	14.5	0.4	0.4	11.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.2	3.2	0.7	1.5	1.6	2.6	1.0	1.0	1.4	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	27.7	28.1	38.7	24.4	24.5	44.0	10.4	10.4	42.0	12.0	12.1
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		508			284			401			346	
Approach Delay, s/veh		28.9			26.6			21.7			18.7	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	35.6	6.7	16.7	10.4	33.0	6.9	16.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	29.0	5.0	32.0	8.0	29.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	4.8	4.9	3.5	10.3	7.0	5.1	3.8	6.1
Green Ext Time (p_c), s	0.0	1.3	0.0	2.3	0.0	1.3	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	272	2	262	282	403	0	0	235	437
Future Volume (veh/h)	0	0	0	272	2	262	282	403	0	0	235	437
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				286	2	276	297	424	0	0	247	460
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				418	3	370	368	2218	0	0	617	550
Arrive On Green				0.23	0.23	0.23	0.21	0.62	0.00	0.00	0.35	0.35
Sat Flow, veh/h				1781	11	1575	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				286	0	278	297	424	0	0	247	460
Grp Sat Flow(s),veh/h/ln				1781	0	1587	1781	1777	0	0	1777	1585
Q Serve(g_s), s				8.3	0.0	9.2	9.0	2.9	0.0	0.0	6.0	15.2
Cycle Q Clear(g_c), s				8.3	0.0	9.2	9.0	2.9	0.0	0.0	6.0	15.2
Prop In Lane				1.00		0.99	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				418	0	373	368	2218	0	0	617	550
V/C Ratio(X)				0.68	0.00	0.75	0.81	0.19	0.00	0.00	0.40	0.84
Avail Cap(c_a), veh/h				816	0	727	847	3504	0	0	782	698
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				19.8	0.0	20.1	21.4	4.6	0.0	0.0	14.1	17.1
Incr Delay (d2), s/veh				2.0	0.0	3.0	4.2	0.0	0.0	0.0	0.4	7.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.1	0.0	3.1	3.5	0.5	0.0	0.0	1.9	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				21.8	0.0	23.1	25.6	4.6	0.0	0.0	14.5	24.2
LnGrp LOS				C	A	C	C	A	A	A	B	C
Approach Vol, veh/h					564			721			707	
Approach Delay, s/veh					22.4			13.3			20.8	
Approach LOS					C			B			C	

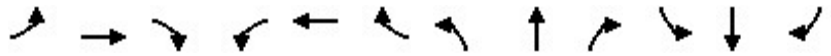
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	15.7	23.7		17.3		39.4						
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0						
Max Green Setting (Gmax), s	27.0	25.0		26.0		56.0						
Max Q Clear Time (g_c+I1), s	11.0	17.2		11.2		4.9						
Green Ext Time (p_c), s	0.7	2.5		2.1		2.7						

Intersection Summary		
HCM 6th Ctrl Delay		18.5
HCM 6th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	2	411	0	0	0	0	368	229	194	323	0
Future Volume (veh/h)	321	2	411	0	0	0	0	368	229	194	323	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	338	2	433				0	387	241	204	340	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	545	3	487				0	873	537	247	2127	0
Arrive On Green	0.31	0.31	0.31				0.00	0.41	0.41	0.14	0.60	0.00
Sat Flow, veh/h	1771	10	1585				0	2208	1299	1781	3647	0
Grp Volume(v), veh/h	340	0	433				0	324	304	204	340	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585				0	1777	1637	1781	1777	0
Q Serve(g_s), s	13.9	0.0	22.2				0.0	11.2	11.4	9.5	3.6	0.0
Cycle Q Clear(g_c), s	13.9	0.0	22.2				0.0	11.2	11.4	9.5	3.6	0.0
Prop In Lane	0.99		1.00				0.00		0.79	1.00		0.00
Lane Grp Cap(c), veh/h	548	0	487				0	734	676	247	2127	0
V/C Ratio(X)	0.62	0.00	0.89				0.00	0.44	0.45	0.83	0.16	0.00
Avail Cap(c_a), veh/h	648	0	577				0	734	676	418	2127	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.2	0.0	28.1				0.0	18.0	18.0	35.7	7.6	0.0
Incr Delay (d2), s/veh	1.4	0.0	14.0				0.0	0.4	0.5	6.8	0.2	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
%ile BackOfQ(50%),veh/ln	5.5	0.0	9.4				0.0	4.1	3.9	4.3	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	42.1				0.0	18.4	18.5	42.5	7.7	0.0
LnGrp LOS	C	A	D				A	B	B	D	A	A
Approach Vol, veh/h		773						628			544	
Approach Delay, s/veh		35.3						18.4			20.8	
Approach LOS		D						B			C	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	55.0		15.8	39.2		30.2
Change Period (Y+Rc), s	4.0		4.0	4.0		4.0
Max Green Setting (Gmax), s	51.0		20.0	27.0		31.0
Max Q Clear Time (g_c+I1), s	5.6		11.5	13.4		24.2
Green Ext Time (p_c), s	2.1		0.3	2.9		2.0

Intersection Summary		
HCM 6th Ctrl Delay		25.8
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	7	8	46	4	173	9	409	38	201	538	18
Future Volume (veh/h)	7	7	8	46	4	173	9	409	38	201	538	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	7	8	48	4	182	9	431	40	212	566	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	228	203	235	299	267	194	698	64	276	907	30
Arrive On Green	0.09	0.13	0.13	0.13	0.17	0.17	0.11	0.21	0.21	0.16	0.26	0.26
Sat Flow, veh/h	1781	1777	1585	1781	1777	1585	1781	3289	304	1781	3508	118
Grp Volume(v), veh/h	7	7	8	48	4	182	9	232	239	212	286	299
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1816	1781	1777	1849
Q Serve(g_s), s	0.2	0.1	0.2	1.0	0.1	4.6	0.2	5.1	5.1	4.9	6.1	6.1
Cycle Q Clear(g_c), s	0.2	0.1	0.2	1.0	0.1	4.6	0.2	5.1	5.1	4.9	6.1	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.06
Lane Grp Cap(c), veh/h	163	228	203	235	299	267	194	377	385	276	459	478
V/C Ratio(X)	0.04	0.03	0.04	0.20	0.01	0.68	0.05	0.62	0.62	0.77	0.62	0.62
Avail Cap(c_a), veh/h	270	828	738	768	1325	1182	270	849	867	622	1200	1249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	16.4	16.4	16.6	14.9	16.8	17.1	15.3	15.3	17.4	14.1	14.1
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.4	0.0	3.1	0.1	1.6	1.6	4.5	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.4	0.0	1.5	0.1	1.7	1.7	1.8	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	16.4	16.5	17.0	14.9	19.8	17.2	17.0	17.0	21.8	15.5	15.4
LnGrp LOS	B	B	B	B	B	B	B	B	B	C	B	B
Approach Vol, veh/h		22			234			480			797	
Approach Delay, s/veh		16.9			19.2			17.0			17.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	15.1	7.9	11.2	10.7	13.1	9.7	9.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.5	29.0	6.5	32.0	15.0	20.5	18.5	20.0
Max Q Clear Time (g_c+I1), s	2.2	8.1	2.2	6.6	6.9	7.1	3.0	2.2
Green Ext Time (p_c), s	0.0	3.0	0.0	1.0	0.3	2.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

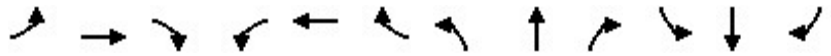
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	274	6	5	274	0	1	0	10	2	0	11
Future Volume (veh/h)	46	274	6	5	274	0	1	0	10	2	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	288	6	5	288	0	1	0	11	2	0	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	919	19	12	740	0	33	0	335	0	0	51
Arrive On Green	0.06	0.26	0.26	0.01	0.21	0.00	0.02	0.00	0.21	0.00	0.00	0.03
Sat Flow, veh/h	1781	3560	74	1781	3647	0	1781	0	1585	0	0	1585
Grp Volume(v), veh/h	48	144	150	5	288	0	1	0	11	0	0	12
Grp Sat Flow(s),veh/h/ln	1781	1777	1857	1781	1777	0	1781	0	1585	0	0	1585
Q Serve(g_s), s	0.6	1.6	1.6	0.1	1.7	0.0	0.0	0.0	0.1	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.6	1.6	1.6	0.1	1.7	0.0	0.0	0.0	0.1	0.0	0.0	0.2
Prop In Lane	1.00		0.04	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	101	459	479	12	740	0	33	0	335	0	0	51
V/C Ratio(X)	0.47	0.31	0.31	0.41	0.39	0.00	0.03	0.00	0.03	0.00	0.00	0.24
Avail Cap(c_a), veh/h	682	1789	1870	466	3149	0	1399	0	2330	0	0	1404
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	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	11.4	7.4	7.4	12.3	8.5	0.0	12.0	0.0	7.8	0.0	0.0	11.7
Incr Delay (d2), s/veh	3.4	0.4	0.4	20.7	0.3	0.0	0.4	0.0	0.0	0.0	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.3	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8	7.8	7.8	33.0	8.8	0.0	12.3	0.0	7.8	0.0	0.0	14.1
LnGrp LOS	B	A	A	C	A	A	B	A	A	A	A	B
Approach Vol, veh/h		342			293			12			12	
Approach Delay, s/veh		8.8			9.2			8.2			14.1	
Approach LOS		A			A			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	9.8	4.7	10.4	4.5	5.3	5.9	9.2
Change Period (Y+Rc), s	4.5	* 4.5	4.5	4.0	4.0	4.5	4.5	4.0
Max Green Setting (Gmax), s	5.6	* 37	6.5	25.0	19.5	22.0	9.5	22.0
Max Q Clear Time (g_c+I1), s	10.0	2.1	2.1	3.6	2.0	2.2	2.6	3.7
Green Ext Time (p_c), s	0.0	0.0	0.0	1.3	0.0	0.0	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	192	119	47	159	23	178	202	40	64	202	50
Future Volume (veh/h)	38	192	119	47	159	23	178	202	40	64	202	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	202	125	49	167	24	187	213	42	67	213	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	319	189	80	482	68	217	1512	293	96	1250	304
Arrive On Green	0.04	0.15	0.15	0.04	0.15	0.15	0.12	0.51	0.51	0.05	0.44	0.44
Sat Flow, veh/h	1781	2148	1270	1781	3125	442	1781	2969	575	1781	2834	690
Grp Volume(v), veh/h	40	165	162	49	94	97	187	126	129	67	132	134
Grp Sat Flow(s),veh/h/ln	1781	1777	1642	1781	1777	1791	1781	1777	1767	1781	1777	1746
Q Serve(g_s), s	1.5	5.7	6.1	1.8	3.1	3.2	6.8	2.5	2.5	2.4	2.9	3.1
Cycle Q Clear(g_c), s	1.5	5.7	6.1	1.8	3.1	3.2	6.8	2.5	2.5	2.4	2.9	3.1
Prop In Lane	1.00		0.77	1.00		0.25	1.00		0.33	1.00		0.39
Lane Grp Cap(c), veh/h	70	264	244	80	274	276	217	905	900	96	784	771
V/C Ratio(X)	0.57	0.63	0.66	0.61	0.34	0.35	0.86	0.14	0.14	0.70	0.17	0.17
Avail Cap(c_a), veh/h	136	865	799	136	865	872	217	905	900	217	784	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	26.3	26.4	30.8	24.8	24.9	28.3	8.5	8.5	30.6	11.1	11.1
Incr Delay (d2), s/veh	7.1	2.4	3.1	7.3	0.7	0.8	28.1	0.3	0.3	8.9	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.3	2.3	0.8	1.2	1.3	4.3	0.8	0.8	1.2	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	28.7	29.5	38.2	25.6	25.6	56.4	8.8	8.9	39.5	11.5	11.6
LnGrp LOS	D	C	C	D	C	C	E	A	A	D	B	B
Approach Vol, veh/h		367			240			442			333	
Approach Delay, s/veh		30.1			28.2			29.0			17.2	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	37.5	7.0	13.8	12.0	33.0	6.6	14.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	3.5	29.0	5.0	32.0	8.0	29.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	4.4	4.5	3.8	8.1	8.8	5.1	3.5	5.2
Green Ext Time (p_c), s	0.0	1.3	0.0	1.7	0.0	1.3	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

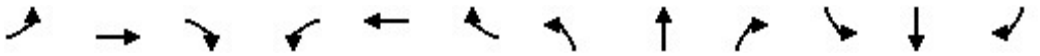
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	286	381	7	0	3
Future Vol, veh/h	0	286	381	7	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	301	401	7	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	204
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	803
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	803
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.5
HCM LOS			A

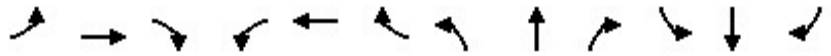
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	803
HCM Lane V/C Ratio	-	-	-	0.004
HCM Control Delay (s)	-	-	-	9.5
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	264	5	135	464	444	0	0	330	380
Future Volume (veh/h)	0	0	0	264	5	135	464	444	0	0	330	380
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				278	5	142	488	467	0	0	347	400
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				352	11	304	556	2404	0	0	536	478
Arrive On Green				0.20	0.20	0.20	0.31	0.68	0.00	0.00	0.30	0.30
Sat Flow, veh/h				1781	54	1539	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				278	0	147	488	467	0	0	347	400
Grp Sat Flow(s),veh/h/ln				1781	0	1593	1781	1777	0	0	1777	1585
Q Serve(g_s), s				9.4	0.0	5.2	16.5	3.1	0.0	0.0	10.8	15.0
Cycle Q Clear(g_c), s				9.4	0.0	5.2	16.5	3.1	0.0	0.0	10.8	15.0
Prop In Lane				1.00		0.97	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				352	0	315	556	2404	0	0	536	478
V/C Ratio(X)				0.79	0.00	0.47	0.88	0.19	0.00	0.00	0.65	0.84
Avail Cap(c_a), veh/h				588	0	526	952	3409	0	0	643	573
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				24.3	0.0	22.6	20.7	3.8	0.0	0.0	19.3	20.7
Incr Delay (d2), s/veh				4.0	0.0	1.1	5.0	0.0	0.0	0.0	1.7	9.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.8	0.0	1.8	6.4	0.5	0.0	0.0	3.9	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.2	0.0	23.6	25.8	3.9	0.0	0.0	21.0	29.8
LnGrp LOS				C	A	C	C	A	A	A	C	C
Approach Vol, veh/h					425			955			747	
Approach Delay, s/veh					26.6			15.1			25.7	
Approach LOS					C			B			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.8	23.2		16.6		47.0						
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0						
Max Green Setting (Gmax), s	34.0	23.0		21.0		61.0						
Max Q Clear Time (g_c+I1), s	18.5	17.0		11.4		5.1						
Green Ext Time (p_c), s	1.3	2.2		1.1		3.0						

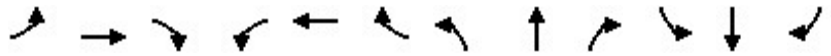
Intersection Summary		
HCM 6th Ctrl Delay		21.1
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	314	8	389	0	0	0	0	585	344	210	372	0
Future Volume (veh/h)	314	8	389	0	0	0	0	585	344	210	372	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	331	8	409				0	616	362	221	392	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	530	13	482				0	776	456	277	2046	0
Arrive On Green	0.30	0.30	0.30				0.00	0.36	0.36	0.16	0.58	0.00
Sat Flow, veh/h	1741	42	1585				0	2247	1266	1781	3647	0
Grp Volume(v), veh/h	339	0	409				0	508	470	221	392	0
Grp Sat Flow(s),veh/h/ln	1783	0	1585				0	1777	1643	1781	1777	0
Q Serve(g_s), s	10.9	0.0	16.1				0.0	17.1	17.1	8.0	3.5	0.0
Cycle Q Clear(g_c), s	10.9	0.0	16.1				0.0	17.1	17.1	8.0	3.5	0.0
Prop In Lane	0.98		1.00				0.00		0.77	1.00		0.00
Lane Grp Cap(c), veh/h	542	0	482				0	640	592	277	2046	0
V/C Ratio(X)	0.63	0.00	0.85				0.00	0.79	0.79	0.80	0.19	0.00
Avail Cap(c_a), veh/h	697	0	619				0	881	815	509	2991	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.9	0.0	21.7				0.0	19.1	19.1	27.1	6.7	0.0
Incr Delay (d2), s/veh	1.2	0.0	8.7				0.0	3.5	3.8	5.3	0.0	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
%ile BackOfQ(50%),veh/ln	4.0	0.0	6.2				0.0	6.3	5.9	3.4	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	0.0	30.4				0.0	22.6	22.9	32.4	6.8	0.0
LnGrp LOS	C	A	C				A	C	C	C	A	A
Approach Vol, veh/h		748						978			613	
Approach Delay, s/veh		26.2						22.7			16.0	
Approach LOS		C						C			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		42.3			14.3	28.0		24.2				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		56.0			19.0	33.0		26.0				
Max Q Clear Time (g_c+I1), s		5.5			10.0	19.1		18.1				
Green Ext Time (p_c), s		2.4			0.4	4.9		2.1				

Intersection Summary												
HCM 6th Ctrl Delay			22.1									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	6	7	56	9	271	0	641	72	236	528	5
Future Volume (veh/h)	27	6	7	56	9	271	0	641	72	236	528	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	6	7	59	9	285	0	675	76	248	556	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	188	168	291	411	367	394	888	100	304	813	7
Arrive On Green	0.04	0.11	0.11	0.16	0.23	0.23	0.00	0.28	0.28	0.17	0.23	0.23
Sat Flow, veh/h	1781	1777	1585	1781	1777	1585	1781	3220	362	1781	3609	32
Grp Volume(v), veh/h	28	6	7	59	9	285	0	372	379	248	274	287
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1805	1781	1777	1865
Q Serve(g_s), s	0.9	0.2	0.2	1.6	0.2	9.5	0.0	10.8	10.8	7.6	7.9	7.9
Cycle Q Clear(g_c), s	0.9	0.2	0.2	1.6	0.2	9.5	0.0	10.8	10.8	7.6	7.9	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.02
Lane Grp Cap(c), veh/h	67	188	168	291	411	367	394	490	498	304	400	420
V/C Ratio(X)	0.42	0.03	0.04	0.20	0.02	0.78	0.00	0.76	0.76	0.81	0.68	0.68
Avail Cap(c_a), veh/h	206	631	563	585	1010	901	394	678	689	443	915	960
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	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	22.6	22.6	20.4	16.7	20.3	0.0	18.7	18.7	22.5	20.0	20.0
Incr Delay (d2), s/veh	4.1	0.1	0.1	0.3	0.0	3.6	0.0	3.3	3.3	7.4	2.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.1	0.6	0.1	3.2	0.0	4.0	4.1	3.3	2.9	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	22.6	22.7	20.7	16.7	23.9	0.0	22.0	22.0	29.9	22.0	21.9
LnGrp LOS	C	C	C	C	B	C	A	C	C	C	C	C
Approach Vol, veh/h		41			353			751			809	
Approach Delay, s/veh		28.0			23.1			22.0			24.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	16.7	6.1	17.0	13.6	19.5	13.2	10.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.5	29.0	6.5	32.0	14.0	21.5	18.5	20.0
Max Q Clear Time (g_c+I1), s	10.0	9.9	2.9	11.5	9.6	12.8	3.6	2.2
Green Ext Time (p_c), s	0.0	2.7	0.0	1.6	0.3	2.7	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

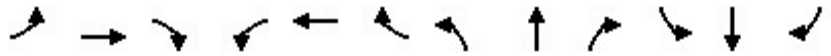
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	431	12	10	337	0	15	0	11	7	0	37
Future Volume (veh/h)	16	431	12	10	337	0	15	0	11	7	0	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	454	13	11	355	0	16	0	12	7	0	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	924	26	26	905	0	76	0	400	0	0	103
Arrive On Green	0.02	0.26	0.26	0.01	0.25	0.00	0.04	0.00	0.25	0.00	0.00	0.07
Sat Flow, veh/h	1781	3528	101	1781	3647	0	1781	0	1585	0	0	1585
Grp Volume(v), veh/h	17	228	239	11	355	0	16	0	12	0	0	39
Grp Sat Flow(s),veh/h/ln	1781	1777	1852	1781	1777	0	1781	0	1585	0	0	1585
Q Serve(g_s), s	0.3	3.0	3.0	0.2	2.3	0.0	0.2	0.0	0.2	0.0	0.0	0.7
Cycle Q Clear(g_c), s	0.3	3.0	3.0	0.2	2.3	0.0	0.2	0.0	0.2	0.0	0.0	0.7
Prop In Lane	1.00		0.05	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	39	466	485	26	905	0	76	0	400	0	0	103
V/C Ratio(X)	0.43	0.49	0.49	0.42	0.39	0.00	0.21	0.00	0.03	0.00	0.00	0.38
Avail Cap(c_a), veh/h	419	1544	1610	419	3089	0	1290	0	2153	0	0	1292
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	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	8.6	8.6	13.5	8.5	0.0	12.8	0.0	7.8	0.0	0.0	12.4
Incr Delay (d2), s/veh	7.3	0.8	0.8	10.4	0.3	0.0	1.4	0.0	0.0	0.0	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	0.6	0.1	0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	9.4	9.4	23.9	8.8	0.0	14.1	0.0	7.8	0.0	0.0	14.7
LnGrp LOS	C	A	A	C	A	A	B	A	A	A	A	B
Approach Vol, veh/h		484			366			28			39	
Approach Delay, s/veh		9.8			9.3			11.4			14.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	11.5	4.9	11.2	5.2	6.3	5.1	11.0
Change Period (Y+Rc), s	4.5	* 4.5	4.5	4.0	4.0	4.5	4.5	4.0
Max Green Setting (Gmax), s	5.0	* 38	6.5	24.0	20.0	22.5	6.5	24.0
Max Q Clear Time (g_c+I1), s	0.0	2.2	2.2	5.0	2.2	2.7	2.3	4.3
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	0.1	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	333	110	40	185	47	128	213	40	73	224	31
Future Volume (veh/h)	47	333	110	40	185	47	128	213	40	73	224	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	351	116	42	195	49	135	224	42	77	236	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	505	164	72	530	130	171	1414	261	101	1358	188
Arrive On Green	0.04	0.19	0.19	0.04	0.19	0.19	0.10	0.47	0.47	0.06	0.43	0.43
Sat Flow, veh/h	1781	2635	858	1781	2828	694	1781	2995	552	1781	3136	433
Grp Volume(v), veh/h	49	235	232	42	121	123	135	131	135	77	132	137
Grp Sat Flow(s),veh/h/ln	1781	1777	1716	1781	1777	1745	1781	1777	1771	1781	1777	1792
Q Serve(g_s), s	1.8	8.2	8.5	1.6	4.0	4.1	5.0	2.8	2.9	2.9	3.1	3.1
Cycle Q Clear(g_c), s	1.8	8.2	8.5	1.6	4.0	4.1	5.0	2.8	2.9	2.9	3.1	3.1
Prop In Lane	1.00		0.50	1.00		0.40	1.00		0.31	1.00		0.24
Lane Grp Cap(c), veh/h	80	341	329	72	333	327	171	839	836	101	769	776
V/C Ratio(X)	0.62	0.69	0.71	0.58	0.36	0.38	0.79	0.16	0.16	0.76	0.17	0.18
Avail Cap(c_a), veh/h	133	849	820	133	849	834	213	839	836	213	769	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	25.2	25.3	31.6	23.7	23.8	29.6	10.1	10.1	31.1	11.6	11.7
Incr Delay (d2), s/veh	7.5	2.5	2.8	7.2	0.7	0.7	14.6	0.4	0.4	11.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.3	3.3	0.8	1.5	1.6	2.6	1.0	1.0	1.4	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	27.7	28.1	38.8	24.4	24.5	44.2	10.5	10.5	42.2	12.1	12.2
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		516			286			401			346	
Approach Delay, s/veh		28.9			26.6			21.9			18.8	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	35.6	6.7	16.8	10.4	33.0	7.0	16.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	29.0	5.0	32.0	8.0	29.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	4.9	4.9	3.6	10.5	7.0	5.1	3.8	6.1
Green Ext Time (p_c), s	0.0	1.3	0.0	2.4	0.0	1.3	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

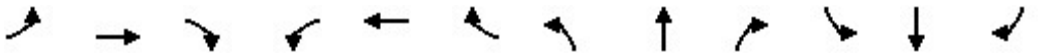
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	449	342	2	0	10
Future Vol, veh/h	0	449	342	2	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	473	360	2	0	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	181
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	831
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	831
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

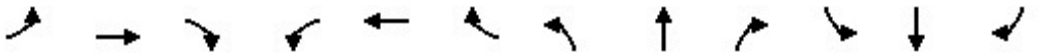
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	831
HCM Lane V/C Ratio	-	-	-	0.013
HCM Control Delay (s)	-	-	-	9.4
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	560	2	297	615	820	0	0	421	558
Future Volume (veh/h)	0	0	0	560	2	297	615	820	0	0	421	558
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				589	2	313	647	863	0	0	443	587
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				534	3	473	574	2172	0	0	434	387
Arrive On Green				0.30	0.30	0.30	0.32	0.61	0.00	0.00	0.24	0.24
Sat Flow, veh/h				1781	10	1577	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				589	0	315	647	863	0	0	443	587
Grp Sat Flow(s),veh/h/ln				1781	0	1587	1781	1777	0	0	1777	1585
Q Serve(g_s), s				27.0	0.0	15.6	29.0	11.2	0.0	0.0	22.0	22.0
Cycle Q Clear(g_c), s				27.0	0.0	15.6	29.0	11.2	0.0	0.0	22.0	22.0
Prop In Lane				1.00		0.99	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				534	0	476	574	2172	0	0	434	387
V/C Ratio(X)				1.10	0.00	0.66	1.13	0.40	0.00	0.00	1.02	1.52
Avail Cap(c_a), veh/h				534	0	476	574	2172	0	0	434	387
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				31.5	0.0	27.5	30.5	9.0	0.0	0.0	34.0	34.0
Incr Delay (d2), s/veh				69.9	0.0	3.4	77.7	0.1	0.0	0.0	48.3	244.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				20.8	0.0	5.8	23.5	3.4	0.0	0.0	14.5	34.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				101.4	0.0	30.9	108.2	9.1	0.0	0.0	82.3	278.7
LnGrp LOS				F	A	C	F	A	A	A	F	F
Approach Vol, veh/h					904			1510			1030	
Approach Delay, s/veh					76.8			51.6			194.2	
Approach LOS					E			D			F	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	33.0	26.0		31.0		59.0						
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0						
Max Green Setting (Gmax), s	29.0	22.0		27.0		55.0						
Max Q Clear Time (g_c+I1), s	31.0	24.0		29.0		13.2						
Green Ext Time (p_c), s	0.0	0.0		0.0		6.2						

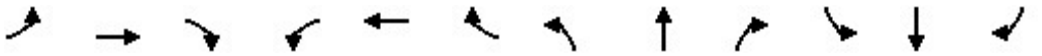
Intersection Summary		
HCM 6th Ctrl Delay		100.9
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	592	2	727	0	0	0	0	846	331	236	704	0
Future Volume (veh/h)	592	2	727	0	0	0	0	846	331	236	704	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	623	2	765				0	891	348	248	741	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	691	2	616				0	861	335	238	1856	0
Arrive On Green	0.39	0.39	0.39				0.00	0.34	0.34	0.13	0.52	0.00
Sat Flow, veh/h	1776	6	1585				0	2594	972	1781	3647	0
Grp Volume(v), veh/h	625	0	765				0	632	607	248	741	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585				0	1777	1695	1781	1777	0
Q Serve(g_s), s	29.7	0.0	35.0				0.0	31.0	31.0	12.0	11.3	0.0
Cycle Q Clear(g_c), s	29.7	0.0	35.0				0.0	31.0	31.0	12.0	11.3	0.0
Prop In Lane	1.00		1.00				0.00		0.57	1.00		0.00
Lane Grp Cap(c), veh/h	693	0	616				0	612	584	238	1856	0
V/C Ratio(X)	0.90	0.00	1.24				0.00	1.03	1.04	1.04	0.40	0.00
Avail Cap(c_a), veh/h	693	0	616				0	612	584	238	1856	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.9	0.0	27.5				0.0	29.5	29.5	39.0	13.0	0.0
Incr Delay (d2), s/veh	15.1	0.0	121.9				0.0	45.0	47.9	70.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	0.0	32.4				0.0	19.4	19.0	9.5	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	0.0	149.4				0.0	74.5	77.4	109.4	13.1	0.0
LnGrp LOS	D	A	F				A	F	F	F	B	A
Approach Vol, veh/h		1390						1239			989	
Approach Delay, s/veh		100.6						75.9			37.3	
Approach LOS		F						E			D	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		51.0			16.0	35.0		39.0				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		47.0			12.0	31.0		35.0				
Max Q Clear Time (g_c+I1), s		13.3			14.0	33.0		37.0				
Green Ext Time (p_c), s		5.0			0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		74.8	
HCM 6th LOS		E	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	93	70	72	147	444	67	551	56	341	870	106
Future Volume (veh/h)	99	93	70	72	147	444	67	551	56	341	870	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	98	74	76	155	467	71	580	59	359	916	112
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	171	119	533	549	490	140	705	72	344	1055	129
Arrive On Green	0.08	0.09	0.09	0.30	0.31	0.31	0.08	0.22	0.22	0.19	0.33	0.33
Sat Flow, veh/h	1781	2005	1392	1781	1777	1585	1781	3257	331	1781	3187	390
Grp Volume(v), veh/h	104	86	86	76	155	467	71	316	323	359	511	517
Grp Sat Flow(s),veh/h/ln	1781	1777	1620	1781	1777	1585	1781	1777	1811	1781	1777	1800
Q Serve(g_s), s	4.5	3.6	4.0	2.4	5.1	22.4	3.0	13.2	13.2	15.0	21.0	21.0
Cycle Q Clear(g_c), s	4.5	3.6	4.0	2.4	5.1	22.4	3.0	13.2	13.2	15.0	21.0	21.0
Prop In Lane	1.00		0.86	1.00		1.00	1.00		0.18	1.00		0.22
Lane Grp Cap(c), veh/h	135	151	138	533	549	490	140	385	392	344	588	596
V/C Ratio(X)	0.77	0.57	0.62	0.14	0.28	0.95	0.51	0.82	0.82	1.04	0.87	0.87
Avail Cap(c_a), veh/h	332	457	417	533	549	490	160	469	478	344	652	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	34.2	34.3	19.9	20.3	26.3	34.4	29.0	29.0	31.4	24.4	24.4
Incr Delay (d2), s/veh	9.0	3.3	4.6	0.1	0.3	29.3	2.8	9.4	9.5	60.5	11.2	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.6	1.6	0.9	1.9	11.4	1.3	6.0	6.2	11.6	9.4	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	37.5	38.9	20.0	20.6	55.6	37.2	38.4	38.5	91.8	35.6	35.5
LnGrp LOS	D	D	D	C	C	E	D	D	D	F	D	D
Approach Vol, veh/h		276			698			710			1387	
Approach Delay, s/veh		40.5			44.0			38.3			50.1	
Approach LOS		D			D			D			D	

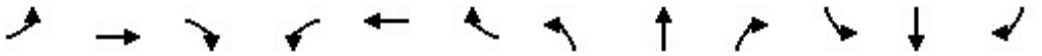
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	29.7	9.9	28.0	19.0	20.8	27.3	10.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	28.5	14.5	24.0	15.0	20.5	18.5	20.0
Max Q Clear Time (g_c+I1), s	5.0	23.0	6.5	24.4	17.0	15.2	4.4	6.0
Green Ext Time (p_c), s	0.0	2.7	0.1	0.0	0.0	1.6	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	45.1
HCM 6th LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	565	6	5	725	1	10
Future Volume (veh/h)	565	6	5	725	1	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	595	6	5	763	1	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1442	15	12	2184	29	25
Arrive On Green	0.40	0.40	0.01	0.61	0.02	0.02
Sat Flow, veh/h	3698	36	1781	3647	1781	1585
Grp Volume(v), veh/h	293	308	5	763	1	11
Grp Sat Flow(s),veh/h/ln	1777	1864	1781	1777	1781	1585
Q Serve(g_s), s	2.6	2.6	0.1	2.3	0.0	0.1
Cycle Q Clear(g_c), s	2.6	2.6	0.1	2.3	0.0	0.1
Prop In Lane		0.02	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	711	746	12	2184	29	25
V/C Ratio(X)	0.41	0.41	0.41	0.35	0.03	0.43
Avail Cap(c_a), veh/h	3609	3786	863	9679	1891	1683
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	4.7	4.7	10.7	2.0	10.5	10.6
Incr Delay (d2), s/veh	0.4	0.4	20.6	0.1	0.5	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.1	5.0	31.3	2.1	11.0	21.7
LnGrp LOS	A	A	C	A	B	C
Approach Vol, veh/h	601			768	12	
Approach Delay, s/veh	5.0			2.3	20.8	
Approach LOS	A			A	C	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	4.3	4.6	12.7	17.3
Change Period (Y+Rc), s	4.0	4.5	4.0	4.0
Max Green Setting (Gmax), s	23.0	10.5	44.0	59.0
Max Q Clear Time (g_c+I1), s	2.1	2.1	4.6	4.3
Green Ext Time (p_c), s	0.0	0.0	4.1	6.5

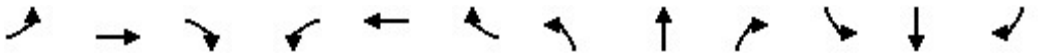
Intersection Summary	
HCM 6th Ctrl Delay	3.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	482	119	47	608	23	177	202	40	64	202	49
Future Volume (veh/h)	38	482	119	47	608	23	177	202	40	64	202	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	507	125	49	640	24	186	213	42	67	213	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	672	165	77	848	32	193	1341	260	90	1120	268
Arrive On Green	0.04	0.24	0.24	0.04	0.24	0.24	0.11	0.45	0.45	0.05	0.39	0.39
Sat Flow, veh/h	1781	2829	694	1781	3493	131	1781	2969	575	1781	2845	680
Grp Volume(v), veh/h	40	318	314	49	325	339	186	126	129	67	131	134
Grp Sat Flow(s),veh/h/ln	1781	1777	1745	1781	1777	1847	1781	1777	1767	1781	1777	1748
Q Serve(g_s), s	1.6	12.2	12.3	2.0	12.5	12.5	7.7	3.1	3.2	2.7	3.6	3.7
Cycle Q Clear(g_c), s	1.6	12.2	12.3	2.0	12.5	12.5	7.7	3.1	3.2	2.7	3.6	3.7
Prop In Lane	1.00		0.40	1.00		0.07	1.00		0.33	1.00		0.39
Lane Grp Cap(c), veh/h	68	422	415	77	431	448	193	802	798	90	699	688
V/C Ratio(X)	0.59	0.75	0.76	0.64	0.75	0.76	0.96	0.16	0.16	0.74	0.19	0.19
Avail Cap(c_a), veh/h	121	772	758	121	772	802	193	802	798	193	699	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	26.1	26.1	34.7	25.9	25.9	32.7	11.9	12.0	34.5	14.6	14.7
Incr Delay (d2), s/veh	8.0	2.7	2.9	8.6	2.7	2.6	53.5	0.4	0.4	11.3	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.9	4.9	1.0	5.0	5.2	5.9	1.1	1.2	1.4	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	28.8	29.0	43.3	28.6	28.5	86.2	12.3	12.4	45.8	15.2	15.3
LnGrp LOS	D	C	C	D	C	C	F	B	B	D	B	B
Approach Vol, veh/h		672			713			441			332	
Approach Delay, s/veh		29.7			29.5			43.5			21.4	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	37.3	7.2	21.5	12.0	33.0	6.8	21.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	29.0	5.0	32.0	8.0	29.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	4.7	5.2	4.0	14.3	9.7	5.7	3.6	14.5
Green Ext Time (p_c), s	0.0	1.3	0.0	3.2	0.0	1.3	0.0	3.3

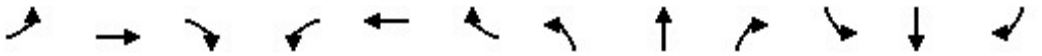
Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	374	5	197	737	711	0	0	517	666
Future Volume (veh/h)	0	0	0	374	5	197	737	711	0	0	517	666
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				394	5	207	776	748	0	0	544	701
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				356	8	311	713	2527	0	0	474	423
Arrive On Green				0.20	0.20	0.20	0.40	0.71	0.00	0.00	0.27	0.27
Sat Flow, veh/h				1781	38	1553	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				394	0	212	776	748	0	0	544	701
Grp Sat Flow(s),veh/h/ln				1781	0	1591	1781	1777	0	0	1777	1585
Q Serve(g_s), s				18.0	0.0	11.1	36.0	6.9	0.0	0.0	24.0	24.0
Cycle Q Clear(g_c), s				18.0	0.0	11.1	36.0	6.9	0.0	0.0	24.0	24.0
Prop In Lane				1.00		0.98	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				356	0	318	713	2527	0	0	474	423
V/C Ratio(X)				1.11	0.00	0.67	1.09	0.30	0.00	0.00	1.15	1.66
Avail Cap(c_a), veh/h				356	0	318	713	2527	0	0	474	423
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				36.0	0.0	33.2	27.0	4.8	0.0	0.0	33.0	33.0
Incr Delay (d2), s/veh				79.4	0.0	5.2	60.5	0.1	0.0	0.0	88.8	306.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.1	0.0	4.4	25.3	1.7	0.0	0.0	21.1	44.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				115.4	0.0	38.4	87.5	4.8	0.0	0.0	121.8	339.7
LnGrp LOS				F	A	D	F	A	A	A	F	F
Approach Vol, veh/h					606			1524			1245	
Approach Delay, s/veh					88.4			46.9			244.5	
Approach LOS					F			D			F	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	40.0	28.0		22.0		68.0						
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0						
Max Green Setting (Gmax), s	36.0	24.0		18.0		64.0						
Max Q Clear Time (g_c+I1), s	38.0	26.0		20.0		8.9						
Green Ext Time (p_c), s	0.0	0.0		0.0		5.2						

Intersection Summary		
HCM 6th Ctrl Delay		127.3
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	437	8	763	0	0	0	0	999	604	237	650	0
Future Volume (veh/h)	437	8	763	0	0	0	0	999	604	237	650	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	460	8	803				0	1052	636	249	684	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	584	10	528				0	919	526	198	2053	0
Arrive On Green	0.33	0.33	0.33				0.00	0.42	0.42	0.11	0.58	0.00
Sat Flow, veh/h	1752	30	1585				0	2270	1246	1781	3647	0
Grp Volume(v), veh/h	468	0	803				0	848	840	249	684	0
Grp Sat Flow(s),veh/h/ln	1783	0	1585				0	1777	1646	1781	1777	0
Q Serve(g_s), s	21.4	0.0	30.0				0.0	38.0	38.0	10.0	9.1	0.0
Cycle Q Clear(g_c), s	21.4	0.0	30.0				0.0	38.0	38.0	10.0	9.1	0.0
Prop In Lane	0.98		1.00				0.00		0.76	1.00		0.00
Lane Grp Cap(c), veh/h	594	0	528				0	750	695	198	2053	0
V/C Ratio(X)	0.79	0.00	1.52				0.00	1.13	1.21	1.26	0.33	0.00
Avail Cap(c_a), veh/h	594	0	528				0	750	695	198	2053	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.1	0.0	30.0				0.0	26.0	26.0	40.0	9.9	0.0
Incr Delay (d2), s/veh	7.0	0.0	243.5				0.0	74.9	107.0	150.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.0	45.9				0.0	29.5	33.5	12.4	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	0.0	273.5				0.0	100.9	133.0	190.4	10.0	0.0
LnGrp LOS	C	A	F				A	F	F	F	B	A
Approach Vol, veh/h		1271						1688			933	
Approach Delay, s/veh		185.3						116.9			58.2	
Approach LOS		F						F			E	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		56.0			14.0	42.0		34.0				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		52.0			10.0	38.0		30.0				
Max Q Clear Time (g_c+I1), s		11.1			12.0	40.0		32.0				
Green Ext Time (p_c), s		4.6			0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		125.2	
HCM 6th LOS		F	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	139	55	72	75	375	61	1002	95	528	709	102
Future Volume (veh/h)	108	139	55	72	75	375	61	1002	95	528	709	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	146	58	76	79	395	64	1055	100	556	746	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	233	89	478	496	442	272	916	87	287	898	129
Arrive On Green	0.08	0.09	0.09	0.27	0.28	0.28	0.15	0.28	0.28	0.16	0.29	0.29
Sat Flow, veh/h	1781	2516	959	1781	1777	1585	1781	3280	311	1781	3119	447
Grp Volume(v), veh/h	114	101	103	76	79	395	64	571	584	556	425	428
Grp Sat Flow(s),veh/h/ln	1781	1777	1698	1781	1777	1585	1781	1777	1814	1781	1777	1790
Q Serve(g_s), s	5.1	4.4	4.7	2.6	2.7	19.3	2.5	22.5	22.5	13.0	18.0	18.0
Cycle Q Clear(g_c), s	5.1	4.4	4.7	2.6	2.7	19.3	2.5	22.5	22.5	13.0	18.0	18.0
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.17	1.00		0.25
Lane Grp Cap(c), veh/h	146	164	157	478	496	442	272	496	507	287	512	515
V/C Ratio(X)	0.78	0.62	0.65	0.16	0.16	0.89	0.24	1.15	1.15	1.93	0.83	0.83
Avail Cap(c_a), veh/h	272	441	421	478	578	515	272	496	507	287	637	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	35.2	35.3	22.5	21.9	27.9	30.0	29.0	29.0	33.8	26.9	26.9
Incr Delay (d2), s/veh	8.7	3.7	4.6	0.2	0.1	16.1	0.4	89.2	89.3	433.3	7.5	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.9	2.0	1.0	1.0	8.5	1.0	20.8	21.2	39.7	7.8	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	38.9	39.9	22.7	22.1	44.0	30.5	118.2	118.3	467.1	34.3	34.3
LnGrp LOS	D	D	D	C	C	D	C	F	F	F	C	C
Approach Vol, veh/h		318			550			1219			1409	
Approach Delay, s/veh		41.4			37.9			113.7			205.1	
Approach LOS		D			D			F			F	

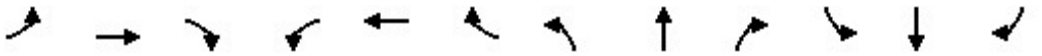
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	27.2	10.6	26.5	17.0	26.5	25.6	11.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.6	28.9	12.3	26.2	13.0	22.5	18.5	20.0
Max Q Clear Time (g_c+I1), s	4.5	20.0	7.1	21.3	15.0	24.5	4.6	6.7
Green Ext Time (p_c), s	0.0	3.2	0.1	1.2	0.0	0.0	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	132.0
HCM 6th LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	895	12	10	560	15	11
Future Volume (veh/h)	895	12	10	560	15	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	942	13	11	589	16	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1832	25	26	2429	62	55
Arrive On Green	0.51	0.51	0.01	0.68	0.03	0.03
Sat Flow, veh/h	3682	50	1781	3647	1781	1585
Grp Volume(v), veh/h	466	489	11	589	16	12
Grp Sat Flow(s),veh/h/ln	1777	1861	1781	1777	1781	1585
Q Serve(g_s), s	4.9	4.9	0.2	1.8	0.2	0.2
Cycle Q Clear(g_c), s	4.9	4.9	0.2	1.8	0.2	0.2
Prop In Lane		0.03	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	907	950	26	2429	62	55
V/C Ratio(X)	0.51	0.51	0.42	0.24	0.26	0.22
Avail Cap(c_a), veh/h	3002	3145	470	7506	1380	1228
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	4.6	4.6	13.9	1.7	13.3	13.3
Incr Delay (d2), s/veh	0.5	0.4	10.5	0.1	2.2	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.8	0.1	0.0	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.1	5.0	24.3	1.8	15.5	15.3
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	955			600	28	
Approach Delay, s/veh	5.1			2.2	15.4	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4	8
Phs Duration (G+Y+Rc), s	5.0	4.9	18.5	23.4
Change Period (Y+Rc), s	4.0	4.5	4.0	4.0
Max Green Setting (Gmax), s	22.0	7.5	48.0	60.0
Max Q Clear Time (g_c+I1), s	2.2	2.2	6.9	3.8
Green Ext Time (p_c), s	0.0	0.0	7.6	4.7

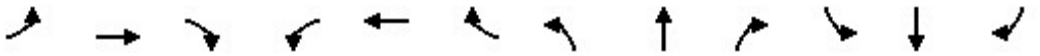
Intersection Summary	
HCM 6th Ctrl Delay	4.1
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	792	109	40	416	47	128	213	40	73	224	31
Future Volume (veh/h)	46	792	109	40	416	47	128	213	40	73	224	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	834	115	42	438	49	135	224	42	77	236	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	997	137	67	1015	113	168	1178	217	99	1113	154
Arrive On Green	0.04	0.32	0.32	0.04	0.31	0.31	0.09	0.39	0.39	0.06	0.35	0.35
Sat Flow, veh/h	1781	3137	433	1781	3224	359	1781	2995	552	1781	3136	433
Grp Volume(v), veh/h	48	472	477	42	240	247	135	131	135	77	132	137
Grp Sat Flow(s),veh/h/ln	1781	1777	1793	1781	1777	1806	1781	1777	1771	1781	1777	1792
Q Serve(g_s), s	2.2	20.2	20.2	1.9	8.8	8.9	6.1	4.0	4.1	3.5	4.2	4.4
Cycle Q Clear(g_c), s	2.2	20.2	20.2	1.9	8.8	8.9	6.1	4.0	4.1	3.5	4.2	4.4
Prop In Lane	1.00		0.24	1.00		0.20	1.00		0.31	1.00		0.24
Lane Grp Cap(c), veh/h	72	565	570	67	559	568	168	699	696	99	630	636
V/C Ratio(X)	0.66	0.84	0.84	0.63	0.43	0.43	0.81	0.19	0.19	0.78	0.21	0.21
Avail Cap(c_a), veh/h	109	696	702	109	696	707	174	699	696	174	630	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	25.9	25.9	38.8	22.2	22.2	36.3	16.3	16.3	38.1	18.4	18.4
Incr Delay (d2), s/veh	10.0	7.4	7.3	9.3	0.5	0.5	22.7	0.6	0.6	12.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	8.7	8.7	0.9	3.4	3.4	3.5	1.6	1.6	1.8	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	33.3	33.2	48.0	22.7	22.7	59.0	16.8	16.9	50.2	19.1	19.2
LnGrp LOS	D	C	C	D	C	C	E	B	B	D	B	B
Approach Vol, veh/h		997			529			401			346	
Approach Delay, s/veh		34.0			24.7			31.1			26.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	36.1	7.1	30.0	11.7	33.0	7.3	29.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	29.0	5.0	32.0	8.0	29.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	5.5	6.1	3.9	22.2	8.1	6.4	4.2	10.9
Green Ext Time (p_c), s	0.0	1.3	0.0	3.8	0.0	1.3	0.0	2.4

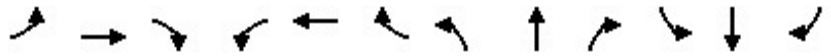
Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	581	2	297	621	820	0	0	422	558
Future Volume (veh/h)	0	0	0	581	2	297	621	820	0	0	422	558
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				612	2	313	654	863	0	0	444	587
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				554	3	490	594	2132	0	0	395	352
Arrive On Green				0.31	0.31	0.31	0.33	0.60	0.00	0.00	0.22	0.22
Sat Flow, veh/h				1781	10	1577	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				612	0	315	654	863	0	0	444	587
Grp Sat Flow(s),veh/h/ln				1781	0	1587	1781	1777	0	0	1777	1585
Q Serve(g_s), s				28.0	0.0	15.4	30.0	11.5	0.0	0.0	20.0	20.0
Cycle Q Clear(g_c), s				28.0	0.0	15.4	30.0	11.5	0.0	0.0	20.0	20.0
Prop In Lane				1.00		0.99	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				554	0	494	594	2132	0	0	395	352
V/C Ratio(X)				1.10	0.00	0.64	1.10	0.40	0.00	0.00	1.12	1.67
Avail Cap(c_a), veh/h				554	0	494	594	2132	0	0	395	352
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				31.0	0.0	26.6	30.0	9.5	0.0	0.0	35.0	35.0
Incr Delay (d2), s/veh				70.0	0.0	2.7	67.8	0.1	0.0	0.0	83.6	312.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				21.6	0.0	5.6	22.7	3.6	0.0	0.0	17.1	37.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				101.0	0.0	29.4	97.8	9.6	0.0	0.0	118.6	347.2
LnGrp LOS				F	A	C	F	A	A	A	F	F
Approach Vol, veh/h					927			1517			1031	
Approach Delay, s/veh					76.7			47.6			248.8	
Approach LOS					E			D			F	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	34.0	24.0		32.0		58.0						
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0						
Max Green Setting (Gmax), s	30.0	20.0		28.0		54.0						
Max Q Clear Time (g_c+I1), s	32.0	22.0		30.0		13.5						
Green Ext Time (p_c), s	0.0	0.0		0.0		6.2						

Intersection Summary		
HCM 6th Ctrl Delay		115.1
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	592	2	748	0	0	0	0	852	337	236	726	0
Future Volume (veh/h)	592	2	748	0	0	0	0	852	337	236	726	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	623	2	787				0	897	355	248	764	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	691	2	616				0	858	338	238	1856	0
Arrive On Green	0.39	0.39	0.39				0.00	0.34	0.34	0.13	0.52	0.00
Sat Flow, veh/h	1776	6	1585				0	2584	980	1781	3647	0
Grp Volume(v), veh/h	625	0	787				0	639	613	248	764	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585				0	1777	1694	1781	1777	0
Q Serve(g_s), s	29.7	0.0	35.0				0.0	31.0	31.0	12.0	11.8	0.0
Cycle Q Clear(g_c), s	29.7	0.0	35.0				0.0	31.0	31.0	12.0	11.8	0.0
Prop In Lane	1.00		1.00				0.00		0.58	1.00		0.00
Lane Grp Cap(c), veh/h	693	0	616				0	612	583	238	1856	0
V/C Ratio(X)	0.90	0.00	1.28				0.00	1.04	1.05	1.04	0.41	0.00
Avail Cap(c_a), veh/h	693	0	616				0	612	583	238	1856	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.9	0.0	27.5				0.0	29.5	29.5	39.0	13.1	0.0
Incr Delay (d2), s/veh	15.1	0.0	136.8				0.0	48.2	51.5	70.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	0.0	35.0				0.0	19.9	19.6	9.5	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	0.0	164.3				0.0	77.7	81.0	109.4	13.2	0.0
LnGrp LOS	D	A	F				A	F	F	F	B	A
Approach Vol, veh/h		1412						1252			1012	
Approach Delay, s/veh		109.7						79.3			36.8	
Approach LOS		F						E			D	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		51.0			16.0	35.0		39.0				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		47.0			12.0	31.0		35.0				
Max Q Clear Time (g_c+I1), s		13.8			14.0	33.0		37.0				
Green Ext Time (p_c), s		5.2			0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			79.3									
HCM 6th LOS			E									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	95	70	73	148	456	67	551	58	384	870	106
Future Volume (veh/h)	99	95	70	73	148	456	67	551	58	384	870	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	100	74	77	156	480	71	580	61	404	916	112
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	176	120	502	520	464	146	712	75	355	1073	131
Arrive On Green	0.08	0.09	0.09	0.28	0.29	0.29	0.08	0.22	0.22	0.20	0.34	0.34
Sat Flow, veh/h	1781	2021	1378	1781	1777	1585	1781	3245	341	1781	3187	390
Grp Volume(v), veh/h	104	87	87	77	156	480	71	317	324	404	511	517
Grp Sat Flow(s),veh/h/ln	1781	1777	1622	1781	1777	1585	1781	1777	1809	1781	1777	1800
Q Serve(g_s), s	4.3	3.5	3.9	2.4	5.1	22.0	2.9	12.8	12.8	15.0	20.1	20.1
Cycle Q Clear(g_c), s	4.3	3.5	3.9	2.4	5.1	22.0	2.9	12.8	12.8	15.0	20.1	20.1
Prop In Lane	1.00		0.85	1.00		1.00	1.00		0.19	1.00		0.22
Lane Grp Cap(c), veh/h	135	154	141	502	520	464	146	390	397	355	598	606
V/C Ratio(X)	0.77	0.56	0.62	0.15	0.30	1.04	0.48	0.81	0.82	1.14	0.85	0.85
Avail Cap(c_a), veh/h	391	472	431	502	520	464	156	484	493	355	683	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	33.0	33.1	20.3	20.6	26.6	33.0	27.9	27.9	30.1	23.2	23.2
Incr Delay (d2), s/veh	8.8	3.2	4.4	0.1	0.3	51.3	2.5	8.4	8.4	90.5	9.3	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.5	1.6	0.9	1.9	13.8	1.2	5.7	5.9	14.7	8.8	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	36.2	37.5	20.4	21.0	77.9	35.5	36.3	36.3	120.7	32.5	32.4
LnGrp LOS	D	D	D	C	C	F	D	D	D	F	C	C
Approach Vol, veh/h		278			713			712			1432	
Approach Delay, s/veh		39.1			59.2			36.2			57.4	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	29.3	9.7	26.0	19.0	20.5	25.2	10.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.6	28.9	16.5	22.0	15.0	20.5	18.5	20.0
Max Q Clear Time (g_c+I1), s	14.9	22.1	6.3	24.0	17.0	14.8	4.4	5.9
Green Ext Time (p_c), s	0.0	3.2	0.1	0.0	0.0	1.7	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	51.4
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	565	6	5	728	0	1	0	10	2	0	11
Future Volume (veh/h)	46	565	6	5	728	0	1	0	10	2	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	595	6	5	766	0	1	0	11	2	0	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	1511	15	12	1321	0	33	0	274	0	0	49
Arrive On Green	0.05	0.42	0.42	0.01	0.37	0.00	0.02	0.00	0.17	0.00	0.00	0.03
Sat Flow, veh/h	1781	3604	36	1781	3647	0	1781	0	1585	0	0	1585
Grp Volume(v), veh/h	48	293	308	5	766	0	1	0	11	0	0	12
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	0	1781	0	1585	0	0	1585
Q Serve(g_s), s	0.8	3.7	3.7	0.1	5.6	0.0	0.0	0.0	0.2	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.8	3.7	3.7	0.1	5.6	0.0	0.0	0.0	0.2	0.0	0.0	0.2
Prop In Lane	1.00		0.02	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	96	745	781	12	1321	0	33	0	274	0	0	49
V/C Ratio(X)	0.50	0.39	0.39	0.41	0.58	0.00	0.03	0.00	0.04	0.00	0.00	0.24
Avail Cap(c_a), veh/h	302	1453	1525	275	2852	0	1072	0	1786	0	0	1076
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	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	6.5	6.5	16.0	8.1	0.0	15.6	0.0	11.2	0.0	0.0	15.3
Incr Delay (d2), s/veh	3.9	0.3	0.3	21.0	0.4	0.0	0.4	0.0	0.1	0.0	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.6	0.6	0.1	1.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	6.9	6.9	37.0	8.6	0.0	16.0	0.0	11.2	0.0	0.0	17.8
LnGrp LOS	B	A	A	D	A	A	B	A	B	A	A	B
Approach Vol, veh/h		649			771			12			12	
Approach Delay, s/veh		7.8			8.7			11.6			17.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	10.1	4.7	17.6	4.6	5.5	6.3	16.0
Change Period (Y+Rc), s	4.5	* 4.5	4.5	4.0	4.0	4.5	4.5	4.0
Max Green Setting (Gmax), s	5.0	* 37	5.0	26.5	19.5	22.0	5.5	26.0
Max Q Clear Time (g_c+I1), s	0.0	2.2	2.1	5.7	2.0	2.2	2.8	7.6
Green Ext Time (p_c), s	0.0	0.0	0.0	3.0	0.0	0.0	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	483	119	47	613	23	178	202	40	64	202	50
Future Volume (veh/h)	38	483	119	47	613	23	178	202	40	64	202	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	508	125	49	645	24	187	213	42	67	213	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	674	165	77	850	32	193	1340	259	90	1115	271
Arrive On Green	0.04	0.24	0.24	0.04	0.24	0.24	0.11	0.45	0.45	0.05	0.39	0.39
Sat Flow, veh/h	1781	2830	693	1781	3494	130	1781	2969	575	1781	2834	690
Grp Volume(v), veh/h	40	318	315	49	328	341	187	126	129	67	132	134
Grp Sat Flow(s),veh/h/ln	1781	1777	1746	1781	1777	1847	1781	1777	1767	1781	1777	1746
Q Serve(g_s), s	1.6	12.2	12.4	2.0	12.6	12.6	7.7	3.1	3.2	2.7	3.6	3.7
Cycle Q Clear(g_c), s	1.6	12.2	12.4	2.0	12.6	12.6	7.7	3.1	3.2	2.7	3.6	3.7
Prop In Lane	1.00		0.40	1.00		0.07	1.00		0.33	1.00		0.39
Lane Grp Cap(c), veh/h	68	423	416	77	432	449	193	802	797	90	699	687
V/C Ratio(X)	0.59	0.75	0.76	0.64	0.76	0.76	0.97	0.16	0.16	0.74	0.19	0.20
Avail Cap(c_a), veh/h	121	771	758	121	771	802	193	802	797	193	699	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	26.1	26.1	34.7	25.9	25.9	32.7	11.9	12.0	34.5	14.7	14.7
Incr Delay (d2), s/veh	8.0	2.7	2.8	8.6	2.8	2.7	55.1	0.4	0.4	11.4	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.9	4.9	1.0	5.0	5.2	6.0	1.1	1.2	1.4	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	28.8	29.0	43.3	28.6	28.6	87.9	12.4	12.4	45.9	15.3	15.3
LnGrp LOS	D	C	C	D	C	C	F	B	B	D	B	B
Approach Vol, veh/h		673			718			442			333	
Approach Delay, s/veh		29.7			29.6			44.3			21.4	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	37.3	7.2	21.6	12.0	33.0	6.8	21.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	3.6	29.0	5.0	32.0	8.0	29.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	4.7	5.2	4.0	14.4	9.7	5.7	3.6	14.6
Green Ext Time (p_c), s	0.0	1.3	0.0	3.2	0.0	1.3	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

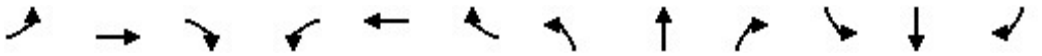
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	577	835	7	0	3
Future Vol, veh/h	0	577	835	7	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	607	879	7	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	443
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	562
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	562
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.4
HCM LOS			B

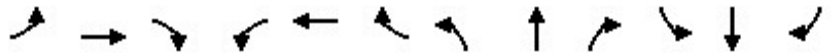
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	562
HCM Lane V/C Ratio	-	-	-	0.006
HCM Control Delay (s)	-	-	-	11.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	381	5	197	758	712	0	0	517	666
Future Volume (veh/h)	0	0	0	381	5	197	758	712	0	0	517	666
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				401	5	207	798	749	0	0	544	701
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				356	8	311	713	2527	0	0	474	423
Arrive On Green				0.20	0.20	0.20	0.40	0.71	0.00	0.00	0.27	0.27
Sat Flow, veh/h				1781	38	1553	1781	3647	0	0	1870	1585
Grp Volume(v), veh/h				401	0	212	798	749	0	0	544	701
Grp Sat Flow(s),veh/h/ln				1781	0	1591	1781	1777	0	0	1777	1585
Q Serve(g_s), s				18.0	0.0	11.1	36.0	6.9	0.0	0.0	24.0	24.0
Cycle Q Clear(g_c), s				18.0	0.0	11.1	36.0	6.9	0.0	0.0	24.0	24.0
Prop In Lane				1.00		0.98	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				356	0	318	713	2527	0	0	474	423
V/C Ratio(X)				1.13	0.00	0.67	1.12	0.30	0.00	0.00	1.15	1.66
Avail Cap(c_a), veh/h				356	0	318	713	2527	0	0	474	423
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				36.0	0.0	33.2	27.0	4.8	0.0	0.0	33.0	33.0
Incr Delay (d2), s/veh				86.2	0.0	5.2	71.7	0.1	0.0	0.0	88.8	306.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.8	0.0	4.4	27.5	1.6	0.0	0.0	21.1	44.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				122.2	0.0	38.4	98.7	4.8	0.0	0.0	121.8	339.7
LnGrp LOS				F	A	D	F	A	A	A	F	F
Approach Vol, veh/h					613			1547			1245	
Approach Delay, s/veh					93.2			53.3			244.5	
Approach LOS					F			D			F	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	40.0	28.0		22.0		68.0						
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0						
Max Green Setting (Gmax), s	36.0	24.0		18.0		64.0						
Max Q Clear Time (g_c+I1), s	38.0	26.0		20.0		8.9						
Green Ext Time (p_c), s	0.0	0.0		0.0		5.2						

Intersection Summary		
HCM 6th Ctrl Delay		130.4
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	437	8	770	0	0	0	0	1021	625	237	658	0
Future Volume (veh/h)	437	8	770	0	0	0	0	1021	625	237	658	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	460	8	811				0	1075	658	249	693	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	584	10	528				0	917	528	198	2053	0
Arrive On Green	0.33	0.33	0.33				0.00	0.42	0.42	0.11	0.58	0.00
Sat Flow, veh/h	1752	30	1585				0	2266	1250	1781	3647	0
Grp Volume(v), veh/h	468	0	811				0	867	866	249	693	0
Grp Sat Flow(s),veh/h/ln	1783	0	1585				0	1777	1645	1781	1777	0
Q Serve(g_s), s	21.4	0.0	30.0				0.0	38.0	38.0	10.0	9.2	0.0
Cycle Q Clear(g_c), s	21.4	0.0	30.0				0.0	38.0	38.0	10.0	9.2	0.0
Prop In Lane	0.98		1.00				0.00		0.76	1.00		0.00
Lane Grp Cap(c), veh/h	594	0	528				0	750	695	198	2053	0
V/C Ratio(X)	0.79	0.00	1.53				0.00	1.16	1.25	1.26	0.34	0.00
Avail Cap(c_a), veh/h	594	0	528				0	750	695	198	2053	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.1	0.0	30.0				0.0	26.0	26.0	40.0	10.0	0.0
Incr Delay (d2), s/veh	7.0	0.0	250.1				0.0	84.6	122.9	150.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.0	46.9				0.0	31.5	36.5	12.4	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	0.0	280.1				0.0	110.6	148.9	190.4	10.1	0.0
LnGrp LOS	C	A	F				A	F	F	F	B	A
Approach Vol, veh/h		1279						1733			942	
Approach Delay, s/veh		190.1						129.8			57.7	
Approach LOS		F						F			E	

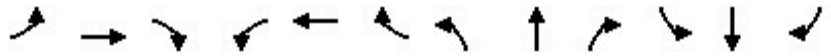
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		56.0			14.0	42.0		34.0				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		52.0			10.0	38.0		30.0				
Max Q Clear Time (g_c+I1), s		11.2			12.0	40.0		32.0				
Green Ext Time (p_c), s		4.7			0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			132.1									
HCM 6th LOS			F									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	140	55	74	77	418	61	1002	96	542	709	102
Future Volume (veh/h)	108	140	55	74	77	418	61	1002	96	542	709	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	147	58	78	81	440	64	1055	101	571	746	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	231	87	516	533	475	252	885	85	278	889	127
Arrive On Green	0.08	0.09	0.09	0.29	0.30	0.30	0.14	0.27	0.27	0.16	0.28	0.28
Sat Flow, veh/h	1781	2521	955	1781	1777	1585	1781	3277	314	1781	3119	447
Grp Volume(v), veh/h	114	102	103	78	81	440	64	572	584	571	425	428
Grp Sat Flow(s),veh/h/ln	1781	1777	1699	1781	1777	1585	1781	1777	1814	1781	1777	1790
Q Serve(g_s), s	5.2	4.6	4.9	2.7	2.8	22.4	2.7	22.5	22.5	13.0	18.7	18.7
Cycle Q Clear(g_c), s	5.2	4.6	4.9	2.7	2.8	22.4	2.7	22.5	22.5	13.0	18.7	18.7
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.17	1.00		0.25
Lane Grp Cap(c), veh/h	145	163	156	516	533	475	252	480	490	278	506	510
V/C Ratio(X)	0.78	0.62	0.66	0.15	0.15	0.93	0.25	1.19	1.19	2.05	0.84	0.84
Avail Cap(c_a), veh/h	263	427	408	516	559	499	252	480	490	278	617	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	36.4	36.6	22.0	21.4	28.3	31.8	30.4	30.4	35.1	28.0	28.0
Incr Delay (d2), s/veh	8.9	3.9	4.8	0.1	0.1	22.8	0.5	105.0	105.2	486.3	8.5	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.0	2.1	1.0	1.1	10.6	1.1	22.6	23.1	42.7	8.3	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	40.3	41.3	22.1	21.5	51.1	32.4	135.4	135.6	521.5	36.5	36.5
LnGrp LOS	D	D	D	C	C	D	C	F	F	F	D	D
Approach Vol, veh/h		319			599			1220			1424	
Approach Delay, s/veh		42.8			43.3			130.1			231.0	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	27.7	10.8	29.0	17.0	26.5	28.1	11.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.6	28.9	12.3	26.2	13.0	22.5	18.5	20.0
Max Q Clear Time (g_c+I1), s	11.7	20.7	7.2	24.4	15.0	24.5	4.7	6.9
Green Ext Time (p_c), s	0.0	3.0	0.1	0.6	0.0	0.0	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	148.0
HCM 6th LOS	F



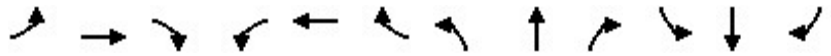
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	895	12	10	570	0	15	0	11	7	0	37
Future Volume (veh/h)	16	895	12	10	570	0	15	0	11	7	0	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	942	13	11	600	0	16	0	12	7	0	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	1463	20	26	1423	0	61	0	331	132	0	81
Arrive On Green	0.02	0.41	0.41	0.01	0.40	0.00	0.03	0.00	0.21	0.06	0.00	0.06
Sat Flow, veh/h	1781	3589	50	1781	3647	0	1781	0	1585	237	0	1318
Grp Volume(v), veh/h	17	466	489	11	600	0	16	0	12	46	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1861	1781	1777	0	1781	0	1585	1554	0	0
Q Serve(g_s), s	0.3	7.4	7.4	0.2	4.3	0.0	0.3	0.0	0.2	1.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	7.4	7.4	0.2	4.3	0.0	0.3	0.0	0.2	1.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.00	1.00		1.00	0.15		0.85
Lane Grp Cap(c), veh/h	39	724	759	26	1423	0	61	0	331	213	0	0
V/C Ratio(X)	0.44	0.64	0.64	0.43	0.42	0.00	0.26	0.00	0.04	0.22	0.00	0.00
Avail Cap(c_a), veh/h	258	1311	1373	258	2622	0	986	0	2087	1106	0	0
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	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.0	8.4	8.4	17.2	7.6	0.0	16.6	0.0	11.1	16.0	0.0	0.0
Incr Delay (d2), s/veh	7.6	1.0	0.9	10.8	0.2	0.0	2.3	0.0	0.0	0.5	0.0	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	0.2	1.5	1.5	0.1	0.8	0.0	0.1	0.0	0.1	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	9.3	9.3	28.0	7.8	0.0	18.9	0.0	11.2	16.5	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B	A	B	B	A	A
Approach Vol, veh/h		972			611			28			46	
Approach Delay, s/veh		9.6			8.2			15.6			16.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	5.0	18.4	5.2	6.7	5.3	18.1
Change Period (Y+Rc), s	* 4.5	4.5	4.0	4.0	4.5	4.5	4.0
Max Green Setting (Gmax), s	* 46	5.1	26.0	19.5	22.4	5.1	26.0
Max Q Clear Time (g_c+I1), s	2.2	2.2	9.4	2.3	3.0	2.3	6.3
Green Ext Time (p_c), s	0.0	0.0	4.9	0.0	0.2	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	797	110	40	418	47	128	213	40	73	224	31
Future Volume (veh/h)	47	797	110	40	418	47	128	213	40	73	224	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	839	116	42	440	49	135	224	42	77	236	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	1001	138	67	1018	113	168	1175	217	99	1110	153
Arrive On Green	0.04	0.32	0.32	0.04	0.32	0.32	0.09	0.39	0.39	0.06	0.35	0.35
Sat Flow, veh/h	1781	3136	434	1781	3225	358	1781	2995	552	1781	3136	433
Grp Volume(v), veh/h	49	475	480	42	241	248	135	131	135	77	132	137
Grp Sat Flow(s),veh/h/ln	1781	1777	1792	1781	1777	1806	1781	1777	1771	1781	1777	1792
Q Serve(g_s), s	2.2	20.4	20.4	1.9	8.8	8.9	6.1	4.0	4.1	3.5	4.3	4.4
Cycle Q Clear(g_c), s	2.2	20.4	20.4	1.9	8.8	8.9	6.1	4.0	4.1	3.5	4.3	4.4
Prop In Lane	1.00		0.24	1.00		0.20	1.00		0.31	1.00		0.24
Lane Grp Cap(c), veh/h	73	567	572	67	561	570	168	697	695	99	629	634
V/C Ratio(X)	0.67	0.84	0.84	0.63	0.43	0.43	0.81	0.19	0.19	0.78	0.21	0.22
Avail Cap(c_a), veh/h	109	694	700	109	694	705	174	697	695	174	629	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	25.9	25.9	38.9	22.2	22.2	36.4	16.3	16.4	38.2	18.5	18.5
Incr Delay (d2), s/veh	10.1	7.6	7.5	9.3	0.5	0.5	22.8	0.6	0.6	12.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	8.8	8.9	1.0	3.4	3.5	3.6	1.6	1.6	1.8	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	33.5	33.4	48.1	22.7	22.8	59.2	16.9	17.0	50.3	19.2	19.3
LnGrp LOS	D	C	C	D	C	C	E	B	B	D	B	B
Approach Vol, veh/h		1004			531			401			346	
Approach Delay, s/veh		34.2			24.8			31.2			26.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	36.1	7.1	30.1	11.7	33.0	7.4	29.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.6	29.0	5.0	32.0	8.0	29.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	5.5	6.1	3.9	22.4	8.1	6.4	4.2	10.9
Green Ext Time (p_c), s	0.0	1.3	0.0	3.8	0.0	1.3	0.0	2.4

Intersection Summary		
HCM 6th Ctrl Delay		30.3
HCM 6th LOS		C

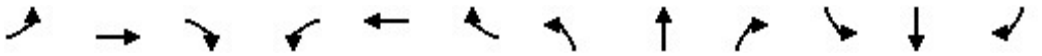
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	913	575	2	0	10
Future Vol, veh/h	0	913	575	2	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	961	605	2	0	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	304
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	692
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	692
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

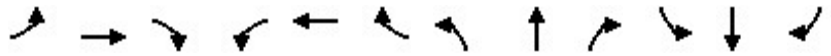
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	692
HCM Lane V/C Ratio	-	-	-	0.015
HCM Control Delay (s)	-	-	-	10.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	581	2	297	621	820	0	0	422	558
Future Volume (veh/h)	0	0	0	581	2	297	621	820	0	0	422	558
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				612	2	313	654	863	0	0	444	587
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				833	2	380	770	2382	0	0	1442	643
Arrive On Green				0.24	0.24	0.24	0.22	0.67	0.00	0.00	0.41	0.41
Sat Flow, veh/h				3456	10	1577	3456	3647	0	0	3647	1585
Grp Volume(v), veh/h				612	0	315	654	863	0	0	444	587
Grp Sat Flow(s),veh/h/ln				1728	0	1587	1728	1777	0	0	1777	1585
Q Serve(g_s), s				15.7	0.0	18.1	17.4	10.2	0.0	0.0	8.1	33.6
Cycle Q Clear(g_c), s				15.7	0.0	18.1	17.4	10.2	0.0	0.0	8.1	33.6
Prop In Lane				1.00		0.99	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				833	0	383	770	2382	0	0	1442	643
V/C Ratio(X)				0.73	0.00	0.82	0.85	0.36	0.00	0.00	0.31	0.91
Avail Cap(c_a), veh/h				1098	0	504	1152	2997	0	0	1665	743
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				33.6	0.0	34.5	35.8	6.9	0.0	0.0	19.4	26.9
Incr Delay (d2), s/veh				1.8	0.0	8.2	4.0	0.1	0.0	0.0	0.1	14.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.3	0.0	7.3	7.3	2.9	0.0	0.0	3.1	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				35.4	0.0	42.7	39.8	7.0	0.0	0.0	19.5	41.3
LnGrp LOS				D	A	D	D	A	A	A	B	D
Approach Vol, veh/h					927			1517			1031	
Approach Delay, s/veh					37.9			21.1			31.9	
Approach LOS					D			C			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	25.4	43.0		27.7		68.4						
Change Period (Y+Rc), s	4.0	4.0		4.5		4.0						
Max Green Setting (Gmax), s	32.0	45.0		30.5		81.0						
Max Q Clear Time (g_c+I1), s	19.4	35.6		20.1		12.2						
Green Ext Time (p_c), s	2.0	3.4		3.1		6.3						

Intersection Summary		
HCM 6th Ctrl Delay		28.8
HCM 6th LOS		C



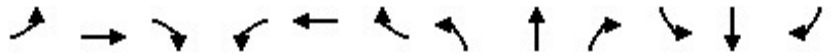
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	592	2	748	0	0	0	0	852	337	236	726	0
Future Volume (veh/h)	592	2	748	0	0	0	0	852	337	236	726	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	894	0	498				0	897	355	248	764	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1301	0	579				0	1112	496	294	1884	0
Arrive On Green	0.37	0.00	0.37				0.00	0.31	0.31	0.16	0.53	0.00
Sat Flow, veh/h	3563	0	1585				0	3647	1585	1781	3647	0
Grp Volume(v), veh/h	894	0	498				0	897	355	248	764	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1781	1777	0
Q Serve(g_s), s	16.3	0.0	22.2				0.0	17.7	15.2	10.3	9.8	0.0
Cycle Q Clear(g_c), s	16.3	0.0	22.2				0.0	17.7	15.2	10.3	9.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1301	0	579				0	1112	496	294	1884	0
V/C Ratio(X)	0.69	0.00	0.86				0.00	0.81	0.72	0.84	0.41	0.00
Avail Cap(c_a), veh/h	1537	0	684				0	1301	580	396	2276	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.6	0.0	22.5				0.0	24.1	23.3	31.0	10.8	0.0
Incr Delay (d2), s/veh	1.0	0.0	9.5				0.0	3.3	3.5	11.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	8.6				0.0	7.0	5.4	5.0	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	0.0	32.0				0.0	27.5	26.7	42.8	10.9	0.0
LnGrp LOS	C	A	C				A	C	C	D	B	A
Approach Vol, veh/h		1392						1252			1012	
Approach Delay, s/veh		25.3						27.3			18.7	
Approach LOS		C						C			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		44.6			16.6	27.9		31.9				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		49.0			17.0	28.0		33.0				
Max Q Clear Time (g_c+I1), s		11.8			12.3	19.7		24.2				
Green Ext Time (p_c), s		5.2			0.3	4.2		3.7				

Intersection Summary			
HCM 6th Ctrl Delay		24.2	
HCM 6th LOS		C	

Notes

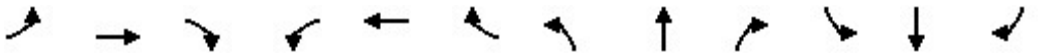
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	95	70	73	148	456	67	551	58	384	870	106
Future Volume (veh/h)	99	95	70	73	148	456	67	551	58	384	870	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	100	74	77	156	480	71	580	61	404	916	112
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	170	116	542	556	496	104	756	79	643	1150	141
Arrive On Green	0.08	0.08	0.08	0.30	0.31	0.31	0.06	0.23	0.23	0.19	0.36	0.36
Sat Flow, veh/h	1781	2021	1378	1781	1777	1585	1781	3245	341	3456	3187	390
Grp Volume(v), veh/h	104	87	87	77	156	480	71	317	324	404	511	517
Grp Sat Flow(s),veh/h/ln	1781	1777	1622	1781	1777	1585	1781	1777	1809	1728	1777	1800
Q Serve(g_s), s	4.8	3.9	4.3	2.6	5.5	24.8	3.2	13.8	13.9	9.0	21.4	21.4
Cycle Q Clear(g_c), s	4.8	3.9	4.3	2.6	5.5	24.8	3.2	13.8	13.9	9.0	21.4	21.4
Prop In Lane	1.00		0.85	1.00		1.00	1.00		0.19	1.00		0.22
Lane Grp Cap(c), veh/h	134	150	137	542	556	496	104	414	421	643	641	649
V/C Ratio(X)	0.77	0.58	0.64	0.14	0.28	0.97	0.68	0.77	0.77	0.63	0.80	0.80
Avail Cap(c_a), veh/h	322	475	434	542	556	496	236	856	871	957	1112	1127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	36.6	36.8	21.0	21.5	28.1	38.4	29.7	29.8	31.2	23.8	23.8
Incr Delay (d2), s/veh	9.1	3.5	4.9	0.1	0.3	32.1	7.7	3.0	3.0	1.0	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.7	1.8	1.0	2.1	12.7	1.5	5.7	5.8	3.5	8.3	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	40.2	41.7	21.1	21.8	60.2	46.1	32.7	32.7	32.2	26.1	26.1
LnGrp LOS	D	D	D	C	C	E	D	C	C	C	C	C
Approach Vol, veh/h		278			713			712			1432	
Approach Delay, s/veh		43.1			47.6			34.1			27.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	34.0	10.3	30.0	19.4	23.4	29.3	11.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.8	52.0	15.0	26.0	23.0	40.0	18.8	22.2
Max Q Clear Time (g_c+I1), s	5.2	23.4	6.8	26.8	11.0	15.9	4.6	6.3
Green Ext Time (p_c), s	0.1	6.6	0.1	0.0	1.1	3.5	0.1	0.7

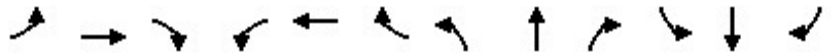
Intersection Summary	
HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	381	5	197	758	712	0	0	517	666
Future Volume (veh/h)	0	0	0	381	5	197	758	712	0	0	517	666
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				414	5	214	824	774	0	0	562	724
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				545	6	245	909	2728	0	0	1669	745
Arrive On Green				0.16	0.16	0.16	0.26	0.77	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	36	1554	3456	3647	0	0	3647	1585
Grp Volume(v), veh/h				414	0	219	824	774	0	0	562	724
Grp Sat Flow(s),veh/h/ln				1728	0	1591	1728	1777	0	0	1777	1585
Q Serve(g_s), s				13.1	0.0	15.3	26.3	7.4	0.0	0.0	11.4	50.9
Cycle Q Clear(g_c), s				13.1	0.0	15.3	26.3	7.4	0.0	0.0	11.4	50.9
Prop In Lane				1.00		0.98	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				545	0	251	909	2728	0	0	1669	745
V/C Ratio(X)				0.76	0.00	0.87	0.91	0.28	0.00	0.00	0.34	0.97
Avail Cap(c_a), veh/h				591	0	272	1030	2865	0	0	1682	750
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				46.0	0.0	46.9	40.7	3.9	0.0	0.0	19.1	29.5
Incr Delay (d2), s/veh				5.3	0.0	24.1	10.6	0.1	0.0	0.0	0.1	26.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.8	0.0	7.5	11.9	1.8	0.0	0.0	4.4	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				51.3	0.0	71.0	51.3	4.0	0.0	0.0	19.2	55.5
LnGrp LOS				D	A	E	D	A	A	A	B	E
Approach Vol, veh/h					633			1598			1286	
Approach Delay, s/veh					58.1			28.4			39.6	
Approach LOS					E			C			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	34.0	57.6		22.5		91.6						
Change Period (Y+Rc), s	4.0	4.0		4.5		4.0						
Max Green Setting (Gmax), s	34.0	54.0		19.5		92.0						
Max Q Clear Time (g_c+I1), s	28.3	52.9		17.3		9.4						
Green Ext Time (p_c), s	1.7	0.7		0.7		5.5						

Intersection Summary			
HCM 6th Ctrl Delay			37.8
HCM 6th LOS			D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	437	8	770	0	0	0	0	1021	625	237	658	0
Future Volume (veh/h)	437	8	770	0	0	0	0	1021	625	237	658	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	300	0	948				0	1042	638	242	671	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	570	0	1014				0	1360	607	282	2087	0
Arrive On Green	0.32	0.00	0.32				0.00	0.38	0.38	0.16	0.59	0.00
Sat Flow, veh/h	1781	0	3170				0	3647	1585	1781	3647	0
Grp Volume(v), veh/h	300	0	948				0	1042	638	242	671	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1781	1777	0
Q Serve(g_s), s	11.9	0.0	25.0				0.0	22.1	33.0	11.4	8.3	0.0
Cycle Q Clear(g_c), s	11.9	0.0	25.0				0.0	22.1	33.0	11.4	8.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	570	0	1014				0	1360	607	282	2087	0
V/C Ratio(X)	0.53	0.00	0.93				0.00	0.77	1.05	0.86	0.32	0.00
Avail Cap(c_a), veh/h	578	0	1029				0	1360	607	351	2225	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.0	0.0	28.4				0.0	23.2	26.6	35.4	9.1	0.0
Incr Delay (d2), s/veh	0.9	0.0	14.8				0.0	2.7	50.9	16.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	10.5				0.0	8.6	19.4	5.8	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	0.0	43.2				0.0	25.9	77.5	51.3	9.1	0.0
LnGrp LOS	C	A	D				A	C	F	D	A	A
Approach Vol, veh/h		1248						1680			913	
Approach Delay, s/veh		38.8						45.5			20.3	
Approach LOS		D						D			C	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		54.6			17.6	37.0		31.6				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		54.0			17.0	33.0		28.0				
Max Q Clear Time (g_c+I1), s		10.3			13.4	35.0		27.0				
Green Ext Time (p_c), s		4.5			0.2	0.0		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			37.3									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	140	55	74	77	418	61	1002	96	542	709	102
Future Volume (veh/h)	108	140	55	74	77	418	61	1002	96	542	709	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	147	58	78	81	440	64	1055	101	571	746	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	213	81	383	390	348	462	1192	114	643	906	130
Arrive On Green	0.08	0.08	0.08	0.21	0.22	0.22	0.26	0.36	0.36	0.19	0.29	0.29
Sat Flow, veh/h	1781	2521	955	1781	1777	1585	1781	3277	314	3456	3119	447
Grp Volume(v), veh/h	114	102	103	78	81	440	64	572	584	571	425	428
Grp Sat Flow(s),veh/h/ln	1781	1777	1699	1781	1777	1585	1781	1777	1814	1728	1777	1790
Q Serve(g_s), s	6.7	5.9	6.3	3.8	4.0	23.3	2.9	32.0	32.1	17.1	23.7	23.7
Cycle Q Clear(g_c), s	6.7	5.9	6.3	3.8	4.0	23.3	2.9	32.0	32.1	17.1	23.7	23.7
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.17	1.00		0.25
Lane Grp Cap(c), veh/h	143	150	144	383	390	348	462	646	660	643	516	520
V/C Ratio(X)	0.80	0.68	0.72	0.20	0.21	1.26	0.14	0.88	0.89	0.89	0.82	0.82
Avail Cap(c_a), veh/h	257	335	320	383	390	348	462	726	742	716	927	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	47.2	47.4	34.2	33.9	41.4	30.2	31.7	31.7	42.1	35.1	35.1
Incr Delay (d2), s/veh	9.8	5.2	6.6	0.3	0.3	140.2	0.1	11.6	11.5	12.2	3.4	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	2.7	2.8	1.6	1.7	22.1	1.2	14.7	15.0	8.0	10.1	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	52.4	53.9	34.5	34.1	181.6	30.3	43.3	43.2	54.3	38.5	38.5
LnGrp LOS	E	D	D	C	C	F	C	D	D	D	D	D
Approach Vol, veh/h		319			599			1220			1424	
Approach Delay, s/veh		54.8			142.5			42.6			44.8	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.5	34.8	12.5	27.3	23.8	42.6	26.8	13.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	55.4	15.3	23.3	22.0	43.4	18.6	20.0
Max Q Clear Time (g_c+I1), s	14.3	25.7	8.7	25.3	19.1	34.1	5.8	8.3
Green Ext Time (p_c), s	0.0	5.1	0.1	0.0	0.7	4.5	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	61.4
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

APPENDIX **E**

CUMULATIVE PROJECTS INFORMATION

TOTAL CUMULATIVE PROJECTS TRAFFIC

AM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Alder Avenue at SR-210 WB Ramps	325	417	0	0	187	121	0	0	0	261	0	35
2	Alder Avenue at SR-210 EB Ramps	0	470	94	42	355	0	271	0	289	0	0	0
3	Alder Avenue at Renaisannce Parkway	57	114	20	183	236	88	92	88	59	27	144	283
4	Alder Avenue at Base Line Road	0	110	45	118	200	87	27	105	0	13	46	63
5	Ayala Drive at SR-210 WB Ramps	87	236	0	0	303	122	0	0	0	223	0	293
6	Ayala Drive at SR-210 EB Ramps	0	225	438	161	350	0	83	0	101	0	0	0
7	Ayala Drive at Renaissance Parkway	245	124	17	5	206	172	422	284	249	0	117	8
8	Ayala Drive at Fitzgerald Avenue	0	144	0	0	225	0	0	0	0	0	0	0
9	Ayala Drive at Base Line Road	122	97	0	3	92	127	39	188	174	0	139	8
10	Fitzgerald Avenue at Base Line Road	0	0	0	0	0	0	0	183	0	0	131	0
11	Cactus Avenue at Base Line Road	6	0	0	0	0	12	5	188	3	0	122	0
12	Driveway 1 at Baseline Road	0	0	0	0	0	0	0	183	0	0	131	0
13	Driveway 2 at Baseline Road	0	0	0	0	0	0	0	183	0	0	73	0
14	Driveway 3 at Baseline Road	0	0	0	0	0	0	0	183	0	0	73	0

PM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Alder Avenue at SR-210 WB Ramps	243	268	0	0	187	286	0	0	0	99	0	62
2	Alder Avenue at SR-210 EB Ramps	0	385	231	27	268	0	123	0	362	0	0	0
3	Alder Avenue at Renaisannce Parkway	58	260	24	306	144	97	81	134	47	18	68	147
4	Alder Avenue at Base Line Road	0	216	15	64	107	16	89	54	0	45	105	121
5	Ayala Drive at SR-210 WB Ramps	104	264	0	0	366	98	0	0	0	418	0	204
6	Ayala Drive at SR-210 EB Ramps	0	225	231	229	540	0	127	0	92	0	0	0
7	Ayala Drive at Renaissance Parkway	208	208	0	8	147	381	171	81	213	0	278	6
8	Ayala Drive at Fitzgerald Avenue	0	223	0	0	179	0	0	0	0	0	0	1
9	Ayala Drive at Base Line Road	182	91	0	9	108	62	126	122	108	0	195	3
10	Fitzgerald Avenue at Base Line Road	0	0	0	0	0	0	0	115	0	0	189	0
11	Cactus Avenue at Base Line Road	4	0	0	0	0	7	12	107	6	0	193	0
12	Driveway 1 at Baseline Road	0	0	0	0	0	0	0	115	0	0	189	0
13	Driveway 2 at Baseline Road	0	0	0	0	0	0	0	115	0	0	189	0
14	Driveway 3 at Baseline Road	0	0	0	0	0	0	0	115	0	0	189	0

Enter only in blue cells	Yellow cells calculate

Int. #:	1	Alder Avenue at SR-210 WB Ramps

Mirror distribution? N Entire Intersection

Mirror distribution?

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	224	0	0	37	0	0	0	0	243	0	35
AM Out		64	12	0	0	105	75	0	0	0	0	0	0
AM Tot		64	236	0	0	142	75	0	0	0	243	0	35
PM In		0	133	0	0	16	0	0	0	0	90	0	28
PM Out		128	14	0	0	100	142	0	0	0	0	0	0
PM Tot		128	147	0	0	116	142	0	0	0	90	0	28

Zone #	1	Warehouses on Baseline West of Alder - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In										20%		
N	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	15%											
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%
PM Out	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	106	0	0	0	0	0	0	0	0	0	21	0	0
AM Out	50	8	0	0	0	0	0	0	0	0	0	0	0
PM In	59	0	0	0	0	0	0	0	0	0	12	0	0
PM Out	109	16	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouses on Baseline West of Alder - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In										50%		
N	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	50%											
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
PM Out	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	136	0	0	0	0	0	0	0	0	0	68	0	0
AM Out	39	20	0	0	0	0	0	0	0	0	0	0	0
PM In	45	0	0	0	0	0	0	0	0	0	23	0	0
PM Out	136	68	0	0	0	0	0	0	0	0	0	0	0

Zone #	3	Hotel (SWC of Linden at Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					1%							
N	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
AM Out						2%						
PM In	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	609	0	0	0	0	6	0	0	0	0	0	0	0
AM Out	594	0	0	0	0	0	12	0	0	0	0	0	0
PM In	500	0	0	0	0	5	0	0	0	0	0	0	0
PM Out	502	0	0	0	0	0	10	0	0	0	0	0	0

Zone #	6	Prologis (Tamarind @ Walnut) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%					15%		
N	10%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	10%	5%										
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	15%	0%	0%
PM Out	10%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	3	0	0	0	0	8	0	0
AM Out	14	1	1	0	0	0	0	0	0	0	0	0	0
PM In	19	0	0	0	0	1	0	0	0	0	3	0	0
PM Out	55	6	3	0	0	0	0	0	0	0	0	0	0

Zone #	7	Prologis (Tamarind @ Walnut) - Trucks

Int. #:	1	Alder Avenue at SR-210 WB Ramps

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In										55%		
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	97	0	0	0	0	0	0	0	0	0	53	0	0
AM Out	25	0	0	0	0	0	0	0	0	0	0	0	0
PM In	33	0	0	0	0	0	0	0	0	0	18	0	0
PM Out	99	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	Prologis (Locust @ Stonehurst) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		40%										
N	0%	0%	0%	0%	15%	25%	0%	0%	0%	0%	0%	0%
AM Out					15%	25%						
PM In	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	15%	25%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	67	0	27	0	0	0	0	0	0	0	0	0	0
AM Out	18	0	0	0	0	3	5	0	0	0	0	0	0
PM In	23	0	9	0	0	0	0	0	0	0	0	0	0
PM Out	68	0	0	0	0	10	17	0	0	0	0	0	0

Zone #	11	Prologis (Locust @ Stonehurst) - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		50%										
N	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%
AM Out						50%						
PM In	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	120	0	60	0	0	0	0	0	0	0	0	0	0
AM Out	32	0	0	0	0	0	16	0	0	0	0	0	0
PM In	41	0	21	0	0	0	0	0	0	0	0	0	0
PM Out	123	0	0	0	0	0	62	0	0	0	0	0	0

Zone #	12	Morin Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	15%											
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	28	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	8	1	0	0	0	0	0	0	0	0	0	0	0
PM In	10	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	29	4	0	0	0	0	0	0	0	0	0	0	0

Zone #	13	Morin Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%					15%		
N	10%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	10%	5%										
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	15%	0%	0%
PM Out	10%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	49	0	0	0	0	2	0	0	0	0	7	0	0
AM Out	14	1	1	0	0	0	0	0	0	0	0	0	0
PM In	16	0	0	0	0	1	0	0	0	0	2	0	0
PM Out	49	5	2	0	0	0	0	0	0	0	0	0	0

Int. #:	1	Alder Avenue at SR-210 WB Ramps

Zone #	16	Diesel Fuel Station SEC Alder/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		55%										25%
N	0%	0%	0%	0%	55%	25%	0%	0%	0%	0%	0%	0%
AM Out					55%	25%						
PM In	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%
PM Out	0%	0%	0%	0%	55%	25%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	138	0	76	0	0	0	0	0	0	0	0	0	35
AM Out	131	0	0	0	0	72	33	0	0	0	0	0	0
PM In	112	0	62	0	0	0	0	0	0	0	0	0	28
PM Out	106	0	0	0	0	58	27	0	0	0	0	0	0

Zone #	17	Fuel Station /Fast Food SWC Ayala/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										
N	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out					10%							
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	202	0	20	0	0	0	0	0	0	0	0	0	0
AM Out	188	0	0	0	0	19	0	0	0	0	0	0	0
PM In	174	0	17	0	0	0	0	0	0	0	0	0	0
PM Out	164	0	0	0	0	16	0	0	0	0	0	0	0

Zone #	18	SEC Casmalia/Linden Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		45%										
N	0%	0%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%
AM Out					30%	15%						
PM In	0%	45%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	30%	15%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	23	0	0	0	0	0	0	0	0	0	0
AM Out	36	0	0	0	0	11	5	0	0	0	0	0	0
PM In	41	0	18	0	0	0	0	0	0	0	0	0	0
PM Out	53	0	0	0	0	16	8	0	0	0	0	0	0

Zone #	19	SEC Casmalia/Linden Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		50%										
N	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%
AM Out						50%						
PM In	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	35	0	18	0	0	0	0	0	0	0	0	0	0
AM Out	8	0	0	0	0	0	4	0	0	0	0	0	0
PM In	11	0	6	0	0	0	0	0	0	0	0	0	0
PM Out	35	0	0	0	0	0	18	0	0	0	0	0	0

Zone #	20	Sater Bros - Comm Dvlpmnt (Alder @ Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%					17%		
N	17%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	17%	5%										
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	17%	0%	0%
PM Out	17%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	213	0	0	0	0	11	0	0	0	0	36	0	0
AM Out	192	33	10	0	0	0	0	0	0	0	0	0	0
PM In	188	0	0	0	0	9	0	0	0	0	32	0	0
PM Out	171	29	9	0	0	0	0	0	0	0	0	0	0

Int. #:	1	Alder Avenue at SR-210 WB Ramps
Zone #	21	East of Project Warehouses

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%					17%		
N	17%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	17%	5%										
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	17%	0%	0%
PM Out	17%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	41	0	0	0	0	2	0	0	0	0	7	0	0
AM Out	39	7	2	0	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	2	0	0	0	0	7	0	0
PM Out	40	7	2	0	0	0	0	0	0	0	0	0	0

Zone #	22	South of Baseline

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%					17%		
N	17%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	17%	5%										
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	17%	0%	0%
PM Out	17%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	252	0	0	0	0	13	0	0	0	0	43	0	0
AM Out	250	43	13	0	0	0	0	0	0	0	0	0	0
PM In	289	0	0	0	0	14	0	0	0	0	49	0	0
PM Out	286	49	14	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells			Yellow cells calculate

Int. #:	2	Alder Avenue at SR-210 EB Ramps

N

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	86	0	0	239	0	138	0	141	0	0	0
AM Out		0	75	88	33	72	0	0	0	0	0	0	0
AM Tot		0	161	88	33	311	0	138	0	141	0	0	0
PM In		0	66	0	0	114	0	67	0	77	0	0	0
PM Out		0	139	212	27	74	0	0	0	0	0	0	0
PM Tot		0	205	212	27	188	0	67	0	77	0	0	0

Zone #	1	Warehouses on Baseline West of Alder - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%				15%			
N	0%	15%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out		15%	20%									
PM In	0%	0%	0%	0%	20%	0%	0%	0%	15%		0%	0%
PM Out	0%	15%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	106	0	0	0	0	21	0	0	0	16	0	0	0
AM Out	50	0	8	10	0	0	0	0	0	0	0	0	0
PM In	59	0	0	0	0	12	0	0	0	9	0	0	0
PM Out	109	0	16	22	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouses on Baseline West of Alder - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					50%				50%			
N	0%	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out		50%	50%									
PM In	0%	0%	0%	0%	50%	0%	0%	0%	50%	0%	0%	0%
PM Out	0%	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	136	0	0	0	0	68	0	0	0	68	0	0	0
AM Out	39	0	20	20	0	0	0	0	0	0	0	0	0
PM In	45	0	0	0	0	23	0	0	0	23	0	0	0
PM Out	136	0	68	68	0	0	0	0	0	0	0	0	0

Zone #	3	Hotel (SWC of Linden at Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					1%				2%			
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	1%	0%	0%	0%	2%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	609	0	0	0	0	6	0	0	0	12	0	0	0
AM Out	594	0	0	0	0	0	0	0	0	0	0	0	0
PM In	500	0	0	0	0	5	0	0	0	10	0	0	0
PM Out	502	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	6	Prologis (Tamarind @ Walnut) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%				10%			
N	0%	20%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out		20%	15%									
PM In	0%	0%	0%	0%	20%	0%	0%	0%	10%	0%	0%	0%
PM Out	0%	20%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	11	0	0	0	6	0	0	0
AM Out	14	0	3	2	0	0	0	0	0	0	0	0	0
PM In	19	0	0	0	0	4	0	0	0	2	0	0	0
PM Out	55	0	11	8	0	0	0	0	0	0	0	0	0

Int. #:	2	Alder Avenue at SR-210 EB Ramps

Zone #	7	Prologis (Tamarind @ Walnut) - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					55%							
N	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out			55%									
PM In	0%	0%	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	97	0	0	0	0	53	0	0	0	0	0	0	0
AM Out	25	0	0	14	0	0	0	0	0	0	0	0	0
PM In	33	0	0	0	0	18	0	0	0	0	0	0	0
PM Out	99	0	0	54	0	0	0	0	0	0	0	0	0

Zone #	10	Prologis (Locust @ Stonehurst) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%					25%					
N	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out					15%							
PM In	0%	15%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	67	0	10	0	0	0	0	17	0	0	0	0	0
AM Out	18	0	0	0	0	3	0	0	0	0	0	0	0
PM In	23	0	3	0	0	0	0	6	0	0	0	0	0
PM Out	68	0	0	0	0	10	0	0	0	0	0	0	0

Zone #	11	Prologis (Locust @ Stonehurst) - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In							50%					
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	120	0	0	0	0	0	0	60	0	0	0	0	0
AM Out	32	0	0	0	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	0	0	21	0	0	0	0	0
PM Out	123	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	Morin Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%				10%			
N	0%	20%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out		20%	15%									
PM In	0%	0%	0%	0%	20%	0%	0%	0%	10%	0%	0%	0%
PM Out	0%	20%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	28	0	0	0	0	6	0	0	0	3	0	0	0
AM Out	8	0	2	1	0	0	0	0	0	0	0	0	0
PM In	10	0	0	0	0	2	0	0	0	1	0	0	0
PM Out	29	0	6	4	0	0	0	0	0	0	0	0	0

Zone #	13	Morin Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					55%							
N	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out			55%									
PM In	0%	0%	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	49	0	0	0	0	27	0	0	0	0	0	0	0
AM Out	14	0	0	8	0	0	0	0	0	0	0	0	0
PM In	16	0	0	0	0	9	0	0	0	0	0	0	0
PM Out	49	0	0	27	0	0	0	0	0	0	0	0	0

Int. #:	2	Alder Avenue at SR-210 EB Ramps

Zone #	16	Diesel Fuel Station SEC Alder/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		30%					25%					
N	0%	0%	0%	25%	30%	0%	0%	0%	0%	0%	0%	0%
AM Out				25%	30%							
PM In	0%	30%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	25%	30%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	138	0	41	0	0	0	0	35	0	0	0	0	0
AM Out	131	0	0	0	33	39	0	0	0	0	0	0	0
PM In	112	0	34	0	0	0	0	28	0	0	0	0	0
PM Out	106	0	0	0	27	32	0	0	0	0	0	0	0

Zone #	17	Fuel Station /Fast Food SWC Ayala/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										
N	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out					10%							
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	202	0	20	0	0	0	0	0	0	0	0	0	0
AM Out	188	0	0	0	0	19	0	0	0	0	0	0	0
PM In	174	0	17	0	0	0	0	0	0	0	0	0	0
PM Out	164	0	0	0	0	16	0	0	0	0	0	0	0

Zone #	18	SEC Casmalia/Linden Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		30%					15%					
N	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%
AM Out					30%							
PM In	0%	30%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	15	0	0	0	0	8	0	0	0	0	0
AM Out	36	0	0	0	0	11	0	0	0	0	0	0	0
PM In	41	0	12	0	0	0	0	6	0	0	0	0	0
PM Out	53	0	0	0	0	16	0	0	0	0	0	0	0

Zone #	19	SEC Casmalia/Linden Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In							50%					
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	35	0	0	0	0	0	0	18	0	0	0	0	0
AM Out	8	0	0	0	0	0	0	0	0	0	0	0	0
PM In	11	0	0	0	0	0	0	6	0	0	0	0	0
PM Out	35	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	20	Sater Bros - Comm Dvlpmnt (Alder @ Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					22%				17%			
N	0%	22%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out		22%	17%									
PM In	0%	0%	0%	0%	22%	0%	0%	0%	17%	0%	0%	0%
PM Out	0%	22%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	213	0	0	0	0	47	0	0	0	36	0	0	0
AM Out	192	0	42	33	0	0	0	0	0	0	0	0	0
PM In	188	0	0	0	0	41	0	0	0	32	0	0	0
PM Out	171	0	38	29	0	0	0	0	0	0	0	0	0

Int. #:	3	Alder Avenue at Renaisannce Parkway

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		55	20	18	18	189	83	5	61	9	9	11	0
AM Out		2	56	2	0	10	4	75	10	50	18	59	18
AM Tot		57	76	20	18	199	87	80	71	59	27	70	18
PM In		49	11	15	15	68	73	4	50	3	3	9	0
PM Out		9	191	9	0	21	5	67	9	44	15	50	15
PM Tot		58	202	24	15	89	78	71	59	47	18	59	15

Zone #	1	Warehouses on Baseline West of Alder - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					15%							
Y	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	15%	0%	0%	0%	0%		0%	0%
PM Out	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	106	0	0	0	0	16	0	0	0	0	0	0	0
AM Out	50	0	8	0	0	0	0	0	0	0	0	0	0
PM In	59	0	0	0	0	9	0	0	0	0	0	0	0
PM Out	109	0	16	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouses on Baseline West of Alder - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					50%							
Y	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	136	0	0	0	0	68	0	0	0	0	0	0	0
AM Out	39	0	20	0	0	0	0	0	0	0	0	0	0
PM In	45	0	0	0	0	23	0	0	0	0	0	0	0
PM Out	136	0	68	0	0	0	0	0	0	0	0	0	0

Zone #	3	Hotel (SWC of Linden at Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In			3%	3%				10%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	10%	3%
AM Out												
PM In	0%	0%	3%	3%	0%	0%	0%	10%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	10%	3%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	609	0	0	18	18	0	0	0	61	0	0	0	0
AM Out	594	0	0	0	0	0	0	0	0	0	18	59	18
PM In	500	0	0	15	15	0	0	0	50	0	0	0	0
PM Out	502	0	0	0	0	0	0	0	0	0	15	50	15

Zone #	6	Prologis (Tamarind @ Walnut) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%				10%	10%		
Y	10%	30%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	30%	0%	0%	0%	10%	10%	0%	0%
PM Out	10%	30%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	17	0	0	0	6	6	0	0
AM Out	14	1	4	1	0	0	0	0	0	0	0	0	0
PM In	19	0	0	0	0	6	0	0	0	2	2	0	0
PM Out	55	6	17	6	0	0	0	0	0	0	0	0	0

Int. #:	3	Alder Avenue at Renaisannce Parkway
Zone #	7	Prologis (Tamarind @ Walnut) - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					55%							
Y	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	97	0	0	0	0	53	0	0	0	0	0	0	0
AM Out	25	0	14	0	0	0	0	0	0	0	0	0	0
PM In	33	0	0	0	0	18	0	0	0	0	0	0	0
PM Out	99	0	54	0	0	0	0	0	0	0	0	0	0

Zone #	10	Prologis (Locust @ Stonehurst) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%										
Y	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	67	0	10	0	0	0	0	0	0	0	0	0	0
AM Out	18	0	0	0	0	3	0	0	0	0	0	0	0
PM In	23	0	3	0	0	0	0	0	0	0	0	0	0
PM Out	68	0	0	0	0	10	0	0	0	0	0	0	0

Zone #	11	Prologis (Locust @ Stonehurst) - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	120	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	32	0	0	0	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	123	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	Morin Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%				10%	10%		
Y	10%	30%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	30%	0%	0%	0%	10%	10%	0%	0%
PM Out	10%	30%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	28	0	0	0	0	8	0	0	0	3	3	0	0
AM Out	8	1	2	1	0	0	0	0	0	0	0	0	0
PM In	10	0	0	0	0	3	0	0	0	1	1	0	0
PM Out	29	3	9	3	0	0	0	0	0	0	0	0	0

Zone #	13	Morin Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					55%							
Y	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	55%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	49	0	0	0	0	27	0	0	0	0	0	0	0
AM Out	14	0	8	0	0	0	0	0	0	0	0	0	0
PM In	16	0	0	0	0	9	0	0	0	0	0	0	0
PM Out	49	0	27	0	0	0	0	0	0	0	0	0	0

Int. #:	3	Alder Avenue at Renaisannce Parkway

Zone #	16	Diesel Fuel Station SEC Alder/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	138	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	131	0	0	0	0	0	0	0	0	0	0	0	0
PM In	112	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	106	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	17	Fuel Station /Fast Food SWC Ayala/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	202	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	188	0	0	0	0	0	0	0	0	0	0	0	0
PM In	174	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	164	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	18	SEC Casmalia/Linden Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%					10%					
Y	0%	0%	0%	0%	20%	10%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	10%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	10	0	0	0	0	5	0	0	0	0	0
AM Out	36	0	0	0	0	7	4	0	0	0	0	0	0
PM In	41	0	8	0	0	0	0	4	0	0	0	0	0
PM Out	53	0	0	0	0	11	5	0	0	0	0	0	0

Zone #	19	SEC Casmalia/Linden Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	35	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	8	0	0	0	0	0	0	0	0	0	0	0	0
PM In	11	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	35	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	20	Sater Bros - Comm Dvlpmnt (Alder @ Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	26%					39%					5%	
Y	0%	0%	0%	0%	0%	0%	39%	5%	26%	0%	0%	0%
AM Out												
PM In	26%	0%	0%	0%	0%	39%	0%	0%	0%	0%	5%	0%
PM Out	0%	0%	0%	0%	0%	0%	39%	5%	26%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	213	55	0	0	0	0	83	0	0	0	0	11	0
AM Out	192	0	0	0	0	0	0	75	10	50	0	0	0
PM In	188	49	0	0	0	0	73	0	0	0	0	9	0
PM Out	171	0	0	0	0	0	0	67	9	44	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	4	Alder Avenue at Base Line Road

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	61	3	90	0	0	13	31	0	0	10	26
AM Out		0	0	0	23	31	12	0	3	0	1	16	34
AM Tot		0	61	3	113	31	12	13	34	0	1	26	60
PM In		0	34	1	37	0	0	11	18	0	0	3	23
PM Out		0	0	0	21	60	10	0	10	0	3	30	89
PM Tot		0	34	1	58	60	10	11	28	0	3	33	112

Zone #	1	Warehouses on Baseline West of Alder - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In				15%				15%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	15%
AM Out												
PM In	0%	0%	0%	15%	0%	0%	0%	15%	0%		0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	15%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	106	0	0	0	16	0	0	0	16	0	0	0	0
AM Out	50	0	0	0	0	0	0	0	0	0	0	8	8
PM In	59	0	0	0	9	0	0	0	9	0	0	0	0
PM Out	109	0	0	0	0	0	0	0	0	0	0	16	16

Zone #	2	Warehouses on Baseline West of Alder - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In				50%								
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%
AM Out												
PM In	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	136	0	0	0	68	0	0	0	0	0	0	0	0
AM Out	39	0	0	0	0	0	0	0	0	0	0	0	20
PM In	45	0	0	0	23	0	0	0	0	0	0	0	0
PM Out	136	0	0	0	0	0	0	0	0	0	0	0	68

Zone #	3	Hotel (SWC of Linden at Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In				1%				1%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
AM Out												
PM In	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	609	0	0	0	6	0	0	0	6	0	0	0	0
AM Out	594	0	0	0	0	0	0	0	0	0	0	6	6
PM In	500	0	0	0	5	0	0	0	5	0	0	0	0
PM Out	502	0	0	0	0	0	0	0	0	0	0	5	5

Zone #	6	Prologis (Tamarind @ Walnut) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	14	0	0	0	0	0	0	0	0	0	0	0	0
PM In	19	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	55	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Prologis (Tamarind @ Walnut) - Trucks

Int. #:	4	Alder Avenue at Base Line Road

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		25%									10%	
Y	0%	0%	0%	0%	25%	0%	0%	10%	0%	0%	0%	0%
AM Out												
PM In	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	25%	0%	0%	10%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	97	0	24	0	0	0	0	0	0	0	0	10	0
AM Out	25	0	0	0	0	6	0	0	3	0	0	0	0
PM In	33	0	8	0	0	0	0	0	0	0	0	3	0
PM Out	99	0	0	0	0	25	0	0	10	0	0	0	0

Zone #	10	Prologis (Locust @ Stonehurst) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%										
Y	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	67	0	10	0	0	0	0	0	0	0	0	0	0
AM Out	18	0	0	0	0	3	0	0	0	0	0	0	0
PM In	23	0	3	0	0	0	0	0	0	0	0	0	0
PM Out	68	0	0	0	0	10	0	0	0	0	0	0	0

Zone #	11	Prologis (Locust @ Stonehurst) - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	120	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	32	0	0	0	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	123	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	Morin Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In			10%					15%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	15%	0%
AM Out												
PM In	0%	0%	10%	0%	0%	0%	0%	15%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	15%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	28	0	0	3	0	0	0	0	4	0	0	0	0
AM Out	8	0	0	0	0	0	0	0	0	0	1	1	0
PM In	10	0	0	1	0	0	0	0	2	0	0	0	0
PM Out	29	0	0	0	0	0	0	0	0	0	3	4	0

Zone #	13	Morin Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								10%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	49	0	0	0	0	0	0	0	5	0	0	0	0
AM Out	14	0	0	0	0	0	0	0	0	0	0	1	0
PM In	16	0	0	0	0	0	0	0	2	0	0	0	0
PM Out	49	0	0	0	0	0	0	0	0	0	0	5	0

Int. #:	4	Alder Avenue at Base Line Road
Zone #	16	Diesel Fuel Station SEC Alder/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	138	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	131	0	0	0	0	0	0	0	0	0	0	0	0
PM In	112	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	106	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	17	Fuel Station /Fast Food SWC Ayala/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	202	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	188	0	0	0	0	0	0	0	0	0	0	0	0
PM In	174	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	164	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	18	SEC Casmalia/Linden Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	10	0	0	0	0	0	0	0	0	0	0
AM Out	36	0	0	0	0	7	0	0	0	0	0	0	0
PM In	41	0	8	0	0	0	0	0	0	0	0	0	0
PM Out	53	0	0	0	0	11	0	0	0	0	0	0	0

Zone #	19	SEC Casmalia/Linden Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	35	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	8	0	0	0	0	0	0	0	0	0	0	0	0
PM In	11	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	35	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	20	Sater Bros - Comm Dvlpmnt (Alder @ Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		8%					6%					12%
Y	0%	0%	0%	12%	8%	6%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	8%	0%	0%	0%	0%	6%	0%	0%	0%	0%	12%
PM Out	0%	0%	0%	12%	8%	6%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	213	0	17	0	0	0	0	13	0	0	0	0	26
AM Out	192	0	0	0	23	15	12	0	0	0	0	0	0
PM In	188	0	15	0	0	0	0	11	0	0	0	0	23
PM Out	171	0	0	0	21	14	10	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	5	Ayala Drive at SR-210 WB Ramps

N

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	141	0	0	45	0	0	0	0	107	0	136
AM Out		82	45	0	0	153	47	0	0	0	0	0	0
AM Tot		82	186	0	0	198	47	0	0	0	107	0	136
PM In		0	118	0	0	41	0	0	0	0	106	0	77
PM Out		85	41	0	0	205	41	0	0	0	0	0	0
PM Tot		85	159	0	0	246	41	0	0	0	106	0	77

Zone #	1	Warehouses on Baseline West of Alder - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	106	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	50	0	0	0	0	0	0	0	0	0	0	0	0
PM In	59	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	109	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouses on Baseline West of Alder - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	136	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	39	0	0	0	0	0	0	0	0	0	0	0	0
PM In	45	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	136	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	3	Hotel (SWC of Linden at Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%					8%		
N	4%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	4%	5%										
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	8%	0%	0%
PM Out	4%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	609	0	0	0	0	30	0	0	0	0	49	0	0
AM Out	594	24	30	0	0	0	0	0	0	0	0	0	0
PM In	500	0	0	0	0	25	0	0	0	0	40	0	0
PM Out	502	20	25	0	0	0	0	0	0	0	0	0	0

Zone #	6	Prologis (Tamarind @ Walnut) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	14	0	0	0	0	0	0	0	0	0	0	0	0
PM In	19	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	55	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Prologis (Tamarind @ Walnut) - Trucks

Int. #:	5	Ayala Drive at SR-210 WB Ramps

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	97	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	25	0	0	0	0	0	0	0	0	0	0	0	0
PM In	33	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	99	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	Prologis (Locust @ Stonehurst) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		5%										20%
N	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%
AM Out					25%							
PM In	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%
PM Out	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	67	0	3	0	0	0	0	0	0	0	0	0	13
AM Out	18	0	0	0	0	5	0	0	0	0	0	0	0
PM In	23	0	1	0	0	0	0	0	0	0	0	0	5
PM Out	68	0	0	0	0	17	0	0	0	0	0	0	0

Zone #	11	Prologis (Locust @ Stonehurst) - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												40%
N	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%
AM Out					40%							
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%
PM Out	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	120	0	0	0	0	0	0	0	0	0	0	0	48
AM Out	32	0	0	0	0	13	0	0	0	0	0	0	0
PM In	41	0	0	0	0	0	0	0	0	0	0	0	16
PM Out	123	0	0	0	0	49	0	0	0	0	0	0	0

Zone #	12	Morin Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	28	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	8	0	0	0	0	0	0	0	0	0	0	0	0
PM In	10	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	29	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	13	Morin Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	49	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	14	0	0	0	0	0	0	0	0	0	0	0	0
PM In	16	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	49	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	5	Ayala Drive at SR-210 WB Ramps

Zone #	16	Diesel Fuel Station SEC Alder/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										
N	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out					10%							
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	138	0	14	0	0	0	0	0	0	0	0	0	0
AM Out	131	0	0	0	0	13	0	0	0	0	0	0	0
PM In	112	0	11	0	0	0	0	0	0	0	0	0	0
PM Out	106	0	0	0	0	11	0	0	0	0	0	0	0

Zone #	17	Fuel Station /Fast Food SWC Ayala/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		55%										25%
N	0%	0%	0%	0%	55%	25%	0%	0%	0%	0%	0%	0%
AM Out					55%	25%						
PM In	0%	55%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%
PM Out	0%	0%	0%	0%	55%	25%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	202	0	111	0	0	0	0	0	0	0	0	0	51
AM Out	188	0	0	0	0	103	47	0	0	0	0	0	0
PM In	174	0	96	0	0	0	0	0	0	0	0	0	44
PM Out	164	0	0	0	0	90	41	0	0	0	0	0	0

Zone #	18	SEC Casmalia/Linden Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		25%										20%
N	0%	0%	0%	0%	45%	0%	0%	0%	0%	0%	0%	0%
AM Out					45%							
PM In	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%
PM Out	0%	0%	0%	0%	45%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	13	0	0	0	0	0	0	0	0	0	10
AM Out	36	0	0	0	0	16	0	0	0	0	0	0	0
PM In	41	0	10	0	0	0	0	0	0	0	0	0	8
PM Out	53	0	0	0	0	24	0	0	0	0	0	0	0

Zone #	19	SEC Casmalia/Linden Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												40%
N	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%
AM Out					40%							
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%
PM Out	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	35	0	0	0	0	0	0	0	0	0	0	0	14
AM Out	8	0	0	0	0	3	0	0	0	0	0	0	0
PM In	11	0	0	0	0	0	0	0	0	0	0	0	4
PM Out	35	0	0	0	0	14	0	0	0	0	0	0	0

Zone #	20	Sater Bros - Comm Dvlpmnt (Alder @ Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	213	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	192	0	0	0	0	0	0	0	0	0	0	0	0
PM In	188	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	171	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	5	Ayala Drive at SR-210 WB Ramps
Zone #	21	East of Project Warehouses

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%					20%		
N	20%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	20%	5%										
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	20%	0%	0%
PM Out	20%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	41	0	0	0	0	2	0	0	0	0	8	0	0
AM Out	39	8	2	0	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	2	0	0	0	0	8	0	0
PM Out	40	8	2	0	0	0	0	0	0	0	0	0	0

Zone #	22	South of Baseline

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%					20%		
N	20%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out	20%	5%										
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	20%	0%	0%
PM Out	20%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	252	0	0	0	0	13	0	0	0	0	50	0	0
AM Out	250	50	13	0	0	0	0	0	0	0	0	0	0
PM In	289	0	0	0	0	14	0	0	0	0	58	0	0
PM Out	286	57	14	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	6	Ayala Drive at SR-210 EB Ramps

N

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	91	0	0	137	0	51	0	82	0	0	0
AM Out		0	111	106	74	79	0	0	0	0	0	0	0
AM Tot		0	202	106	74	216	0	51	0	82	0	0	0
PM In		0	74	0	0	131	0	44	0	86	0	0	0
PM Out		0	110	105	129	76	0	0	0	0	0	0	0
PM Tot		0	184	105	129	207	0	44	0	86	0	0	0

Zone #	1	Warehouses on Baseline West of Alder - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	106	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	50	0	0	0	0	0	0	0	0	0	0	0	0
PM In	59	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	109	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouses on Baseline West of Alder - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	136	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	39	0	0	0	0	0	0	0	0	0	0	0	0
PM In	45	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	136	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	3	Hotel (SWC of Linden at Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					13%				4%			
N	0%	9%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out		9%	8%									
PM In	0%	0%	0%	0%	13%	0%	0%	0%	4%	0%	0%	0%
PM Out	0%	9%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	609	0	0	0	0	79	0	0	0	24	0	0	0
AM Out	594	0	53	48	0	0	0	0	0	0	0	0	0
PM In	500	0	0	0	0	65	0	0	0	20	0	0	0
PM Out	502	0	45	40	0	0	0	0	0	0	0	0	0

Zone #	6	Prologis (Tamarind @ Walnut) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	14	0	0	0	0	0	0	0	0	0	0	0	0
PM In	19	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	55	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Prologis (Tamarind @ Walnut) - Trucks

Int. #:	6	Ayala Drive at SR-210 EB Ramps

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	97	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	25	0	0	0	0	0	0	0	0	0	0	0	0
PM In	33	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	99	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	Prologis (Locust @ Stonehurst) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		5%										
N	0%	0%	0%	20%	5%	0%	0%	0%	0%	0%	0%	0%
AM Out				20%	5%							
PM In	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	20%	5%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	67	0	3	0	0	0	0	0	0	0	0	0	0
AM Out	18	0	0	0	4	1	0	0	0	0	0	0	0
PM In	23	0	1	0	0	0	0	0	0	0	0	0	0
PM Out	68	0	0	0	14	3	0	0	0	0	0	0	0

Zone #	11	Prologis (Locust @ Stonehurst) - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out				40%								
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	120	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	32	0	0	0	13	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	123	0	0	0	49	0	0	0	0	0	0	0	0

Zone #	12	Morin Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	28	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	8	0	0	0	0	0	0	0	0	0	0	0	0
PM In	10	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	29	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	13	Morin Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	49	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	14	0	0	0	0	0	0	0	0	0	0	0	0
PM In	16	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	49	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	6	Ayala Drive at SR-210 EB Ramps

Zone #	16	Diesel Fuel Station SEC Alder/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										
N	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out					10%							
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	138	0	14	0	0	0	0	0	0	0	0	0	0
AM Out	131	0	0	0	0	13	0	0	0	0	0	0	0
PM In	112	0	11	0	0	0	0	0	0	0	0	0	0
PM Out	106	0	0	0	0	11	0	0	0	0	0	0	0

Zone #	17	Fuel Station /Fast Food SWC Ayala/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		30%					25%					
N	0%	0%	0%	25%	30%	0%	0%	0%	0%	0%	0%	0%
AM Out				25%	30%							
PM In	0%	30%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	25%	30%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	202	0	61	0	0	0	0	51	0	0	0	0	0
AM Out	188	0	0	0	47	56	0	0	0	0	0	0	0
PM In	174	0	52	0	0	0	0	44	0	0	0	0	0
PM Out	164	0	0	0	41	49	0	0	0	0	0	0	0

Zone #	18	SEC Casmalia/Linden Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		25%										
N	0%	0%	0%	20%	25%	0%	0%	0%	0%	0%	0%	0%
AM Out				20%	25%							
PM In	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	20%	25%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	13	0	0	0	0	0	0	0	0	0	0
AM Out	36	0	0	0	7	9	0	0	0	0	0	0	0
PM In	41	0	10	0	0	0	0	0	0	0	0	0	0
PM Out	53	0	0	0	11	13	0	0	0	0	0	0	0

Zone #	19	SEC Casmalia/Linden Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out				40%								
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	35	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	8	0	0	0	3	0	0	0	0	0	0	0	0
PM In	11	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	35	0	0	0	14	0	0	0	0	0	0	0	0

Zone #	20	Sater Bros - Comm Dvlpmnt (Alder @ Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	213	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	192	0	0	0	0	0	0	0	0	0	0	0	0
PM In	188	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	171	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	6	Ayala Drive at SR-210 EB Ramps
Zone #	21	East of Project Warehouses

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%				20%			
N	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out		20%	20%									
PM In	0%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%
PM Out	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	41	0	0	0	0	8	0	0	0	8	0	0	0
AM Out	39	0	8	8	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	8	0	0	0	8	0	0	0
PM Out	40	0	8	8	0	0	0	0	0	0	0	0	0

Zone #	22	South of Baseline

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%				20%			
N	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out		20%	20%									
PM In	0%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%
PM Out	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	252	0	0	0	0	50	0	0	0	50	0	0	0
AM Out	250	0	50	50	0	0	0	0	0	0	0	0	0
PM In	289	0	0	0	0	58	0	0	0	58	0	0	0
PM Out	286	0	57	57	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	7	Ayala Drive at Renaissance Parkway

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		223	13	0	0	113	104	0	0	15	0	76	8
AM Out		15	78	0	5	8	0	101	67	218	0	0	0
AM Tot		238	91	0	5	121	104	101	67	233	0	76	8
PM In		184	9	0	0	89	85	0	0	16	0	59	6
PM Out		16	121	0	8	14	0	85	64	184	0	0	0
PM Tot		200	130	0	8	103	85	85	64	200	0	59	6

Zone #	1	Warehouses on Baseline West of Alder - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%							
Y	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	20%	0%	0%	0%	0%		0%	0%
PM Out	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	106	0	0	0	0	21	0	0	0	0	0	0	0
AM Out	50	0	10	0	0	0	0	0	0	0	0	0	0
PM In	59	0	0	0	0	12	0	0	0	0	0	0	0
PM Out	109	0	22	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouses on Baseline West of Alder - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					25%							
Y	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	136	0	0	0	0	34	0	0	0	0	0	0	0
AM Out	39	0	10	0	0	0	0	0	0	0	0	0	0
PM In	45	0	0	0	0	11	0	0	0	0	0	0	0
PM Out	136	0	34	0	0	0	0	0	0	0	0	0	0

Zone #	3	Hotel (SWC of Linden at Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	36%					17%					10%	
Y	0%	0%	0%	0%	0%	0%	17%	10%	36%	0%	0%	0%
AM Out												
PM In	36%	0%	0%	0%	0%	17%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	0%	0%	17%	10%	36%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	609	219	0	0	0	0	104	0	0	0	0	61	0
AM Out	594	0	0	0	0	0	0	101	59	214	0	0	0
PM In	500	180	0	0	0	0	85	0	0	0	0	50	0
PM Out	502	0	0	0	0	0	0	85	50	181	0	0	0

Zone #	6	Prologis (Tamarind @ Walnut) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											10%	
Y	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	0	0	0	0	0	0	6	0
AM Out	14	0	0	0	0	0	0	0	1	0	0	0	0
PM In	19	0	0	0	0	0	0	0	0	0	0	2	0
PM Out	55	0	0	0	0	0	0	0	6	0	0	0	0

Zone #	7	Prologis (Tamarind @ Walnut) - Trucks

Int. #:	7	Ayala Drive at Renaissance Parkway

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	97	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	25	0	0	0	0	0	0	0	0	0	0	0	0
PM In	33	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	99	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	Prologis (Locust @ Stonehurst) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		5%										
Y	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	67	0	3	0	0	0	0	0	0	0	0	0	0
AM Out	18	0	0	0	0	1	0	0	0	0	0	0	0
PM In	23	0	1	0	0	0	0	0	0	0	0	0	0
PM Out	68	0	0	0	0	3	0	0	0	0	0	0	0

Zone #	11	Prologis (Locust @ Stonehurst) - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	120	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	32	0	0	0	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	123	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	Morin Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											10%	
Y	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	28	0	0	0	0	0	0	0	0	0	0	3	0
AM Out	8	0	0	0	0	0	0	0	1	0	0	0	0
PM In	10	0	0	0	0	0	0	0	0	0	0	1	0
PM Out	29	0	0	0	0	0	0	0	3	0	0	0	0

Zone #	13	Morin Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	49	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	14	0	0	0	0	0	0	0	0	0	0	0	0
PM In	16	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	49	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	7	Ayala Drive at Renaissance Parkway

Zone #	16	Diesel Fuel Station SEC Alder/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	138	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	131	0	0	0	0	0	0	0	0	0	0	0	0
PM In	112	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	106	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	17	Fuel Station /Fast Food SWC Ayala/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	202	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	188	0	0	0	0	0	0	0	0	0	0	0	0
PM In	174	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	164	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	18	SEC Casmalia/Linden Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										15%
Y	0%	0%	0%	15%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
PM Out	0%	0%	0%	15%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	10	0	0	0	0	0	0	0	0	0	8
AM Out	36	0	0	0	5	7	0	0	0	0	0	0	0
PM In	41	0	8	0	0	0	0	0	0	0	0	0	6
PM Out	53	0	0	0	8	11	0	0	0	0	0	0	0

Zone #	19	SEC Casmalia/Linden Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	35	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	8	0	0	0	0	0	0	0	0	0	0	0	0
PM In	11	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	35	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	20	Sater Bros - Comm Dvlpmnt (Alder @ Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	2%										3%	
Y	0%	0%	0%	0%	0%	0%	0%	3%	2%	0%	0%	0%
AM Out												
PM In	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	3%	2%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	213	4	0	0	0	0	0	0	0	0	0	6	0
AM Out	192	0	0	0	0	0	0	0	6	4	0	0	0
PM In	188	4	0	0	0	0	0	0	0	0	0	6	0
PM Out	171	0	0	0	0	0	0	0	5	3	0	0	0

Int. #:	7	Ayala Drive at Renaissance Parkway
Zone #	21	East of Project Warehouses

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%				5%			
Y	5%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	20%	0%	0%	0%	5%	0%	0%	0%
PM Out	5%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	41	0	0	0	0	8	0	0	0	2	0	0	0
AM Out	39	2	8	0	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	8	0	0	0	2	0	0	0
PM Out	40	2	8	0	0	0	0	0	0	0	0	0	0

Zone #	22	South of Baseline

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%				5%			
Y	5%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	20%	0%	0%	0%	5%	0%	0%	0%
PM Out	5%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	252	0	0	0	0	50	0	0	0	13	0	0	0
AM Out	250	13	50	0	0	0	0	0	0	0	0	0	0
PM In	289	0	0	0	0	58	0	0	0	14	0	0	0
PM Out	286	14	57	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	8	Ayala Drive at Fitzgerald Avenue

N

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	17	0	0	109	0	0	0	0	0	0	0
AM Out		0	74	0	0	9	0	0	0	0	0	0	0
AM Tot		0	91	0	0	118	0	0	0	0	0	0	0
PM In		0	11	0	0	85	0	0	0	0	0	0	0
PM Out		0	117	0	0	18	0	0	0	0	0	0	1
PM Tot		0	128	0	0	103	0	0	0	0	0	0	1

Zone #	1	Warehouses on Baseline West of Alder - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%							
Y	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	106	0	0	0	0	21	0	0	0	0	0	0	0
AM Out	50	0	10	0	0	0	0	0	0	0	0	0	0
PM In	59	0	0	0	0	12	0	0	0	0	0	0	0
PM Out	109	0	22	0	0	0	0	0	0	0	0	0	0

Zone #	2	Warehouses on Baseline West of Alder - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					25%							
Y	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	136	0	0	0	0	34	0	0	0	0	0	0	0
AM Out	39	0	10	0	0	0	0	0	0	0	0	0	0
PM In	45	0	0	0	0	11	0	0	0	0	0	0	0
PM Out	136	0	34	0	0	0	0	0	0	0	0	0	0

Zone #	3	Hotel (SWC of Linden at Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	609	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	594	0	0	0	0	0	0	0	0	0	0	0	0
PM In	500	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	502	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	6	Prologis (Tamarind @ Walnut) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	14	0	0	0	0	0	0	0	0	0	0	0	0
PM In	19	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	55	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	Prologis (Tamarind @ Walnut) - Trucks

Int. #:	8	Ayala Drive at Fitzgerald Avenue

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	97	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	25	0	0	0	0	0	0	0	0	0	0	0	0
PM In	33	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	99	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	Prologis (Locust @ Stonehurst) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		5%										
Y	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	67	0	3	0	0	0	0	0	0	0	0	0	0
AM Out	18	0	0	0	0	1	0	0	0	0	0	0	0
PM In	23	0	1	0	0	0	0	0	0	0	0	0	0
PM Out	68	0	0	0	0	3	0	0	0	0	0	0	0

Zone #	11	Prologis (Locust @ Stonehurst) - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	120	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	32	0	0	0	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	123	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	Morin Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%										
Y	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	28	0	4	0	0	0	0	0	0	0	0	0	0
AM Out	8	0	0	0	0	1	0	0	0	0	0	0	0
PM In	10	0	2	0	0	0	0	0	0	0	0	0	0
PM Out	29	0	0	0	0	4	0	0	0	0	0	0	0

Zone #	13	Morin Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%
AM Out												3%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	49	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	14	0	0	0	0	0	0	0	0	0	0	0	0
PM In	16	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	49	0	0	0	0	0	0	0	0	0	0	0	1

Int. #:	8	Ayala Drive at Fitzgerald Avenue

Zone #	16	Diesel Fuel Station SEC Alder/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	138	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	131	0	0	0	0	0	0	0	0	0	0	0	0
PM In	112	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	106	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	17	Fuel Station /Fast Food SWC Ayala/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	202	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	188	0	0	0	0	0	0	0	0	0	0	0	0
PM In	174	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	164	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	18	SEC Casmalia/Linden Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	10	0	0	0	0	0	0	0	0	0	0
AM Out	36	0	0	0	0	7	0	0	0	0	0	0	0
PM In	41	0	8	0	0	0	0	0	0	0	0	0	0
PM Out	53	0	0	0	0	11	0	0	0	0	0	0	0

Zone #	19	SEC Casmalia/Linden Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	35	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	8	0	0	0	0	0	0	0	0	0	0	0	0
PM In	11	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	35	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	20	Sater Bros - Comm Dvlpmnt (Alder @ Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	213	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	192	0	0	0	0	0	0	0	0	0	0	0	0
PM In	188	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	171	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	8	Ayala Drive at Fitzgerald Avenue
Zone #	21	East of Project Warehouses

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					10%							
N	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out		10%										
PM In	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	41	0	0	0	0	4	0	0	0	0	0	0	0
AM Out	39	0	4	0	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	4	0	0	0	0	0	0	0
PM Out	40	0	4	0	0	0	0	0	0	0	0	0	0

Zone #	22	South of Baseline

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%							
N	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out		20%										
PM In	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	252	0	0	0	0	50	0	0	0	0	0	0	0
AM Out	250	0	50	0	0	0	0	0	0	0	0	0	0
PM In	289	0	0	0	0	58	0	0	0	0	0	0	0
PM Out	286	0	57	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells	Yellow cells calculate

Int. #:	9	Ayala Drive at Base Line Road

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		42	14	0	0	50	55	0	12	0	0	55	7
AM Out		0	50	0	2	8	0	20	20	15	0	12	0
AM Tot		42	64	0	2	58	55	20	32	15	0	67	7
PM In		19	10	0	0	58	23	0	10	0	0	25	2
PM Out		0	57	0	7	15	0	56	55	42	0	10	0
PM Tot		19	67	0	7	73	23	56	65	42	0	35	2

Zone #	1	Warehouses on Baseline West of Alder - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	15%					20%					25%	
Y	0%	0%	0%	0%	0%	0%	20%	25%	15%	0%	0%	0%
AM Out												
PM In	15%	0%	0%	0%	0%	20%	0%	0%	0%		25%	0%
PM Out	0%	0%	0%	0%	0%	0%	20%	25%	15%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	106	16	0	0	0	0	21	0	0	0	0	27	0
AM Out	50	0	0	0	0	0	0	10	13	8	0	0	0
PM In	59	9	0	0	0	0	12	0	0	0	0	15	0
PM Out	109	0	0	0	0	0	0	22	27	16	0	0	0

Zone #	2	Warehouses on Baseline West of Alder - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	15%					25%					10%	
Y	0%	0%	0%	0%	0%	0%	25%	10%	15%	0%	0%	0%
AM Out												
PM In	15%	0%	0%	0%	0%	25%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	0%	0%	25%	10%	15%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	136	20	0	0	0	0	34	0	0	0	0	14	0
AM Out	39	0	0	0	0	0	0	10	4	6	0	0	0
PM In	45	7	0	0	0	0	11	0	0	0	0	5	0
PM Out	136	0	0	0	0	0	0	34	14	20	0	0	0

Zone #	3	Hotel (SWC of Linden at Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								2%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	609	0	0	0	0	0	0	0	12	0	0	0	0
AM Out	594	0	0	0	0	0	0	0	0	0	0	12	0
PM In	500	0	0	0	0	0	0	0	10	0	0	0	0
PM Out	502	0	0	0	0	0	0	0	0	0	0	10	0

Zone #	6	Prologis (Tamarind @ Walnut) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											10%	
Y	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	0	0	0	0	0	0	6	0
AM Out	14	0	0	0	0	0	0	0	1	0	0	0	0
PM In	19	0	0	0	0	0	0	0	0	0	0	2	0
PM Out	55	0	0	0	0	0	0	0	6	0	0	0	0

Zone #	7	Prologis (Tamarind @ Walnut) - Trucks

Int. #:	9	Ayala Drive at Base Line Road

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	97	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	25	0	0	0	0	0	0	0	0	0	0	0	0
PM In	33	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	99	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	Prologis (Locust @ Stonehurst) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		5%										
Y	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	67	0	3	0	0	0	0	0	0	0	0	0	0
AM Out	18	0	0	0	0	1	0	0	0	0	0	0	0
PM In	23	0	1	0	0	0	0	0	0	0	0	0	0
PM Out	68	0	0	0	0	3	0	0	0	0	0	0	0

Zone #	11	Prologis (Locust @ Stonehurst) - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	120	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	32	0	0	0	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	123	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	Morin Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5%	5%									5%	10%
Y	0%	0%	0%	10%	5%	0%	0%	5%	5%	0%	0%	0%
AM Out												
PM In	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	5%	10%
PM Out	0%	0%	0%	10%	5%	0%	0%	5%	5%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	28	1	1	0	0	0	0	0	0	0	0	1	3
AM Out	8	0	0	0	1	0	0	0	0	0	0	0	0
PM In	10	1	1	0	0	0	0	0	0	0	0	1	1
PM Out	29	0	0	0	3	1	0	0	1	1	0	0	0

Zone #	13	Morin Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	10%										15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	10%	0%	0%	0%
AM Out												
PM In	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	10%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	49	5	0	0	0	0	0	0	0	0	0	7	0
AM Out	14	0	0	0	0	0	0	0	2	1	0	0	0
PM In	16	2	0	0	0	0	0	0	0	0	0	2	0
PM Out	49	0	0	0	0	0	0	0	7	5	0	0	0

Int. #:	9	Ayala Drive at Base Line Road

Zone #	16	Diesel Fuel Station SEC Alder/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	138	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	131	0	0	0	0	0	0	0	0	0	0	0	0
PM In	112	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	106	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	17	Fuel Station /Fast Food SWC Ayala/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	202	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	188	0	0	0	0	0	0	0	0	0	0	0	0
PM In	174	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	164	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	18	SEC Casmalia/Linden Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	10	0	0	0	0	0	0	0	0	0	0
AM Out	36	0	0	0	0	7	0	0	0	0	0	0	0
PM In	41	0	8	0	0	0	0	0	0	0	0	0	0
PM Out	53	0	0	0	0	11	0	0	0	0	0	0	0

Zone #	19	SEC Casmalia/Linden Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												10%
Y	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
PM Out	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	35	0	0	0	0	0	0	0	0	0	0	0	4
AM Out	8	0	0	0	1	0	0	0	0	0	0	0	0
PM In	11	0	0	0	0	0	0	0	0	0	0	0	1
PM Out	35	0	0	0	4	0	0	0	0	0	0	0	0

Zone #	20	Sater Bros - Comm Dvlpmnt (Alder @ Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	213	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	192	0	0	0	0	0	0	0	0	0	0	0	0
PM In	188	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	171	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	9	Ayala Drive at Base Line Road
Zone #	21	East of Project Warehouses

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	41	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	39	0	0	0	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	40	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	22	South of Baseline

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%							
Y	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	252	0	0	0	0	50	0	0	0	0	0	0	0
AM Out	250	0	50	0	0	0	0	0	0	0	0	0	0
PM In	289	0	0	0	0	58	0	0	0	0	0	0	0
PM Out	286	0	57	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells		Yellow cells calculate

Int. #:	10	Fitzgerald Avenue at Base Line Road

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	12	0	0	46	0
AM Out		0	0	0	0	0	0	0	14	0	0	12	0
AM Tot		0	0	0	0	0	0	0	26	0	0	58	0
PM In		0	0	0	0	0	0	0	10	0	0	18	0
PM Out		0	0	0	0	0	0	0	46	0	0	10	0
PM Tot		0	0	0	0	0	0	0	56	0	0	28	0

Zone #	1	Warehouses on Baseline West of Alder - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											10%	
Y	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	106	0	0	0	0	0	0	0	0	0	0	11	0
AM Out	50	0	0	0	0	0	0	0	5	0	0	0	0
PM In	59	0	0	0	0	0	0	0	0	0	0	6	0
PM Out	109	0	0	0	0	0	0	0	11	0	0	0	0

Zone #	2	Warehouses on Baseline West of Alder - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											10%	
Y	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	136	0	0	0	0	0	0	0	0	0	0	14	0
AM Out	39	0	0	0	0	0	0	0	4	0	0	0	0
PM In	45	0	0	0	0	0	0	0	0	0	0	5	0
PM Out	136	0	0	0	0	0	0	0	14	0	0	0	0

Zone #	3	Hotel (SWC of Linden at Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								2%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	609	0	0	0	0	0	0	0	12	0	0	0	0
AM Out	594	0	0	0	0	0	0	0	0	0	0	12	0
PM In	500	0	0	0	0	0	0	0	10	0	0	0	0
PM Out	502	0	0	0	0	0	0	0	0	0	0	10	0

Zone #	6	Prologis (Tamarind @ Walnut) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											10%	
Y	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	0	0	0	0	0	0	6	0
AM Out	14	0	0	0	0	0	0	0	1	0	0	0	0
PM In	19	0	0	0	0	0	0	0	0	0	0	2	0
PM Out	55	0	0	0	0	0	0	0	6	0	0	0	0

Int. #:	10	Fitzgerald Avenue at Base Line Road
Zone #	7	Prologis (Tamarind @ Walnut) - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	97	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	25	0	0	0	0	0	0	0	0	0	0	0	0
PM In	33	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	99	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	Prologis (Locust @ Stonehurst) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	67	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	18	0	0	0	0	0	0	0	0	0	0	0	0
PM In	23	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	68	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	11	Prologis (Locust @ Stonehurst) - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	120	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	32	0	0	0	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	123	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	Morin Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	28	0	0	0	0	0	0	0	0	0	0	4	0
AM Out	8	0	0	0	0	0	0	0	1	0	0	0	0
PM In	10	0	0	0	0	0	0	0	0	0	0	2	0
PM Out	29	0	0	0	0	0	0	0	4	0	0	0	0

Zone #	13	Morin Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	49	0	0	0	0	0	0	0	0	0	0	7	0
AM Out	14	0	0	0	0	0	0	0	2	0	0	0	0
PM In	16	0	0	0	0	0	0	0	0	0	0	2	0
PM Out	49	0	0	0	0	0	0	0	7	0	0	0	0

Int. #:	10	Fitzgerald Avenue at Base Line Road

Zone #	16	Diesel Fuel Station SEC Alder/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	138	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	131	0	0	0	0	0	0	0	0	0	0	0	0
PM In	112	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	106	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	17	Fuel Station /Fast Food SWC Ayala/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	202	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	188	0	0	0	0	0	0	0	0	0	0	0	0
PM In	174	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	164	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	18	SEC Casmalia/Linden Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	36	0	0	0	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	53	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	19	SEC Casmalia/Linden Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											10%	
Y	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	35	0	0	0	0	0	0	0	0	0	0	4	0
AM Out	8	0	0	0	0	0	0	0	1	0	0	0	0
PM In	11	0	0	0	0	0	0	0	0	0	0	1	0
PM Out	35	0	0	0	0	0	0	0	4	0	0	0	0

Zone #	20	Sater Bros - Comm Dvlpmnt (Alder @ Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	213	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	192	0	0	0	0	0	0	0	0	0	0	0	0
PM In	188	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	171	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells		Yellow cells calculate

Int. #:	11	Cactus Avenue at Base Line Road

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		6	0	0	0	0	12	0	23	0	0	32	0
AM Out		0	0	0	0	0	0	5	8	3	0	17	0
AM Tot		6	0	0	0	0	12	5	31	3	0	49	0
PM In		4	0	0	0	0	7	0	16	0	0	11	0
PM Out		0	0	0	0	0	0	12	32	6	0	21	0
PM Tot		4	0	0	0	0	7	12	48	6	0	32	0

Zone #	1	Warehouses on Baseline West of Alder - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5%					10%		10%				
Y	0%	0%	0%	0%	0%	0%	10%	0%	5%	0%	10%	0%
AM Out												
PM In	5%	0%	0%	0%	0%	10%	0%	10%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	10%	0%	5%	0%	10%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	106	5	0	0	0	0	11	0	11	0	0	0	0
AM Out	50	0	0	0	0	0	0	5	0	3	0	5	0
PM In	59	3	0	0	0	0	6	0	6	0	0	0	0
PM Out	109	0	0	0	0	0	0	11	0	5	0	11	0

Zone #	2	Warehouses on Baseline West of Alder - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											10%	
Y	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	136	0	0	0	0	0	0	0	0	0	0	14	0
AM Out	39	0	0	0	0	0	0	0	4	0	0	0	0
PM In	45	0	0	0	0	0	0	0	0	0	0	5	0
PM Out	136	0	0	0	0	0	0	0	14	0	0	0	0

Zone #	3	Hotel (SWC of Linden at Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								2%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	609	0	0	0	0	0	0	0	12	0	0	0	0
AM Out	594	0	0	0	0	0	0	0	0	0	0	12	0
PM In	500	0	0	0	0	0	0	0	10	0	0	0	0
PM Out	502	0	0	0	0	0	0	0	0	0	0	10	0

Zone #	6	Prologis (Tamarind @ Walnut) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											10%	
Y	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	0	0	0	0	0	0	6	0
AM Out	14	0	0	0	0	0	0	0	1	0	0	0	0
PM In	19	0	0	0	0	0	0	0	0	0	0	2	0
PM Out	55	0	0	0	0	0	0	0	6	0	0	0	0

Int. #:	11	Cactus Avenue at Base Line Road

Zone #	7	Prologis (Tamarind @ Walnut) - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	97	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	25	0	0	0	0	0	0	0	0	0	0	0	0
PM In	33	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	99	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	10	Prologis (Locust @ Stonehurst) - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	67	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	18	0	0	0	0	0	0	0	0	0	0	0	0
PM In	23	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	68	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	11	Prologis (Locust @ Stonehurst) - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	120	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	32	0	0	0	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	123	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	12	Morin Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5%					5%					5%	
Y	0%	0%	0%	0%	0%	0%	5%	5%	5%	0%	0%	0%
AM Out												
PM In	5%	0%	0%	0%	0%	5%	0%	0%	0%	0%	5%	0%
PM Out	0%	0%	0%	0%	0%	0%	5%	5%	5%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	28	1	0	0	0	0	1	0	0	0	0	1	0
AM Out	8	0	0	0	0	0	0	0	0	0	0	0	0
PM In	10	1	0	0	0	0	1	0	0	0	0	1	0
PM Out	29	0	0	0	0	0	0	1	1	1	0	0	0

Zone #	13	Morin Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	49	0	0	0	0	0	0	0	0	0	0	7	0
AM Out	14	0	0	0	0	0	0	0	2	0	0	0	0
PM In	16	0	0	0	0	0	0	0	0	0	0	2	0
PM Out	49	0	0	0	0	0	0	0	7	0	0	0	0

Int. #:	11	Cactus Avenue at Base Line Road
Zone #	16	Diesel Fuel Station SEC Alder/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	138	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	131	0	0	0	0	0	0	0	0	0	0	0	0
PM In	112	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	106	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	17	Fuel Station /Fast Food SWC Ayala/Casmalia

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	202	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	188	0	0	0	0	0	0	0	0	0	0	0	0
PM In	174	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	164	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	18	SEC Casmalia/Linden Warehouse - PC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	51	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	36	0	0	0	0	0	0	0	0	0	0	0	0
PM In	41	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	53	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	19	SEC Casmalia/Linden Warehouse - Trucks

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											10%	
Y	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	35	0	0	0	0	0	0	0	0	0	0	4	0
AM Out	8	0	0	0	0	0	0	0	1	0	0	0	0
PM In	11	0	0	0	0	0	0	0	0	0	0	1	0
PM Out	35	0	0	0	0	0	0	0	4	0	0	0	0

Zone #	20	Sater Bros - Comm Dvlpmnt (Alder @ Renaissance)

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	213	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	192	0	0	0	0	0	0	0	0	0	0	0	0
PM In	188	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	171	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX **F**

PROJECTS **DRIVEWAY QUEUING WORKSHEETS**

Intersection: 4: Laurel Ave/Dwy 1 & Renaissance Pkwy

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	65	28	55	28	93	125	6	34	23	31
Average Queue (ft)	20	5	7	4	20	34	0	8	1	8
95th Queue (ft)	45	21	31	19	63	92	4	30	12	30
Link Distance (ft)		1230	1230		648	648	261	261	216	216
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	185			185						
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 6: Renaissance Pkwy & Dwy 2

Movement	WB	SB
Directions Served	TR	R
Maximum Queue (ft)	6	31
Average Queue (ft)	0	4
95th Queue (ft)	4	20
Link Distance (ft)	549	210
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 4: Laurel Ave/Dwy 1 & Renaissance Pkwy

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	31	86	97	42	56	89	37	30	30	63
Average Queue (ft)	8	18	23	9	11	27	13	8	6	21
95th Queue (ft)	26	53	65	32	38	72	38	30	26	49
Link Distance (ft)		1230	1230		648	648	261	261	216	216
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	185			185						
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 6: Renaissance Pkwy & Dwy 2

Movement	SB
Directions Served	R
Maximum Queue (ft)	40
Average Queue (ft)	10
95th Queue (ft)	35
Link Distance (ft)	210
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0