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Transportation Consulting

Quick Quack Rialto 44-357
Traffic Impact Study Report
May 22, 2026

W Baseline Road and Riverside Avenue
Rialto
California - 92376



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INTRODUCTION

Armen Hovanesian Transportation Consulting (AHTC, Inc.) has prepared this Traffic Impact Study for the proposed Quick Quack Car Wash project to be constructed as part of a commercial retail development near East Baseline Road and Riverside Avenue in Rialto, California.

PROJECT DESCRIPTION

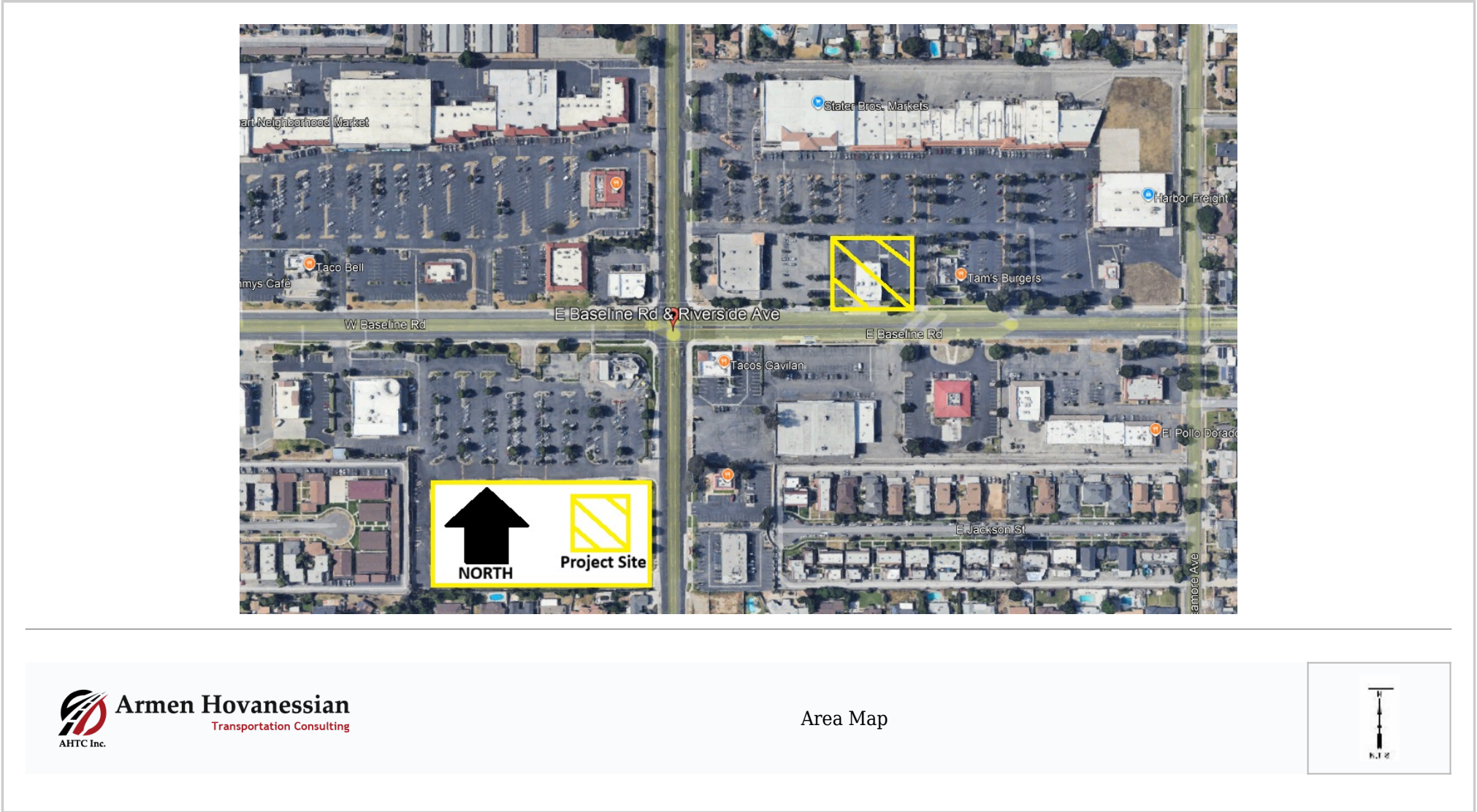
Project Characteristics

The project proposes constructing a Quick Quack automated single-tunnel car wash with a building area of approximately 3,600 square feet. Currently, a commercial building stands on the proposed site, which was used by Bank of America until 2023. The project will demolish the commercial building and replace it with the proposed car wash.

Project Location

As illustrated in the project area map in Figure 1, the project is located on the north side of E. Baseline Road between Riverside Avenue and N. Sycamore Avenue.

Figure 1 - Project Area Map



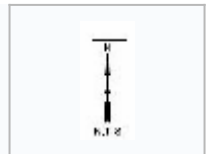
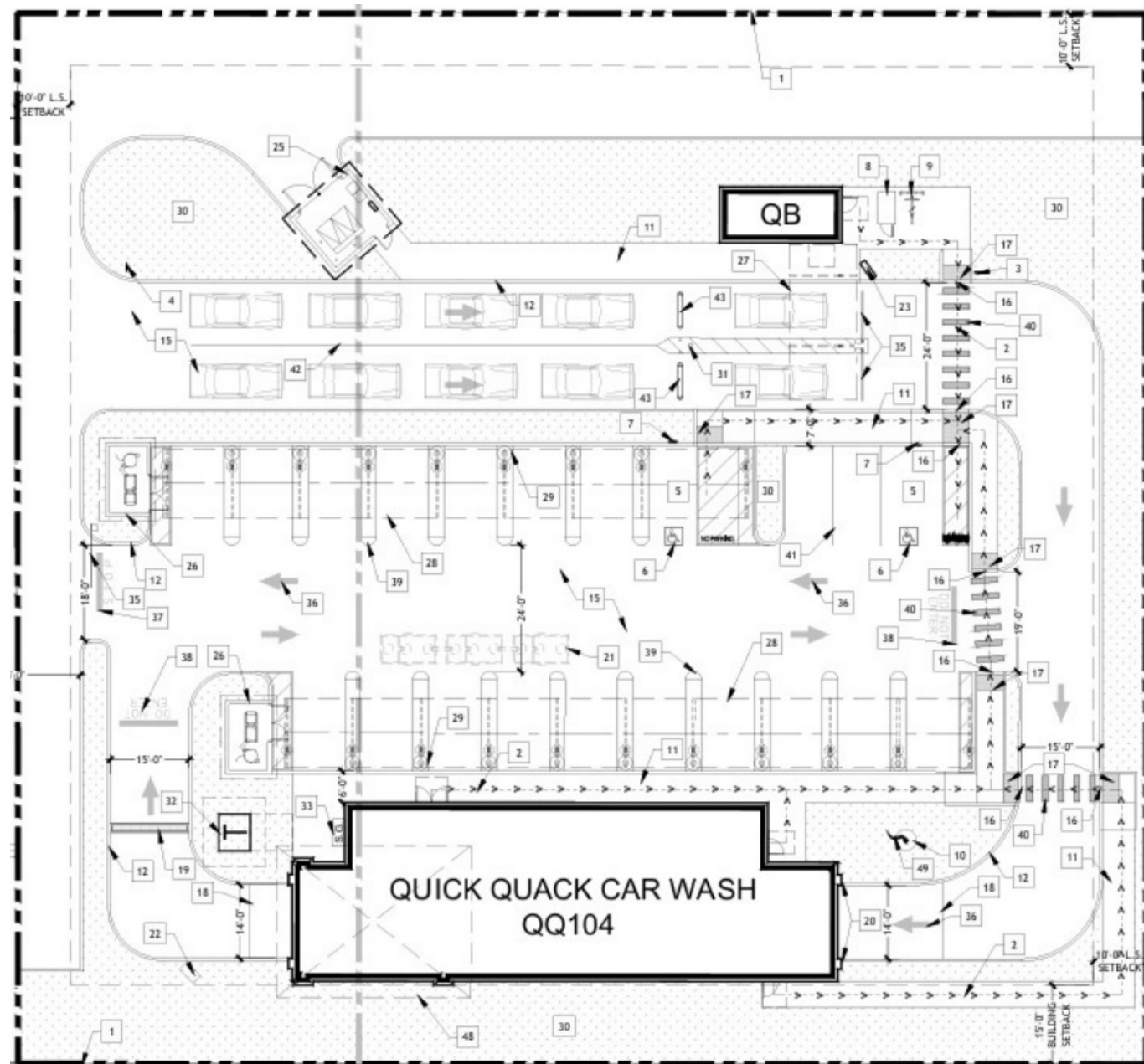
Project Site Plan

Figure 2 illustrates the project site plan, showing the proposed site design and the locations of the wash tunnel, vacuum stalls, and on-site circulation.

Project Site Vehicle Access

The project proposes to utilize the existing two-way driveways to the shopping center for ingress and egress traffic on E. Baseline Road and N. Sycamore Avenue.

Figure 2 - Project Site Plan



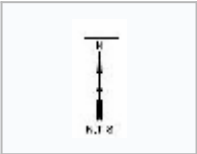
Project Parking

The project proposes to provide 17 regular and 1 ADA vacuum stalls and 2 regular and 1 ADA parking spaces, as shown on the site plan.

PROJECT CONTEXT

A comprehensive analysis and an inventory of the existing transportation infrastructure and conditions within a ¼ mile radius of the project, as shown in the aerial map in Figure 3, were collected. The collected data was analyzed to determine the street designations, classifications, and modal priorities.

Figure 3 - 1/4 Mile Radius Area Map



The following describes the details of the transportation infrastructure in the vicinity of the project:

Non-Vehicular Transportation System

The following sections describe the non-vehicular transportation system for Pedestrian Facilities, Bicycle Facilities, and Transit Services:

Pedestrian Facilities

A review of the project area was conducted to evaluate the effects of the project on pedestrian activity within a 1/4-mile radius of the project. As part of this analysis, we inventoried the existing sidewalks within 1,320 feet of the edge of the project site, as shown in Figure 3.

Sidewalks

A sidewalk inventory within the 1/4 mile vicinity of the project was taken. The collected data for existing pedestrian sidewalks is listed in Table 1 below:

Table 1 - Sidewalk Inventory

SI	Intersection	Street Name	Street Side	Sidewalk Width	Condition
1	W. Baseline Road and Riverside Avenue	W. Baseline Road	North/South	~15 Variable	Good
		Riverside Avenue	East/West	~15 Variable	Good
2	E. Baseline Road and Project Driveway West	E. Baseline Road	North/South	~12 Variable	Good
		Project Driveway West			No Sidewalk
3	E. Baseline Road and Project Driveway East	E. Baseline Road	North/South	~5 Variable	Good
		Project Driveway East			No Sidewalk
4	E. Baseline Road and N. Sycamore Avenue	E. Baseline Road	North/South	~15 Variable	Good
		N. Sycamore Avenue	East/West	~10 Variable	Good
5	N. Sycamore Avenue and Shopping Center Driveway	Shopping Center Driveway			No Sidewalk
		N. Sycamore Avenue	East/West	~10 Variable	Good

Crosswalks, Curb Ramps & Pedestrian Push Buttons

Within a ¼-mile vicinity of the project site, pedestrian crosswalks, curb ramps, and pedestrian push buttons are available at the following locations, shown in Table 2:

Table 2 - Crosswalk, Curb Ramp & Pedestrian Push Button Inventory

SI	Intersection	Control	Crosswalk Type	Ped Push Button	Curb Ramp	Ramp Condition
1	W. Baseline Road and Riverside Avenue	Signalized	Regular Crosswalk (East)	Yes	Yes	Good
			Regular Crosswalk (West)	Yes	Yes	Good
			Regular Crosswalk (North)	Yes	Yes	Good
			Regular Crosswalk (South)	Yes	Yes	Good
2	E. Baseline Road and Project Driveway West	Partial Way Stop	No Crosswalk (East)	NA	No	NA
			No Crosswalk (West)	NA	No	NA
			No Crosswalk (South)	NA	No	NA
3	E. Baseline Road and Project Driveway East	Partial Way Stop	No Crosswalk (East)	NA	No	NA
			No Crosswalk (West)	NA	No	NA
			No Crosswalk (South)	NA	No	NA
4	E. Baseline Road and N. Sycamore Avenue	Signalized	Continental Crosswalk (East)	Yes	Yes	Good
			Continental Crosswalk (West)	Yes	Yes	Good
			Continental Crosswalk (North)	Yes	Yes	Good
			Continental Crosswalk (South)	Yes	Yes	Good
5	N. Sycamore Avenue and Shopping Center Driveway	Partial Way Stop	No Crosswalk (East)	NA	No	NA
			No Crosswalk (North)	NA	No	NA
			No Crosswalk (South)	NA	No	NA

Bicycle Facilities

Within a ¼-mile radius of the project site, bicycle facilities are installed at the following locations, as shown in Table 3:

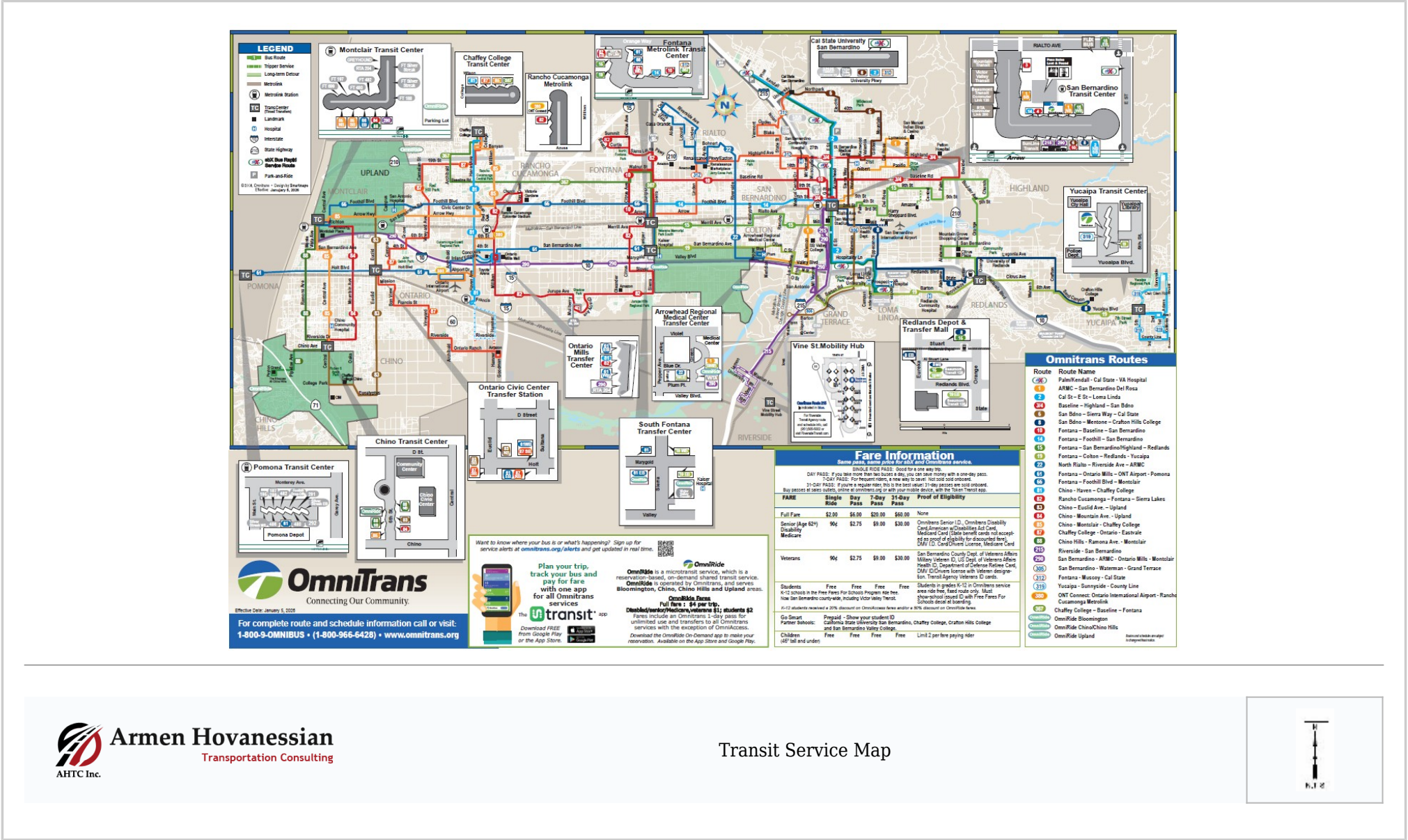
Table 3 – Bicycle Facilities Inventory

SI	Intersection	Street Name	Street Direction	Bicycle Lane Type	Condition
1	W. Baseline Road and Riverside Avenue	W Baseline Road	East/West	No Bicycle Lane	No Bicycle Lane
		Riverside Avenue	North/South	No Bicycle Lane	No Bicycle Lane
2	E. Baseline Road and Project Driveway West	E. Baseline Road	East/West	No Bicycle Lane	No Bicycle Lane
		Project Driveway West	North/South	No Bicycle Lane	No Bicycle Lane
3	E. Baseline Road and Project Driveway East	E. Baseline Road	East/West	No Bicycle Lane	No Bicycle Lane
		Project Driveway East	North/South	No Bicycle Lane	No Bicycle Lane
4	E. Baseline Road and N. Sycamore Avenue	E. Baseline Road	East/West	Type II (W/B) E. of I/S	Good
		N Sycamore Avenue	North/South	No Bicycle Lane	No Bicycle Lane
5	N. Sycamore Avenue and Shopping Center Driveway	Shopping Center Driveway	East/West	No Bicycle Lane	No Bicycle Lane
		N. Sycamore Avenue	North/South	No Bicycle Lane	No Bicycle Lane

Transit Services

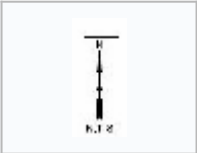
Omnitrans provides transit services in the area. Bus service near the project site is available at stops located at Baseline Street and Riverside Avenue. The primary routes serving this intersection include Route 10 and Route 22, which provide connections to surrounding cities such as San Bernardino, Fontana, and Colton. Relevant route maps and schedules are available in Appendix 1.

Figure 4 – Bus Service Area Map



Vehicular Transportation System

An assessment of the roadway system within a ¼ -mile radius of the project site was conducted. The assessment included the number of



traffic lanes, the direction of flow, the presence of peak-period tow-away lanes affecting roadway travel capacity, the presence of bicycle lanes, and any other significant street information.

Regional Freeway System

The project area is served by Interstate 210 (I-210). The segment of the I-210 Freeway near the project site generally consists of three mixed-flow and one HOV travel lane in each direction. This freeway provides primary regional access to surrounding communities within San Bernardino County and to the greater Southern California region.

Area Roadway System

The project area is served by the following surrounding roadways:

Baseline Road

Baseline Road is a major east-west arterial roadway within the City of Rialto. It serves as a key transportation corridor, providing regional connectivity throughout the Inland Empire. In the vicinity of the project site, Baseline Road generally consists of multiple travel lanes in each direction, with a center median and signalized intersections at major cross streets. The roadway provides access to residential, commercial, educational, and industrial land uses within the project area and serves as an important connection to regional freeway facilities, including Interstate 10 (I-10) and State Route 210 (SR-210). The City of Rialto General Plan identifies Baseline Road as a major arterial corridor intended to accommodate high traffic volumes and regional circulation demands.

Riverside Avenue

Riverside Avenue is a north-south arterial roadway that serves as a significant transportation corridor through the City of Rialto and surrounding communities. The roadway provides regional connectivity between residential neighborhoods, commercial developments, industrial areas, and major transportation facilities. In the project vicinity, Riverside Avenue generally has multiple travel lanes and signalized intersections at major roadway crossings, including Baseline Road. Riverside Avenue is identified in the City’s circulation system as an important arterial roadway intended to accommodate regional and local traffic movements.

N. Sycamore Avenue

N. Sycamore Avenue is a north-south roadway providing local and subregional circulation within the City of Rialto. The roadway serves adjacent residential, commercial, and institutional land uses and provides connectivity between Baseline Road and surrounding local street networks. In the vicinity of the project site, N. Sycamore Avenue serves as an important connector roadway, facilitating local traffic circulation and access to nearby developments.

TRANSPORTATION IMPACT ANALYSES

The Senate Bill 743 (SB 743) modified the California Environmental Quality Act (CEQA) to require the use of Vehicle Miles Traveled (VMT) as the primary metric for evaluating a project’s transportation impacts, replacing the previous metric, which was based on Level of Service (LOS) calculations. In response to SB 743, the California Governor's Office of Planning and Research (OPR) issued guidance in the publication Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory, 2018. Based on substantial research, OPR determined that adding local-serving and retail uses typically improves destination accessibility for customers, often reducing trip distances and vehicle miles traveled. This is due to customers traveling shorter distances than they did previously. According to OPR, local serving and retail uses may generally be presumed to have a less-than-significant VMT impact and can generally be screened from further VMT analysis.

Additionally, according to the City of Realto's Traffic Impact Study Guidelines, dated December 2024, page 22, local serving uses are presumed to have less than a significant impact on VMT as they are local serving in nature, as outlined below:

Local serving retail, the following uses can also be presumed to have a less than significant impact, absent substantial evidence to the contrary, as their uses are local serving in nature:

- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving gas stations
- Local-serving banks

The proposed project is a local serving car wash project. Therefore, the project will have less than a significant VMT impact.

LOCAL TRANSPORTATION ANALYSES

Operational Evaluation

An operational evaluation of the project area was conducted to determine any project impact on access, safety, and circulation on the roadway network in the vicinity of the project.

Study Intersections

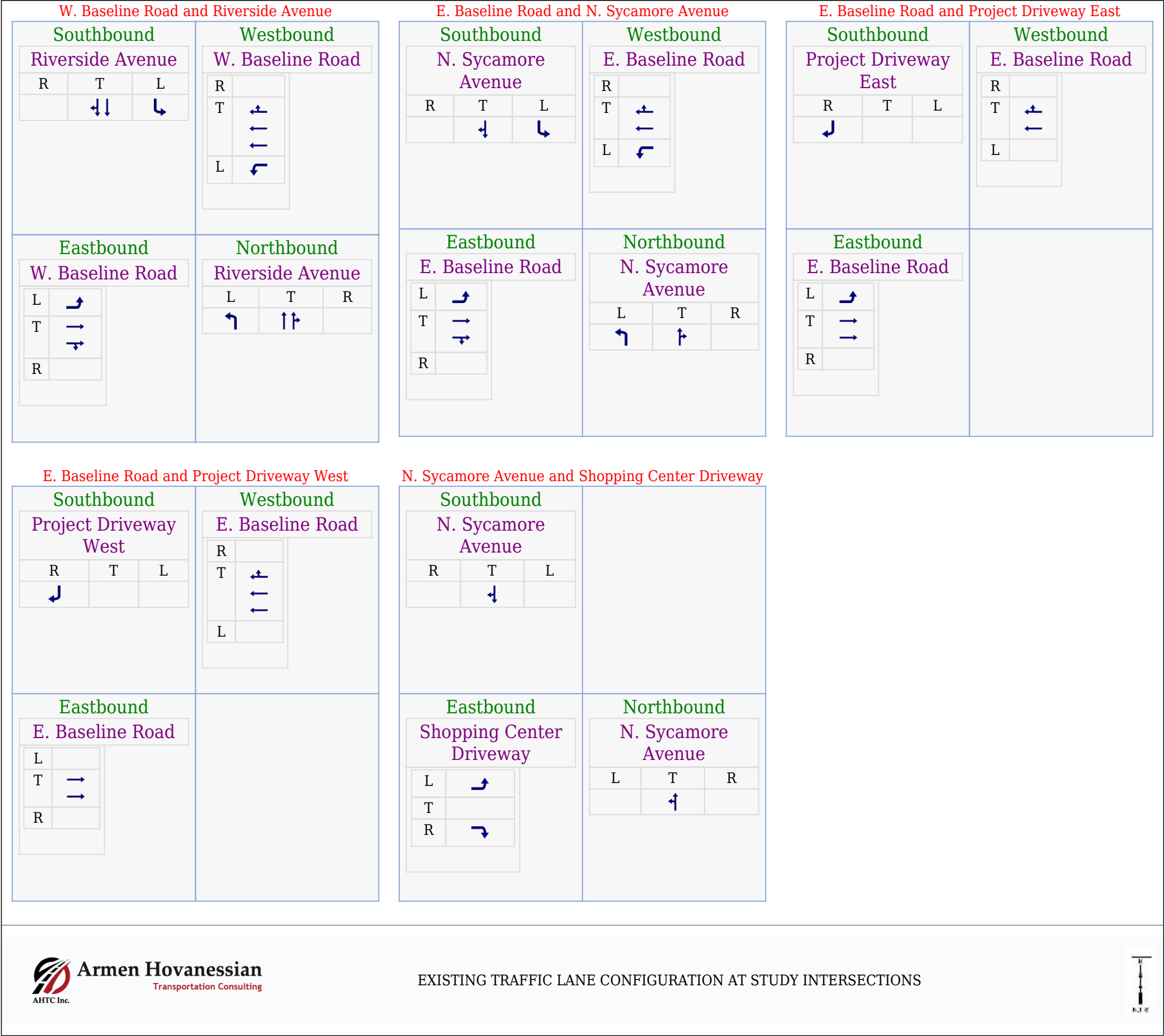
After consultation with City of Rialto staff, it was determined that the following intersections would be analyzed and evaluated for operational assessment, as shown in Table 4 below:

Table 4 - Study Intersections

SI	Intersection	Configuration	Existing Control
1	W. Baseline Road and Riverside Avenue	4 - Legged	Signalized
2	E. Baseline Road and Project Driveway West	3 - Legged	Partial Way Stop
3	E. Baseline Road and Project Driveway East	3 - Legged	Partial Way Stop
4	E. Baseline Road and N. Sycamore Avenue	4 - Legged	Signalized
5	N. Sycamore Avenue and Shopping Center Driveway	3 - Legged	Partial Way Stop

Refer to Figure 5 below for a depiction of the configurations of traffic lanes at the approaches to the study intersections.

Figure 5 - Study Intersections Lane Configurations



E. Baseline Road and Project Driveway West

Southbound

Project Driveway West

R

T

L

↵

↕

↕

Westbound

E. Baseline Road

R

T

L

↵

↵

↵

Eastbound

E. Baseline Road

L

T

R

↵

↵

↵

N. Sycamore Avenue and Shopping Center Driveway

Southbound

N. Sycamore Avenue

R

T

L

↕

↕

↕

Eastbound

Shopping Center Driveway

L

T

R

↵

↵

↵

Northbound

N. Sycamore Avenue

L

T

R

↕

↕

↕



EXISTING TRAFFIC LANE CONFIGURATION AT STUDY INTERSECTIONS



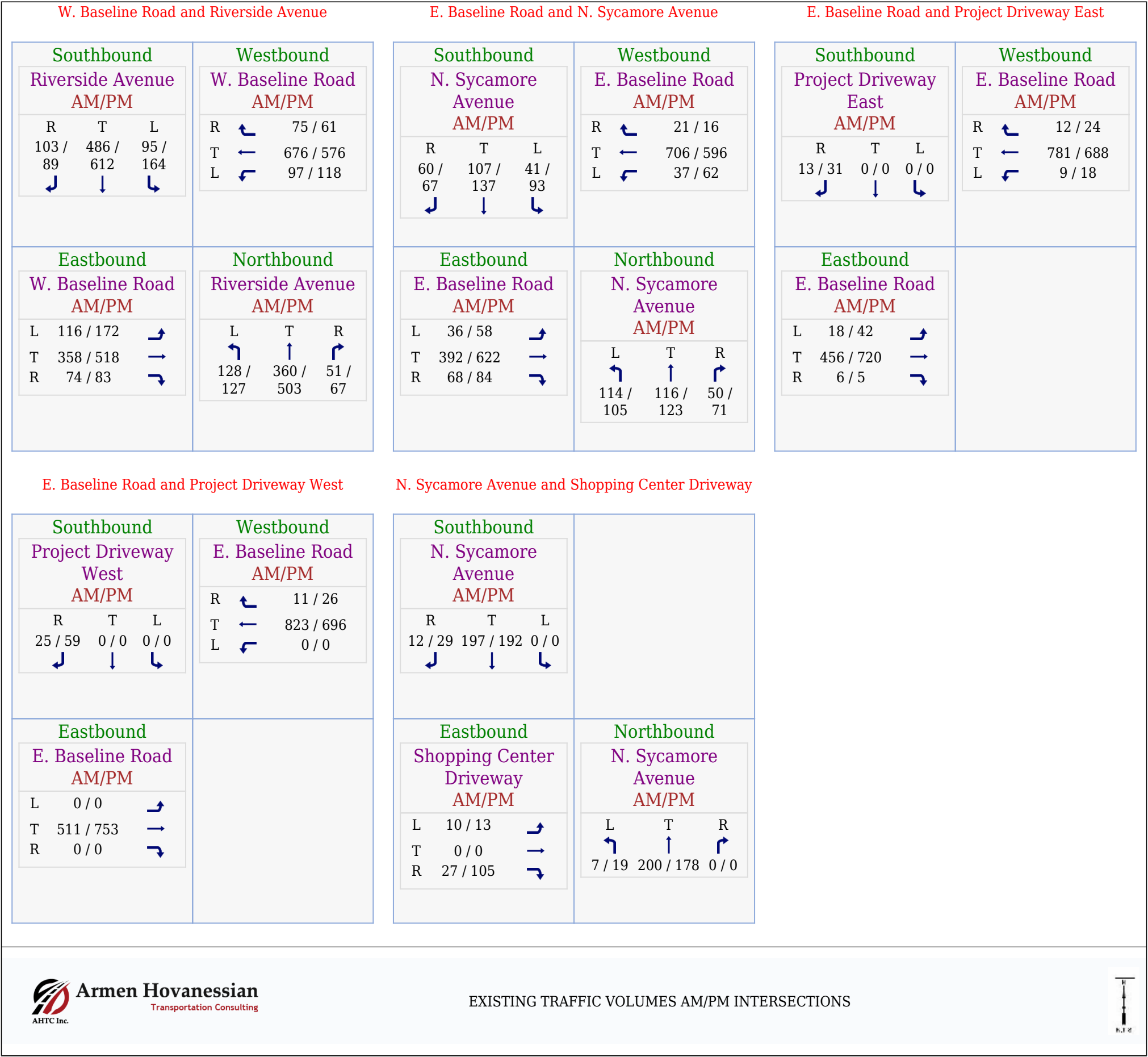
Traffic Volume Counts

Traffic volume counts were obtained for vehicular turning movements at the study intersections:

Vehicular turning movement counts were conducted on Tuesday, March 17, 2026, during the typical commuter hours of 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM, to obtain existing traffic volumes for the AM and PM peak hours.

Please refer to Appendix 3 for the manual traffic counts, and Figure 6 below for Existing (AM/PM Peak) Traffic Volumes for an illustration of the AM and PM peak-hour turning movement counts used for the study intersections.

Figure 6 - Existing Traffic Volumes at Study Intersections



Project Trip Generation

Trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, were used in this analysis. For the proposed trip generation, an Automated Car Wash, ITE code 948, was used to estimate the proposed project trips.

Furthermore, pass-by trip tables for ITE code 944 for a Gasoline/Service Station, a similar use, from the ITE Trip Generation Manual, 12th Edition, 2025, Pass-By Trip Rates, were used to estimate the AM and PM pass-by trips for the proposed use. Refer to Appendix 2 for ITE trip rate tables. The use of gas station pass-by trip discount rates is appropriate for the proposed car wash because the two land uses exhibit similar driver characteristics and travel behavior. Trips to both car washes and gas stations are typically opportunistic in nature and are often made by motorists already traveling along adjacent roadways rather than as primary destinations. Drivers commonly choose to enter these facilities while passing by as part of an existing trip for another purpose, such as commuting, shopping, or errands.

As a result, a substantial portion of trips associated with both uses consist of pass-by or diverted-link trips rather than new trips added to the roadway network. Given these similarities in trip purpose and driver decision-making, applying gas station pass-by trip discount rates provides a reasonable and conservative proxy for estimating pass-by trip activity for the proposed car wash.

As shown in Table 5 below, the project is forecast to result in 33 AM and 36 PM peak-hour trips, as well as 348 daily trips.

Table 5 - Project Trip Generation

Land Use (ITE Code)	Size	Unit	AM Peak Hour Trips				PM Peak Hour Trips				Daily Trips	
			Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total
Proposed Project Trip Generation												
Automated Car Wash (948)*	3.600	SF	26.25	Split	51.00%	49.00%	24.78	Split	50.00%	50.00%	253.51	913
				96	49	47		90	45	45		
Total Proposed Trips				96	49	47		90	45	45		913
Pass-by Trip Discounts												
Gas Service Station (944)**	1.000	Station	63.00%	-59	-30	-29	57.00%	-50	-25	-25	57.00%	-520
Total Pass-by Trip Discount				-59	-30	-29		-50	-25	-25		-520
Internal Capture Discount												
Automated Car Wash (948)	3.600	KSF	5.00%	-4	-2	-2	5.00%	-4	-2	-2	5.00%	-45
Total Internal Capture Discount				-4	-2	-2		-4	-2	-2		-45
Net New Trips				33	17	16		36	18	18		348
NET INCREASE/DECREASE TRIPS				33	17	16		36	18	18		348
*ITE Trip Generation Manual, 12th Edition **ITE Pass-by Trip Discount Rate for Gas Service Station, similar use												

Project Trip Distribution and Assignments

Trip distribution assumptions are used to determine the origin and destination of new vehicle trips associated with the project. The geographic distribution of project trips is based on the functional classification of streets in the vicinity, the magnitude of traffic volumes, and local knowledge of the roadway network. Based on the project trip generation, shown in Table 5, and the regional trip distribution assumptions, a proposed study area for the traffic analysis was derived. The location and the number of intersections to be analyzed were reviewed and approved by the City of Rialto staff. Refer to Figures 7, 8, and 9 below for illustrations showing the Project’s Trip Distributions and Assignments at the study intersections.

Figure 7 - Project Trip Distribution Percentages

W. Baseline Road and Riverside Avenue			E. Baseline Road and N. Sycamore Avenue			E. Baseline Road and Project Driveway East											
Southbound Riverside Avenue IN/OUT (%) R 0 / 0 ↙ T 0 / 0 ↓ L 15 / 0 ↘			Westbound W. Baseline Road IN/OUT (%) R 0 / 15 ↖ T 0 / 20 ← L 0 / 15 ↗			Southbound N. Sycamore Avenue IN/OUT (%) R 0 / 0 ↙ T 0 / 15 ↓ L 0 / 20 ↘			Westbound E. Baseline Road IN/OUT (%) R 0 / 0 ↖ T 20 / 0 ← L 0 / 0 ↗			Southbound Project Driveway East IN/OUT (%) R 0 / 25 ↙ T 0 / 0 ↓ L 0 / 0 ↘			Westbound E. Baseline Road IN/OUT (%) R 35 / 0 ↖ T 0 / 0 ← L 0 / 0 ↗		
Eastbound W. Baseline Road IN/OUT (%) L 0 / 0 ↘ T 20 / 0 → R 0 / 0 ↗			Northbound Riverside Avenue IN/OUT (%) L 0 / 0 ↖ T 0 / 0 ↑ R 15 / 0 ↗			Eastbound E. Baseline Road IN/OUT (%) L 0 / 0 ↘ T 0 / 0 → R 0 / 0 ↗			Northbound N. Sycamore Avenue IN/OUT (%) L 15 / 0 ↖ T 0 / 0 ↑ R 0 / 0 ↗			Eastbound E. Baseline Road IN/OUT (%) L 50 / 0 ↘ T 0 / 0 → R 0 / 0 ↗					
E. Baseline Road and Project Driveway West			N. Sycamore Avenue and Shopping Center Driveway														
Southbound Project Driveway West IN/OUT (%) R 0 / 25 ↙ T 0 / 0 ↓ L 0 / 0 ↘			Westbound E. Baseline Road IN/OUT (%) R 0 / 0 ↖ T 0 / 0 ← L 0 / 0 ↗			Southbound N. Sycamore Avenue IN/OUT (%) R 15 / 0 ↙ T 0 / 0 ↓ L 0 / 0 ↘											
Eastbound E. Baseline Road IN/OUT (%) L 0 / 0 ↘ T 0 / 0 → R 0 / 0 ↗						Eastbound Shopping Center Driveway IN/OUT (%) L 0 / 15 ↘ T 0 / 0 → R 0 / 35 ↗			Northbound N. Sycamore Avenue IN/OUT (%) L 0 / 0 ↖ T 0 / 0 ↑ R 0 / 0 ↗								
Armen Hovannessian AHTC Inc. Transportation Consulting PROJECT TRIP DISTRIBUTION PERCENTAGES IN/OUT																	

Figure 8 - Project Trip Assignments for AM/PM Peak Hours

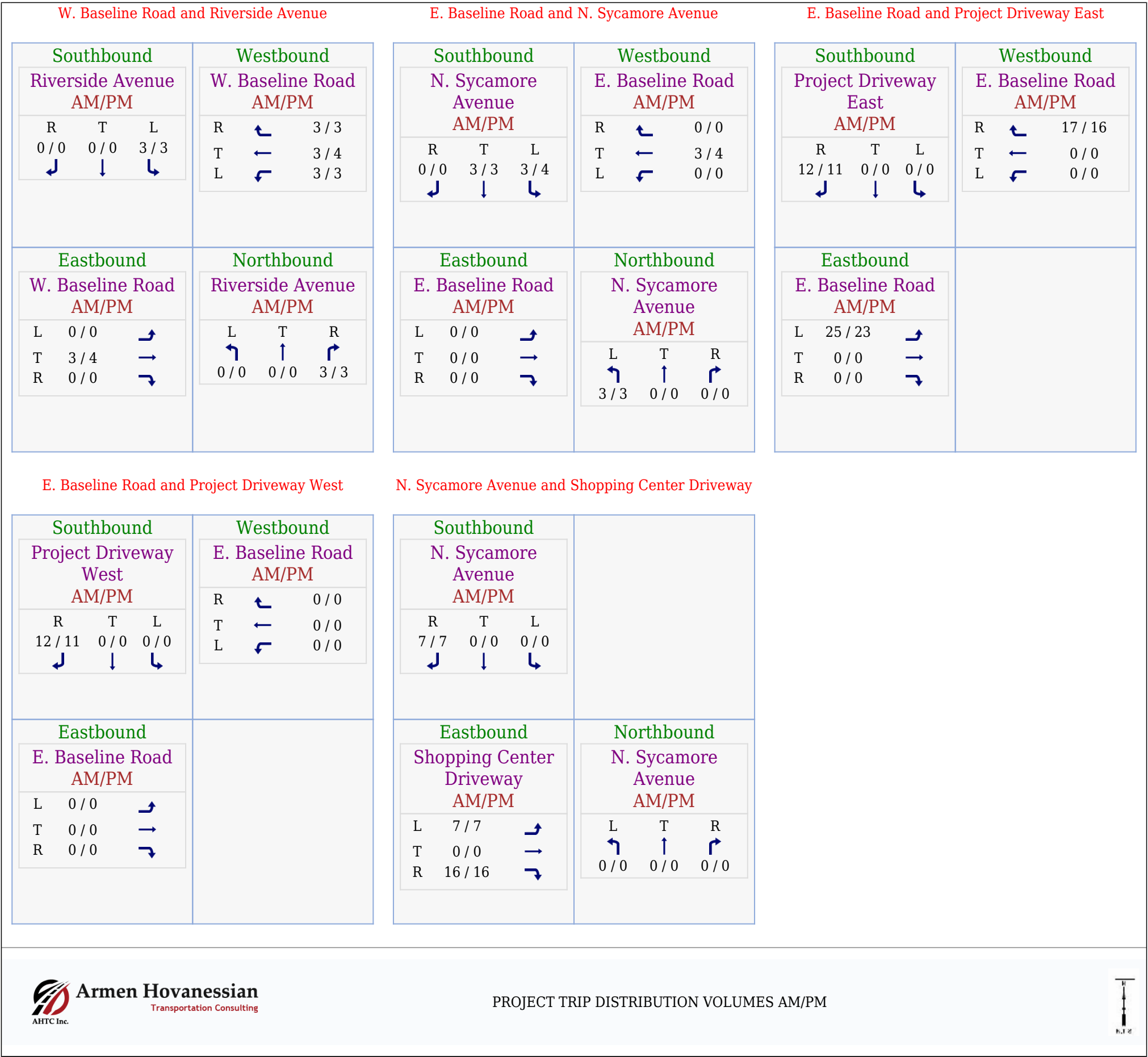
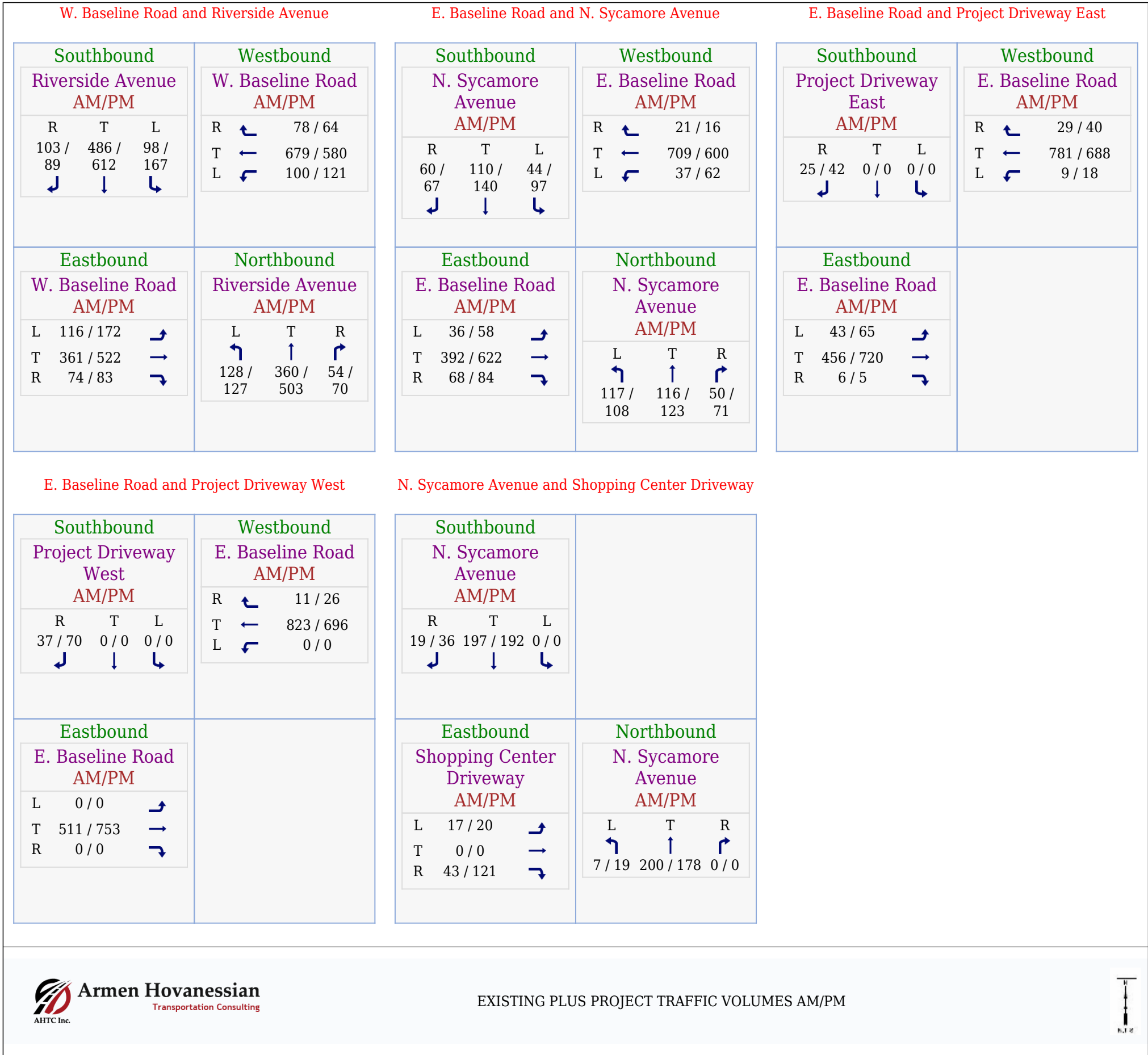


Figure 9 - Existing Plus Project Traffic Volumes



Traffic Forecasts

In general, future peak-hour traffic projections for the study intersections are estimated to account for growth due to (1) related projects within ¼ to ½ mile of the project site and (2) ambient traffic growth. In this analysis, the related projects within one (1) mile of the project site were included.

Related Projects

To understand the relative traffic impacts for the projected year of completion, this traffic study analyzed potential traffic trips due to the development of related projects in the area. Five (5) such related projects were identified, and the associated trip volumes were calculated. Figure 10 depicts a map of the identified related projects. Table 6 provides information on related projects and their corresponding traffic volumes.

Figure 10 - Related Projects Map



Table 6 - Related Projects List & Trip Generation

Project No	Project Name	Location	Land Use	Size	Unit	AM Peak Hour Trips				PM Peak Hour Trips				Daily Trips	
						Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total
1	Pepper Avenue Industrial Development	E/S Pepper Avenue and SR-210 Freeway	Warehouse (150)	470.00	KSF	0.15	Split	70.00%	30.00%	0.17	Split	34.00%	66.00%	1.38	649
							70	49	21		80	27	53		
2	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Warehouse (150)	224.57	KSF	0.15	Split	70.00%	30.00%	0.17	Split	34.00%	66.00%	1.38	310
							34	24	10		38	13	25		
3	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Fast-Food Restaurant with Drive-Through Window (934)	3.92	KSF	42.85	Split	52.00%	48.00%	52.41	Split	51.00%	49.00%	448.12	1757
							168	87	81		206	105	101		
4	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Convenience Store/Gas Station - GFA (2-4k) (945)	12.00	VFP	14.49	Split	50.00%	50.00%	16.82	Split	50.00%	50.00%	211.05	2533
							174	87	87		202	101	101		
5	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Automated Car Wash (948)	1.46	KSF	26.25	Split	51.00%	49.00%	24.78	Split	50.00%	50.00%	253.51	370
							39	20	19		36	18	18		
6	Olive Avenue Development Project	N/S Baseline Road E/O Fitzgerald Avenue	Warehouse (150)	679.61	KSF	0.15	Split	70.00%	30.00%	0.17	Split	34.00%	66.00%	1.38	938
							102	71	31		115	39	76		
7	McDonald's	SWC East Foothill Boulevard and North Acacia Avenue	Fast-Food Restaurant with Drive-Through Window (934)	4.21	KSF	42.85	Split	52.00%	48.00%	52.41	Split	51.00%	49.00%	448.12	1887
							181	94	87		221	113	108		
8	Drive-thru NWC Baseline and Cactus	NWC West Baseline Road and North Cactus Avenue	Fast-Food Restaurant with Drive-Through Window (934)	2.52	KSF	42.85	Split	52.00%	48.00%	52.41	Split	51.00%	49.00%	448.12	1129
							108	56	52		132	67	65		
Total Proposed Trips							876	488	388		1030	483	547		9573
Transit Trips Discount															
1	Pepper Avenue Industrial Development	E/S Pepper Avenue and SR-210 Freeway	Warehouse (150)	470.00	KSF	10.00%	-7	-5	-2	10.00%	-8	-3	-5	10.00%	-65
2	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Warehouse (150)	224.57	KSF	10.00%	-3	-2	-1	10.00%	-4	-1	-3	10.00%	-31
3	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Fast-Food Restaurant with Drive-Through Window (934)	3.92	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
4	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Convenience Store/Gas Station - GFA (2-4k) (945)	12.00	VFP	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
5	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Automated Car Wash (948)	1.46	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
6	Olive Avenue Development Project	N/S Baseline Road E/O Fitzgerald Avenue	Warehouse (150)	679.61	KSF	10.00%	-10	-7	-3	10.00%	-12	-4	-8	10.00%	-94
7	McDonald's	SWC East Foothill Boulevard and North Acacia Avenue	Fast-Food Restaurant with Drive-Through Window (934)	4.21	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
8	Drive-thru NWC Baseline and Cactus	NWC West Baseline Road and North Cactus Avenue	Fast-Food Restaurant with Drive-Through Window (934)	2.52	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
Total Transit Type Discount							-20	-14	-6		-24	-8	-16		-190
Pass-by Trip Discounts															
1	Pepper Avenue Industrial Development	E/S Pepper Avenue and SR-210 Freeway	Warehouse (150)	470.00	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
2	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Warehouse (150)	224.57	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
3	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Fast-Food Restaurant with Drive-Through Window (934)	3.92	KSF	50.00%	-85	-44	-41	55.00%	-114	-58	-56	50.00%	-879
4	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Convenience Store/Gas Station - GFA (2-4k) (945)	12.00	VFP	63.00%	-110	-55	-55	57.00%	-116	-58	-58	57.00%	-1444
5	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Automated Car Wash (948)	1.46	KSF	63.00%	-25	-13	-12	57.00%	-20	-10	-10	57.00%	-211
6	Olive Avenue Development Project	N/S Baseline Road E/O Fitzgerald Avenue	Warehouse (150)	679.61	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
7	McDonald's	SWC East Foothill Boulevard and North Acacia Avenue	Fast-Food Restaurant with Drive-Through Window (934)	4.21	KSF	50.00%	-91	-47	-44	55.00%	-121	-62	-59	50.00%	-944
8	Drive-thru NWC Baseline and Cactus	NWC West Baseline Road and North Cactus Avenue	Fast-Food Restaurant with Drive-Through Window (934)	2.52	KSF	50.00%	-54	-28	-26	55.00%	-73	-37	-36	50.00%	-565
Total Pass-by Trip Discount							-365	-187	-178		-444	-225	-219		-4043
Internal Capture Discount															
1	Pepper Avenue Industrial Development	E/S Pepper Avenue and SR-210 Freeway	Warehouse (150)	470.00	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
2	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Warehouse (150)	224.57	KSF	10.00%	-3	-2	-1	10.00%	-4	-1	-3	10.00%	-31
3	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Fast-Food Restaurant with Drive-Through Window (934)	3.92	KSF	10.00%	-17	-9	-8	10.00%	-21	-11	-10	10.00%	-176
4	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Convenience Store/Gas Station - GFA (2-4k) (945)	12.00	VFP	10.00%	-18	-9	-9	10.00%	-20	-10	-10	10.00%	-253
5	Pepper Avenue PA 1 and PA 10 Project	SEC Pepper Avenue & SR-210 Freeway	Automated Car Wash (948)	1.46	KSF	10.00%	-4	-2	-2	10.00%	-4	-2	-2	10.00%	-37
6	Olive Avenue Development Project	N/S Baseline Road E/O Fitzgerald Avenue	Warehouse (150)	679.61	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
7	McDonald's	SWC East Foothill Boulevard and North Acacia Avenue	Fast-Food Restaurant with Drive-Through Window (934)	4.21	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
8	Drive-thru NWC Baseline and Cactus	NWC West Baseline Road and North Cactus Avenue	Fast-Food Restaurant with Drive-Through Window (934)	2.52	KSF	0.00%	-0	-0	-0	0.00%	-0	-0	-0	0.00%	-0
Total Internal Capture Discount							-42	-22	-20		-49	-24	-25		-497
Total New Trips							449	265	184		513	226	287		4843
NET INCREASE/DECREASE TRIPS							449	265	184		513	226	287		4843

Ambient Traffic Growth

To account for the future ambient traffic growth from the intensification of existing developments, and other projects that are located further than a half mile from the project site, the existing traffic volumes were increased by an ambient growth rate of 1% per year to the anticipated year of completion, 2031 These values were used in addition to the related project trip generation to forecast future traffic volumes without project traffic volumes, as shown in Figure 11.

Figure 11 - Future Traffic Volumes Without Project

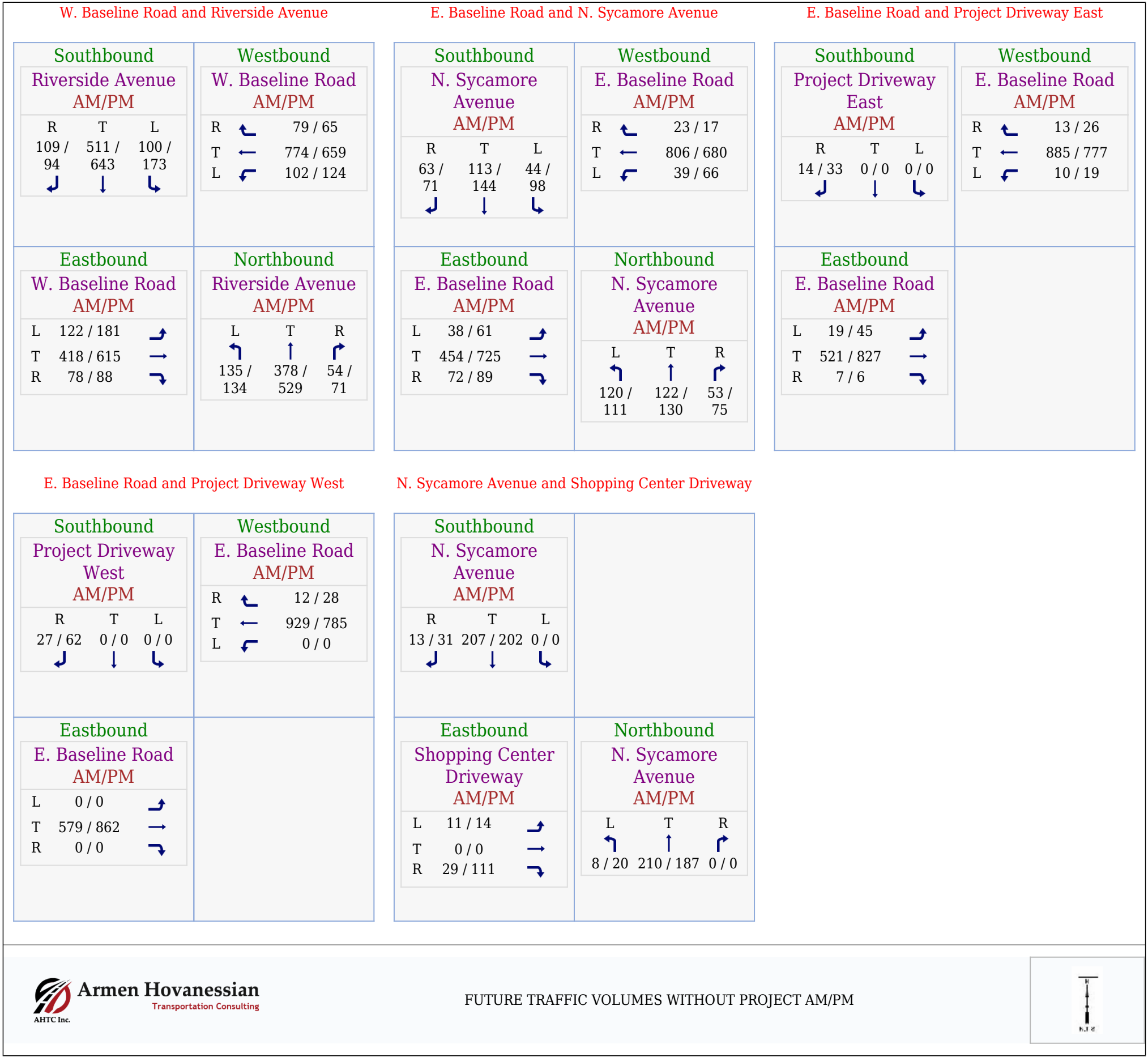
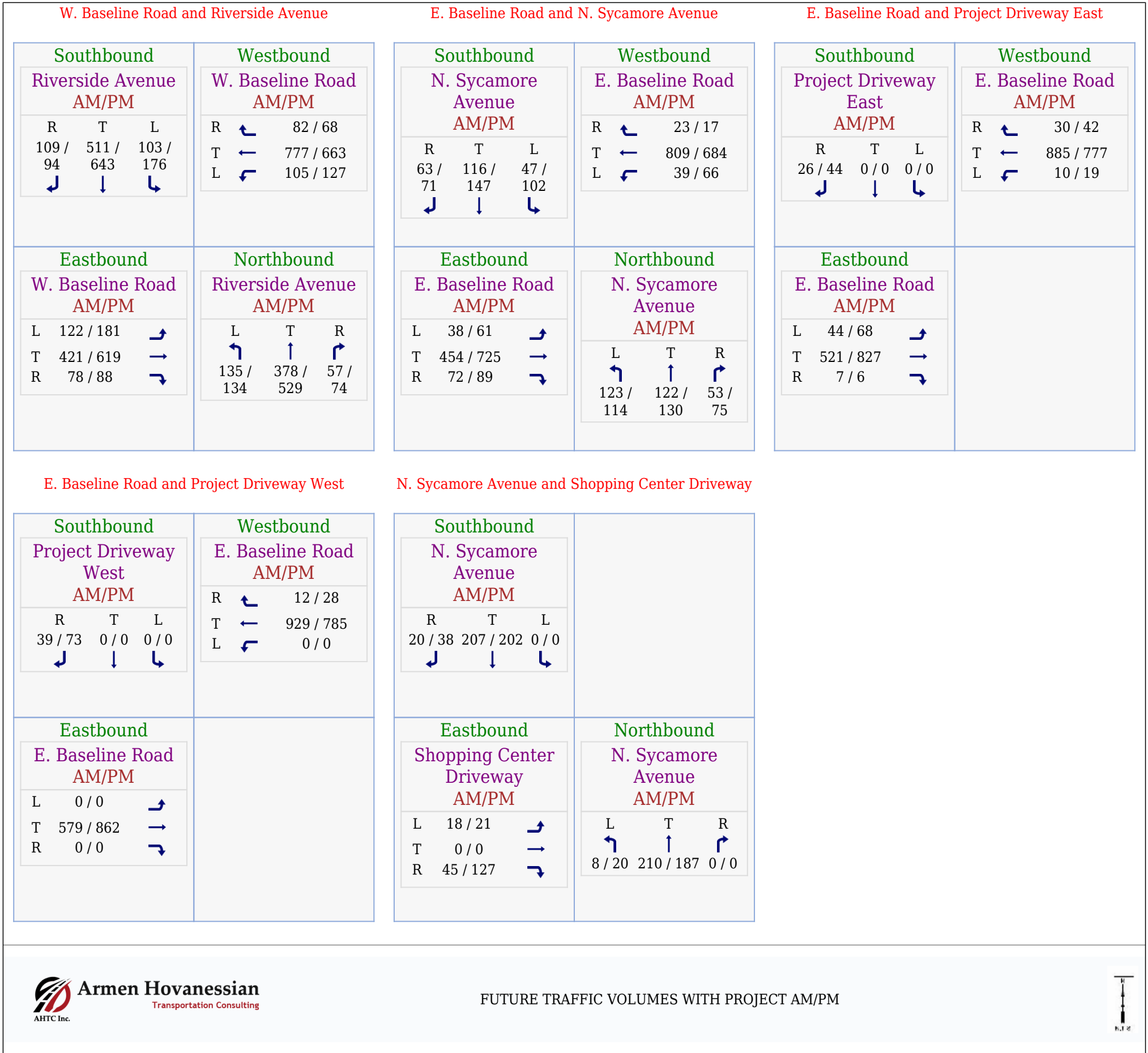


Figure 12 - Future Traffic Volumes with Project



Operational Analyses

Operational analyses of vehicle delays, levels of service, and queueing were conducted at the study intersections for the following conditions:

- 1. Existing Traffic Conditions
- 2. Existing Plus Project Traffic Conditions
- 3. Future Without Project Traffic Conditions
- 4. Future Plus Project Traffic Conditions

Delay and Queueing Methodology

Signalized Intersections

For signalized intersections, the Highway Capacity Manual (HCM) operations methodology for performing signalized intersection capacity analysis is used. This method relies on the determination of a delay or Level of Service (LOS) at each of the study intersections by first determining their corresponding average control delay per vehicle. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. It is a measure of driver discomfort, frustration, fuel consumption, and lost travel time.

LOS varies from at best LOS A (free flow/excellent) to at worst LOS of F (stop-and-go/failure). Shown below, in Table 7, are the LOS categories and their corresponding HCM average control delay ranges for signalized intersections.

Table 7 - LOS at Signalized Intersection

Level of Service	Average Control Delay per Vehicle (Sec/Veh)	Definition
A	0 to 10.00	LOS A describes operations with a control delay of 10 s/veh or less. This level is typically assigned when the volume-to-capacity ratio is low, and either progression is exceptionally favorable, or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green <u>indication</u> and travel through the intersection without stopping.
B	10.01 to 20.00	LOS B describes operations with control <u>delay</u> between 10 and 20 s/ <u>veh</u> . This level is typically assigned when the volume-to-capacity ratio is low, and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.
C	20.01 to 35.00	LOS C describes operations with control <u>delay</u> between 20 and 35 s/ <u>veh</u> . This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	35.01 to 55.00	LOS D describes operations with control delay between 35 and 55 s/ <u>veh</u> . This level is typically assigned when the volume-to-capacity ratio is high, and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	55.01 to 80.00	LOS E describes operations with control delay between 55 and 80 s/ <u>veh</u> . This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	Over 80.00	LOS F describes operations with control delay exceeding 80 s/ <u>veh</u> . This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Unsignalized Intersections

This analysis utilizes the Highway Capacity Manual (HCM) methodologies for performing stop-controlled intersection capacity analyses. For stop-controlled intersection analysis, LOS is calculated for each movement of the intersection, and the most critical LOS (i.e., the movement with the highest delay) is the one that represents the effectiveness of that intersection. The LOS thresholds for stop-controlled intersections differ from those for signalized intersections to reflect different driver expectations. Table 8 below shows the LOS categories and their most common corresponding HCM average control delay ranges for stop-controlled intersections.

Table 8 - LOS at Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle (Sec/Veh)
A	0 to 10.00
B	Over 10 to 15
C	Over 15 to 25
D	Over 25 to 35
E	Over 35 to 50
F	Over 50

Level of Service and Queueing Analyses

The results of the operational analyses for each study intersection are provided in tables Appendix 4 to summarize LOS, Delays, and Queue Lengths for each traffic movement for the following traffic conditions:

- Existing
- Existing plus project
- Future without a project
- Future with the project

Table 9 below provides a comparison of the intersectional LOS and Delay analysis for the aforementioned traffic conditions. Please refer to Appendix 5 for the HCM analysis worksheets for the analyzed intersections.

Table 9 - Comparison of Intersectional LOS & Delay for Various Conditions

#	Intersection	Peak Hour	Existing		Existing + Project		Future		Future + Project	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	W. Baseline Road & Riverside Avenue	AM	31.28	C	31.32	C	31.59	C	31.63	C
		PM	32.38	C	32.41	C	32.75	C	32.78	C
2	E. Baseline Road & Project Driveway West	AM	0.01	A	0.02	A	0.01	A	0.02	A
		PM	0.04	A	0.05	A	0.04	A	0.05	A
3	E. Baseline Road & Project Driveway East	AM	0.00	A	0.01	A	0.00	A	0.01	A
		PM	0.01	A	0.02	A	0.01	A	0.02	A
4	E. Baseline Road & N. Sycamore Avenue	AM	10.34	B	10.34	B	10.69	B	10.69	B
		PM	10.34	B	10.34	B	10.72	B	10.72	B
5	Shopping Center Driveway & N. Sycamore Avenue	AM	0.03	A	0.07	A	0.03	A	0.08	A
		PM	0.35	A	0.44	A	0.37	A	0.46	A

Project Driveway Analyses

The project driveways were analyzed using HCM methodologies to perform stop-controlled intersection capacity analyses (see Appendix 5). The project driveways will operate under stop-sign control for vehicles exiting the property.

Recommended Actions

The project does not have major adverse effects on access, safety, or circulation within the study area or at the analyzed intersections. It is recommended to install stop signs at the driveways on East Baseline Road.

PROJECT QUEUEING ANALYSIS

To determine the queueing of the car wash traffic, extensive surveys by observation of queue lengths were conducted at three similar Quick Quack Car Wash locations, as shown below:

- 1. 849 Davis Street, Vacaville, CA 95687
- 2. 1305 N. Lincoln Street, Dixon, CA 95620
- 3. 1471 Holiday Lane, Fairfield, CA 94534

The data were collected between 7 AM and 9 PM on Friday, January 23, 2026, and Saturday, January 24, 2026, at all three locations in 1-minute intervals. Please refer to Appendix 6 for survey data sheets.

Although these facilities are not located within the immediate Rialto area, they represent appropriate and reliable comparable facilities for evaluating the operational characteristics and queueing demands of the proposed project for the following reasons:

Identical Business and Operational Model

All surveyed facilities are operated by Quick Quack Car Wash and utilize the same express tunnel car wash operational model proposed for the Rialto project, including:

Because the operational characteristics are standardized throughout the Quick Quack system, the surveyed facilities provide a reliable representation of the expected queueing conditions for the proposed Rialto location.

- Membership-based operations;
- Automated license plate recognition systems;
- Dual queue lane configurations;
- Similar wash tunnel processing times;
- Similar staffing and customer service operations; and
- Similar vacuum stall operations and customer circulation patterns.

Use of Real-World Empirical Data

The queueing analysis was based on actual field observations conducted over extended operating periods during both weekday and

weekend conditions. The surveys documented real-world customer demand patterns and queue lengths at functioning facilities with similar site designs and operational characteristics. The use of empirical operational data from comparable facilities provides a more reliable assessment of expected queueing conditions than theoretical assumptions alone.

Comparable California Market Conditions

The surveyed facilities are located within California communities that experience similar automobile-oriented travel characteristics, customer behaviors, and suburban commercial development patterns as those present in the City of Rialto. Accordingly, the observed queueing operations are considered representative of the proposed project's expected operational characteristics.

Based on the above, the surveyed Quick Quack facilities provide a reasonable and technically appropriate basis for evaluating the anticipated queueing demand and operational performance of the proposed car wash project. Furthermore, the field observations demonstrated that queue lengths remained well within the available on-site storage capacity, supporting the conclusion that the proposed Rialto facility would operate without adverse queue spillback impacts to adjacent roadways.

The surveyed car wash locations provided 2 queue lanes at the gates before entering the car wash tunnel. The observation of the queue lengths is as follows:

Location 1 - 849 Davis Street, Vacaville:

Friday, January 23, 2026: The maximum observed queue length was 2 vehicles per queue line over a 1-minute interval. Only 2 times were 2-car queue lengths observed during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 10 - Friday - Frequency of Maximum Queue Length at Location 1

849 Davis Street Vacaville, CA 95687								
QUICK QUACK CAR WASH QUEUE LENGTH FRIDAY 1/23/26 7AM -9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	769	91.5%	0	815	97.0%	0	789	93.9%
1	56	6.7%	1	23	2.7%	1	43	5.1%
2	15	1.8%	2	2	0.2%	2	8	1.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	0		85th Percentile	0		85th Percentile	0	
95th Percentile	1		95th Percentile	0		95th Percentile	1	
Max	2		Max	2		Max	2	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 2 cars 99% of the time.

Saturday, January 24, 2026: The maximum observed queue length was 4 vehicles in the member-only lane and 3 vehicles in the member/non-member lane over a 1-minute interval. Only 3 times were 4-car queue lengths observed in the member-only lane, and 3 times 3-car queue lengths were observed in the member/non-member lane during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 11 - Saturday - Frequency of Maximum Queue Length at Location 1

849 Davis Street Vacaville, CA 95687								
QUICK QUACK CAR WASH QUEUE LENGTH SATURDAY 1/24/26 7AM - 9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	699	83.2%	0	796	94.8%	0	723	86.1%
1	80	9.5%	1	33	3.9%	1	75	8.9%
2	41	4.9%	2	8	1.0%	2	32	3.8%
3	13	1.5%	3	3	0.4%	3	7	0.8%
4	6	0.7%	4	0	0.0%	4	3	0.4%
5	1	0.1%	5	0	0.0%	5	0	0.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	1		85th Percentile	0		85th Percentile	0	
95th Percentile	2		95th Percentile	1		95th Percentile	1.05	
Max	5		Max	3		Max	4	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 4 and 3 cars, respectively, 99% of the time.

Location 2 - 1305 N. Lincoln Street, Dixon:

Friday, January 23, 2026: The maximum observed queue length was 2 vehicles in the member/non-member lane and 0 vehicles in the member-only lane over a 1-minute interval. Only 9 2-car queue lengths were observed in the member/non-member lane during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 12 - Friday - Frequency of Maximum Queue Length at Location 2

1305 N. Lincoln Street Dixon, CA 95620								
QUICK QUACK CAR WASH QUEUE LENGTH FRIDAY 1/23/26 7AM -9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	803	95.6%	0	803	95.6%	0	840	100.0%
1	28	3.3%	1	28	3.3%	1	0	0.0%
2	9	1.1%	2	9	1.1%	2	0	0.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	0		85th Percentile	0		85th Percentile	0	
95th Percentile	0		95th Percentile	0		95th Percentile	0	
Max	2		Max	2		Max	0	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 0 and 2 cars, respectively, 100% and 99% of the time.

Saturday, January 24, 2026: The maximum observed queue length was 0 vehicles in the member-only lane and 4 vehicles in the member/non-member lane over a 1-minute interval. Only 6 times 4-car queue lengths were observed in the member/non-member lane during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 13 - Saturday - Frequency of Maximum Queue Length at Location 2

1305 N. Lincoln Street Dixon, CA 95620								
QUICK QUACK CAR WASH QUEUE LENGTH SATURDAY 1/24/26 7AM - 9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	685	81.5%	0	685	81.5%	0	840	100.0%
1	103	12.3%	1	103	12.3%	1	0	0.0%
2	39	4.6%	2	39	4.6%	2	0	0.0%
3	7	0.8%	3	7	0.8%	3	0	0.0%
4	6	0.7%	4	6	0.7%	4	0	0.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	1		85th Percentile	1		85th Percentile	0	
95th Percentile	2		95th Percentile	2		95th Percentile	0	
Max	4		Max	4		Max	0	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 0 and 4 cars, respectively, 100% and 99% of the time.

Location 3 - 1471 Holiday Lane, Fairfield:

Friday, January 23, 2026: The maximum observed queue length was 2 vehicles in the member/non-member lane and the member-only lane over a 1-minute interval. Only 9 2-car queue lengths were observed in the member/non-member and member-only lanes during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 14 - Friday - Frequency of Maximum Queue Length at Location 3

1471 Holiday Lane Fairfield, CA 94534								
QUICK QUACK CAR WASH QUEUE LENGTH FRIDAY 1/23/26 7AM -9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	740	88.1%	0	797	94.9%	0	774	92.1%
1	76	9.0%	1	34	4.0%	1	57	6.8%
2	21	2.5%	2	9	1.1%	2	9	1.1%
3	3	0.4%	3	0	0.0%	3	0	0.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	0		85th Percentile	0		85th Percentile	0	
95th Percentile	1		95th Percentile	1		95th Percentile	1	
Max	3		Max	2		Max	2	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 2 cars 99% of the time.

Saturday, January 24, 2026: The maximum observed queue length was 4 vehicles in the member-only lane and 3 vehicles in the member/non-member lane over a 1-minute interval. Only 1 time was a 3-car queue length observed in the member/non-member lane, and twice were 4-car queue lengths observed in the member-only lane during the 14-hour observation period. The table below provides the percentage frequency of the maximum queue length for the member-only, member/non-member, and combined queue lanes.

Table 15 - Saturday - Frequency of Maximum Queue Length at Location 3

1471 Holiday Lane Fairfield, CA 94534								
QUICK QUACK CAR WASH QUEUE LENGTH SATURDAY 1/24/26 7AM - 9PM								
Member & Non-Member Lanes Combined			Member / Non-Member Lane 1			Member Lane - Lane 2		
Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage	Queue Length (Vehicles)	Occurrence Frequency	Percentage
0	660	78.6%	0	760	90.5%	0	706	84.0%
1	100	11.9%	1	66	7.9%	1	84	10.0%
2	57	6.8%	2	13	1.5%	2	40	4.8%
3	18	2.1%	3	1	0.1%	3	8	1.0%
4	3	0.4%	4	0	0.0%	4	2	0.2%
5	1	0.1%	5	0	0.0%	5	0	0.0%
6	1	0.1%	6	0	0.0%	6	0	0.0%
Total	840	100%	Total	840	100%	Total	840	100%
50th Percentile	0		50th Percentile	0		50th Percentile	0	
85th Percentile	1		85th Percentile	0		85th Percentile	1	
95th Percentile	2		95th Percentile	1		95th Percentile	2	
Max	6		Max	3		Max	4	

As shown in the table above, the maximum queue lengths for the member-only and member/non-member lanes were limited to 4 and 3 cars, respectively, 99% of the time.

As shown in the project site plan in Figure 2, the project is designed to provide 2 approximately 145-foot queue lanes totaling approximately 290 feet with capacity to accommodate 14 vehicles. Based on field observations of similar operations, the proposed project's queueing demand would not exceed the queueing capacity provided by the project.

Car Wash Operation

The following are the operating details for the car wash:

1. Hours of operation:

- 7 am - 9 pm
- 7 days per week

2. Team Members:

At any given time, we will have 2-4 Team Members on site, depending on expected volume. Each store typically employs up to 18 Team Members.

3. Site Operation:

Unlike carwashes typically found at gas stations, Quick Quack Car Wash uses a conveyor that keeps cars moving even if there are a few cars in line. The entire wash cycle lasts about **three minutes**, and since there is no waiting for the car in front to finish, a car will rarely spend more than five minutes from the time it enters and exits the carwash site.

As soon as the cars enter the site, they are guided to the queueing line leading into the gates that provide entry to the wash tunnel. The member line features an automated license plate recognition system that opens the gate for a member's car. The one-time wash customers will stop at the gate and pay for the wash in less than 1 minute. After exiting the wash tunnel, approximately 70% of the customers will drive off the site. 30% of customers will stop at the vacuum stalls to clean the inside of the vehicle, which, on average, lasts less than 5 minutes. The on-site staff are actively involved in helping customers complete this process as quickly as possible.

4. Wash Programs:

Quick Quack Car Wash is an express carwash operation offering a quick in-and-out experience for customers. There are individual, varied washes and unlimited programs. With the unlimited program, the customers are waved through the line and can visit the wash as many times as they want per month. The on-site staff members are there to assist customers through the washing process as expeditiously as possible, minimizing the time spent on site.

5. Contingency Plan:

According to exhaustive surveys conducted at various Quick Quack Car Washes, the maximum observed queue length is 5 cars. Therefore, cars do not extend beyond the provided queue storage capacity. In the rare event of a vehicle breakdown while in the queue line, the second queue line is used to move the cars through the line while on-site staff moves the vehicle out of the way. However, this type of situation is highly unlikely.

CONCLUSION

The project does not have major adverse effects on access, safety, and circulation in the roadway system within the study area or at the analyzed intersections.

Appendix 1 - Transit Information

10

FONTANA – BASELINE - SAN BERNARDINO

Bus Route	Timepoint - Look for the matching symbol in the timetable section.	Metrolink Station	Point of Interest	Transfer Point	Transit/Transfer Center
Tripper Service	Park-and-Ride	Medical Center	Connection Route(s)		

FREQUENCY

M-F	SAT	SUN
30/60	60	60



This Route connects with
Arrow, Metrolink, and sbX!
*¡Esta ruta se conecta con Arrow
Rail, Metrolink, y, sbX!*

ROUTE 10: MONDAY - FRIDAY									
SBTC*	Baseline & Medical Center	Baseline & Riverside	Baseline & Citrus	Fontana Metrolink	Fontana Metrolink	Baseline & Citrus	Baseline & Riverside	Baseline & Medical Center	SBTC*
A	B	C	D	E	E	D	C	B	A
WESTBOUND					EASTBOUND				
					6:39	6:50	7:12	7:21	7:36
6:30	6:45	6:54	7:17	7:28	7:53	8:05	8:24	8:33	8:48
7:00	7:15	7:24	7:47	7:58	8:18	8:30	8:49	8:58	9:13
7:29	7:45	7:55	8:20	8:31	8:53	9:05	9:24	9:33	9:48
8:07	8:23	8:33	8:58	9:09	9:23	9:35	9:54	10:03	10:18
8:37	8:53	9:03	9:23	9:34	9:53	10:04	10:23	10:32	10:47
9:07	9:23	9:33	9:53	10:04	10:23	10:34	10:53	11:02	11:17
9:37	9:53	10:03	10:23	10:34	10:53	11:04	11:23	11:32	11:47
10:37	10:53	11:03	11:23	11:34	11:53	12:04	12:23	12:32	12:47
11:37	11:53	12:03	12:24	12:35	12:53	1:04	1:25	1:34	1:49
12:37	12:53	1:03	1:24	1:35	1:53	2:04	2:27	2:36	2:51
1:37	1:53	2:03	2:24	2:35	2:54	3:06	3:29	3:38	3:53
2:07	2:23	2:33	2:54	3:05	3:23	3:35	3:58	4:07	4:22
2:52	3:08	3:18	3:39	3:50	3:53	4:06	4:29	4:38	4:53
3:09	3:25	3:35	3:56	4:07	4:23	4:36	4:59	5:08	5:23
3:39	3:55	4:05	4:26	4:37	4:53	5:06	5:29	5:38	5:53
4:09	4:25	4:35	4:56	5:07	5:25	5:38	6:01	6:10	6:25
4:37	4:53	5:03	5:24	5:35	5:53	6:05	6:27	6:36	6:51
5:07	5:23	5:33	5:54	6:05	6:23	6:35	6:54	7:03	7:16
5:47	6:03	6:12	6:33	6:44	7:08	7:20	7:39	7:48	8:01
6:17	6:33	6:42	7:00	7:11	7:30	7:42	8:01	8:10	8:23
6:43	6:58	7:07	7:25	7:36					
7:43	7:58	8:07	8:25	8:36					
ROUTE 10: SATURDAY									
A	B	C	D	E	E	D	C	B	A
WESTBOUND					EASTBOUND				
					6:31	6:40	6:56	7:03	7:15
6:20	6:32	6:40	6:56	7:05	7:31	7:40	7:56	8:04	8:16
7:10	7:23	7:33	7:49	7:58	8:29	8:38	8:54	9:02	9:14
8:10	8:23	8:33	8:49	8:59	9:31	9:40	9:56	10:04	10:16
9:10	9:23	9:33	9:49	9:59	10:29	10:40	10:58	11:06	11:18
10:10	10:24	10:34	10:50	11:00	11:29	11:40	11:58	12:06	12:19
11:10	11:25	11:35	11:52	12:02	12:29	12:40	12:58	1:06	1:19
12:10	12:25	12:35	12:54	1:04	1:30	1:41	1:59	2:07	2:20
1:10	1:25	1:35	1:54	2:04	2:31	2:42	3:00	3:08	3:21
2:10	2:25	2:35	2:54	3:04	3:31	3:42	4:00	4:08	4:21
3:10	3:25	3:36	3:55	4:05	4:31	4:42	5:02	5:10	5:23
4:10	4:25	4:36	4:55	5:05	5:31	5:42	6:00	6:08	6:21
5:10	5:25	5:35	5:54	6:04	6:31	6:42	7:00	7:08	7:20
6:10	6:25	6:34	6:52	7:02					
ROUTE 10: SUNDAY									
A	B	C	D	E	E	D	C	B	A
WESTBOUND					EASTBOUND				
					7:31	7:40	7:56	8:03	8:15
7:10	7:24	7:34	7:50	7:59	8:31	8:40	8:56	9:03	9:15
8:10	8:24	8:34	8:50	9:00	9:31	9:41	9:57	10:05	10:17
9:10	9:24	9:34	9:50	10:00	10:29	10:39	10:57	11:05	11:17
10:10	10:24	10:34	10:50	11:00	11:29	11:39	11:57	12:05	12:18
11:10	11:25	11:35	11:52	12:02	12:29	12:39	12:57	1:05	1:18
12:10	12:25	12:35	12:54	1:04	1:30	1:40	1:58	2:06	2:19
1:10	1:25	1:36	1:55	2:05	2:31	2:41	2:59	3:07	3:20
2:10	2:25	2:36	2:55	3:05	3:31	3:41	3:59	4:07	4:20
3:10	3:25	3:36	3:55	4:05	4:31	4:41	4:59	5:07	5:20
4:10	4:25	4:36	4:55	5:05	5:31	5:41	5:59	6:07	6:20
5:10	5:25	5:36	5:55	6:05					

SBTC* is the San Bernardino Transit Center

22

NORTH RIALTO - RIVERSIDE AVE - ARMC

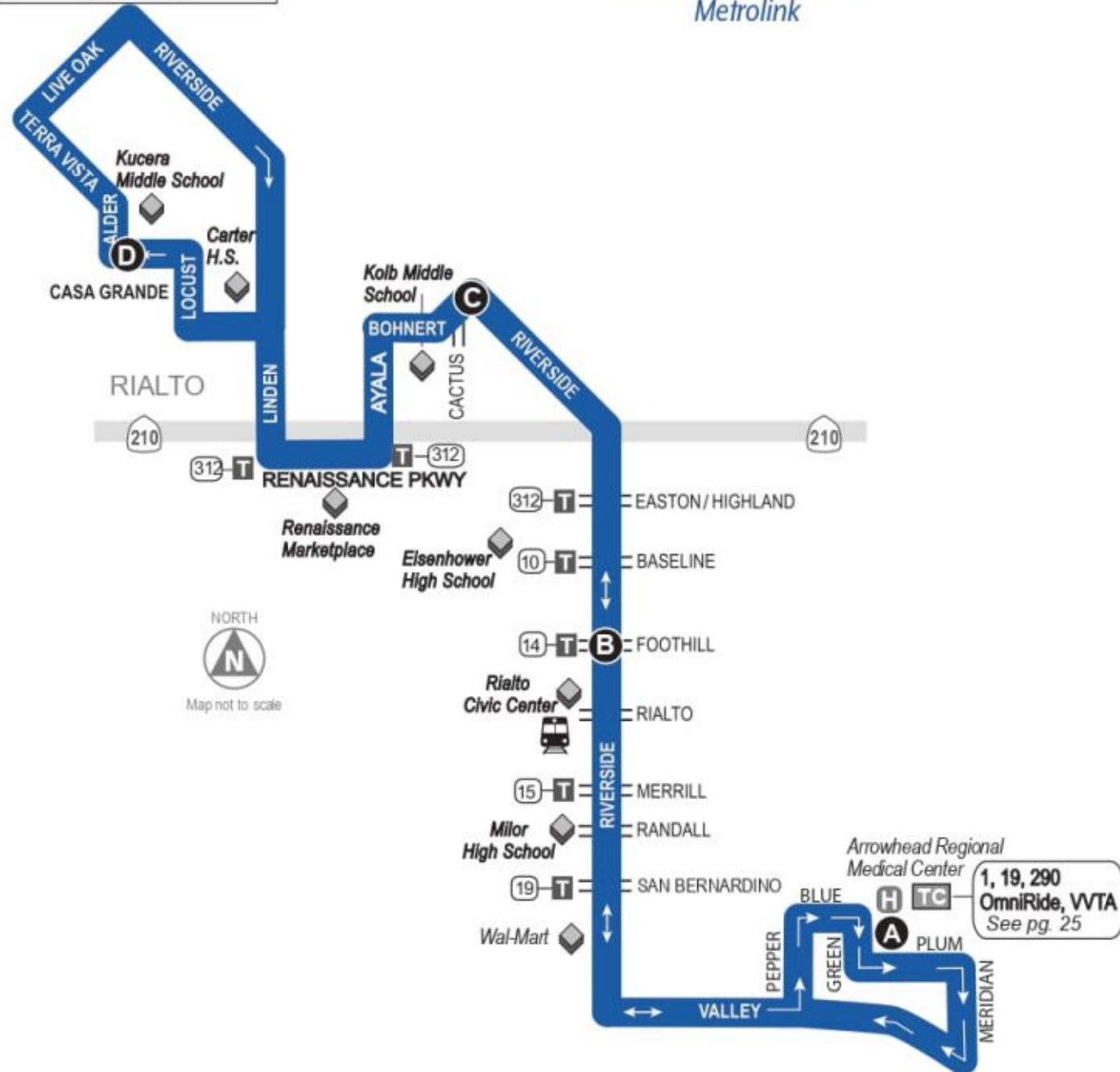
- Bus Route
- Tripper Service
- Timepoint - Look for the matching symbol in the timetable section.
- Metrolink Station
- Point of Interest
- Park-and-Ride
- Medical Center
- Transfer Point
- Connection Route(s)
- Transit/Transfer Center

FREQUENCY

M-F	SAT	SUN
30	60	60

This Route connects with
Metrolink!

*Esta ruta conecta con
Metrolink*



ROUTE 22: MONDAY - FRIDAY							
Arrowhead Regional Medical Center	Riverside & Foothill	Cactus & Riverside	Alder & Casa Grande	Alder & Casa Grande	Cactus & Riverside	Riverside & Foothill	Arrowhead Regional Medical Center
A	B	C	D	D	C	B	A
NORTHBOUND				SOUTHBOUND			
5:00	5:15	5:25	5:39	5:41	6:01	6:12	6:27
6:10	6:25	6:35	6:49	6:53	7:13	7:24	7:39
6:35	6:50	7:00	7:14	7:16	7:38	7:51	8:09
7:05	7:20	7:30	7:44	7:48	8:10	8:23	8:41
7:35	7:50	8:00	8:14	8:18	8:40	8:53	9:11
8:05	8:20	8:30	8:46	8:48	9:10	9:23	9:41
8:35	8:51	9:02	9:18	9:20	9:42	9:55	10:13
9:05	9:21	9:32	9:48	9:50	10:12	10:25	10:43
9:35	9:51	10:02	10:18	10:20	10:42	10:55	11:13
10:10	10:26	10:37	10:53	10:55	11:17	11:31	11:51
10:35	10:51	11:02	11:18	11:20	11:42	11:56	12:16
11:05	11:21	11:32	11:48	11:50	12:12	12:26	12:46
11:35	11:53	12:05	12:21	12:23	12:45	12:59	1:19
12:05	12:23	12:35	12:51	12:53	1:15	1:29	1:49
12:35	12:53	1:05	1:21	1:23	1:45	1:59	2:19
1:05	1:23	1:35	1:51	1:53	2:15	2:29	2:49
1:35	1:53	2:05	2:21	2:23	2:47	3:01	3:21
2:05	2:23	2:35	2:51	2:53	3:17	3:31	3:51
2:35	2:53	3:05	3:21	3:23	3:47	4:01	4:21
3:05	3:23	3:35	3:51	3:53	4:17	4:31	4:51
3:35	3:55	4:07	4:23	4:25	4:49	5:03	5:23
4:05	4:25	4:37	4:53	4:55	5:19	5:33	5:53
4:35	4:55	5:07	5:23	5:25	5:49	6:03	6:23
5:05	5:25	5:37	5:53	5:55	6:19	6:31	6:51
5:35	5:55	6:07	6:23	6:25	6:49	7:01	7:21
6:05	6:22	6:33	6:49	6:51	7:15	7:27	7:47
7:05	7:22	7:33	7:47	7:51	8:12	8:22	8:42
8:05	8:22	8:31	8:45	8:49	9:10	9:20	9:40
9:05	9:18	9:27	9:41	9:43	10:06	10:15	
ROUTE 22: SATURDAY							
A	B	C	D	D	C	B	A
NORTHBOUND				SOUTHBOUND			
7:13	7:28	7:37	7:51	7:53	8:12	8:23	8:38
7:58	8:13	8:23	8:37	8:39	8:58	9:09	9:24
8:58	9:13	9:23	9:37	9:39	9:58	10:09	10:24
9:58	10:13	10:23	10:37	10:39	11:00	11:13	11:31
10:58	11:17	11:29	11:43	11:45	12:06	12:19	12:37
11:58	12:17	12:29	12:43	12:45	1:06	1:19	1:37
12:58	1:17	1:29	1:43	1:45	2:08	2:21	2:39
1:58	2:17	2:29	2:43	2:45	3:08	3:21	3:37
2:58	3:17	3:29	3:43	3:45	4:08	4:21	4:37
3:59	4:15	4:27	4:41	4:43	5:06	5:19	5:35
4:54	5:10	5:22	5:36	5:38	6:01	6:14	6:30
5:56	6:11	6:23	6:37	6:39	7:02	7:13	7:28
ROUTE 22: SUNDAY							
A	B	C	D	D	C	B	A
NORTHBOUND				SOUTHBOUND			
7:58	7:28	7:36	7:48	7:50	8:12	8:24	8:39
8:57	8:12	8:21	8:36	8:38	9:00	9:12	9:27
9:58	9:14	9:24	9:39	9:41	10:03	10:15	10:30
10:58	10:15	10:26	10:41	10:43	11:06	11:18	11:36
11:01	11:18	11:29	11:44	11:46	12:09	12:21	12:39
12:01	12:18	12:29	12:44	12:46	1:09	1:21	1:39
1:00	1:18	1:29	1:44	1:46	2:09	2:21	2:39
2:00	2:18	2:29	2:44	2:46	3:09	3:21	3:38
3:01	3:18	3:29	3:44	3:46	4:09	4:21	4:38
3:59	4:16	4:27	4:42	4:44	5:07	5:19	5:36
4:53	5:10	5:21	5:36	5:38	6:01	6:12	6:29
5:56	6:12	6:23	6:38	6:40	7:03	7:13	7:28

Appendix 2 - Traffic Volume Counts

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

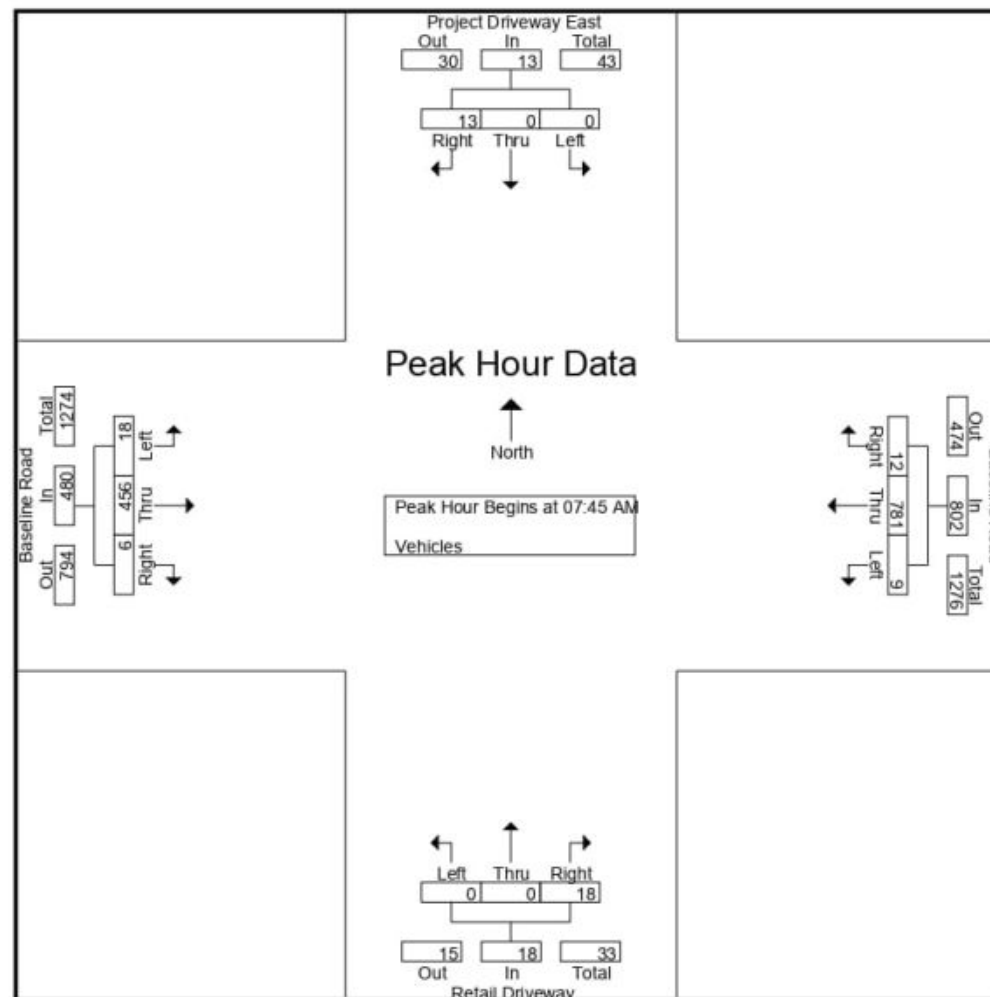
File Name : ProjectDrivewayEast_BaselineRd
Site Code : 00000000
Start Date : 3/17/2026
Page No : 1

Groups Printed- Vehicles													
	Project Driveway East Southbound			Baseline Road Westbound			Retail Driveway Northbound			Baseline Road Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	1	80	0	0	0	0	5	45	0	132
07:15 AM	0	0	0	0	95	1	0	0	0	2	73	0	171
07:30 AM	0	0	1	1	144	3	0	0	2	4	105	1	261
07:45 AM	0	0	2	2	214	4	0	0	0	5	114	1	342
Total	0	0	4	4	533	8	0	0	2	16	337	2	906
08:00 AM	0	0	2	1	188	3	0	0	7	4	112	3	320
08:15 AM	0	0	5	3	195	4	0	0	6	4	107	0	324
08:30 AM	0	0	4	3	184	1	0	0	5	5	123	2	327
08:45 AM	0	0	4	1	135	1	0	0	0	11	99	1	252
Total	0	0	15	8	702	9	0	0	18	24	441	6	1223
09:00 AM	0	0	2	1	95	1	0	0	2	7	76	0	184
09:15 AM	0	0	3	1	102	1	0	0	1	6	82	0	196
09:30 AM	0	0	5	1	98	0	0	0	1	6	64	1	176
09:45 AM	0	0	2	6	85	1	0	0	6	8	54	1	163
Total	0	0	12	9	380	3	0	0	10	27	276	2	719
03:00 PM	0	0	4	6	178	6	0	0	6	9	140	0	349
03:15 PM	0	0	4	6	198	4	0	0	8	14	142	1	377
03:30 PM	0	0	10	4	168	7	0	0	4	5	221	0	419
03:45 PM	0	0	7	3	168	5	0	0	7	14	188	1	393
Total	0	0	25	19	712	22	0	0	25	42	691	2	1538
04:00 PM	0	0	10	5	154	8	0	0	3	9	169	3	361
04:15 PM	0	0	13	6	148	9	0	0	8	12	152	0	348
04:30 PM	0	0	6	2	137	5	0	0	5	9	153	0	317
04:45 PM	0	0	6	3	149	5	0	0	4	14	140	2	323
Total	0	0	35	16	588	27	0	0	20	44	614	5	1349
05:00 PM	0	0	10	8	139	10	0	0	3	10	153	1	334
05:15 PM	0	0	11	3	159	6	0	0	8	8	149	0	344
05:30 PM	0	0	6	6	137	7	0	0	6	10	170	2	344
05:45 PM	0	0	4	15	154	12	0	0	2	15	138	1	341
Total	0	0	31	32	589	35	0	0	19	43	610	4	1363
Grand Total	0	0	122	88	3504	104	0	0	94	196	2969	21	7098
Apprch %	0	0	100	2.4	94.8	2.8	0	0	100	6.2	93.2	0.7	
Total %	0	0	1.7	1.2	49.4	1.5	0	0	1.3	2.8	41.8	0.3	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ProjectDrivewayEast_BaselineRd
Site Code : 00000000
Start Date : 3/17/2026
Page No : 2

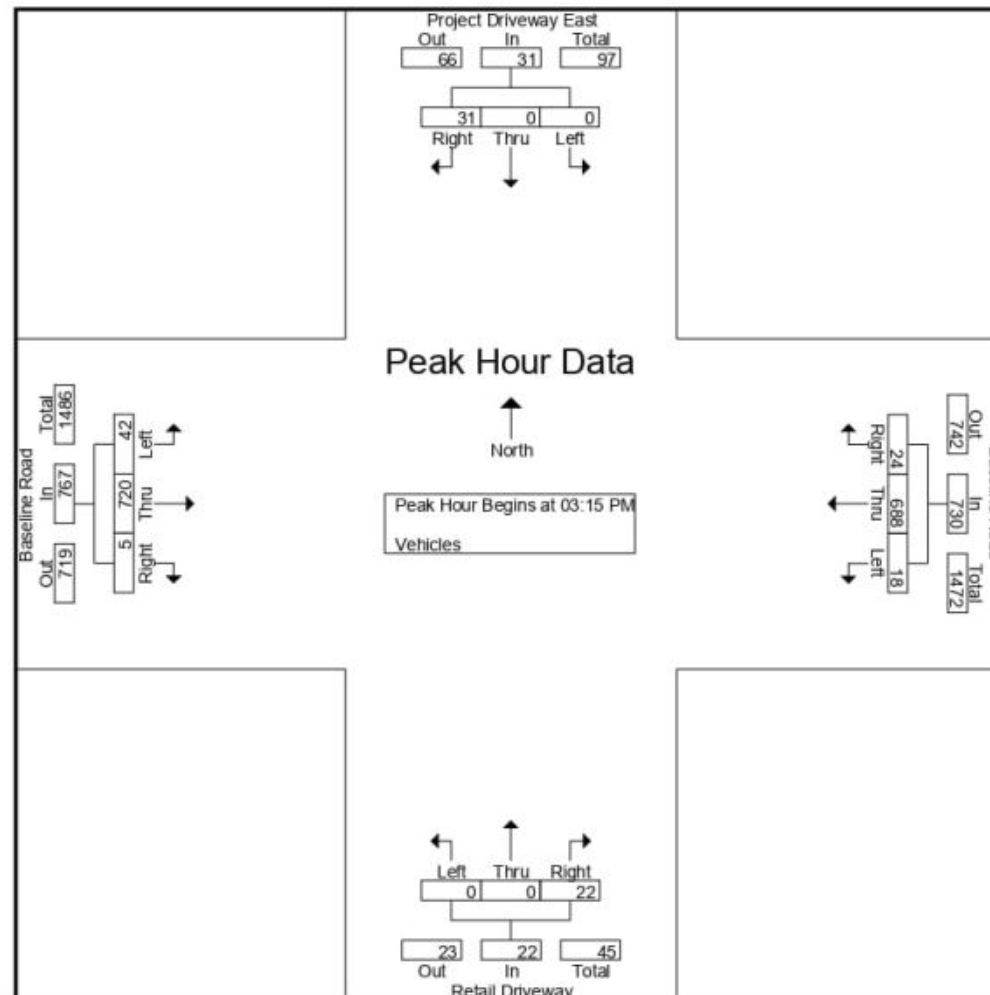
	Project Driveway East Southbound				Baseline Road Westbound				Retail Driveway Northbound				Baseline Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	2	2	2	214	4	220	0	0	0	0	5	114	1	120	342
08:00 AM	0	0	2	2	1	188	3	192	0	0	7	7	4	112	3	119	320
08:15 AM	0	0	5	5	3	195	4	202	0	0	6	6	4	107	0	111	324
08:30 AM	0	0	4	4	3	184	1	188	0	0	5	5	5	123	2	130	327
Total Volume	0	0	13	13	9	781	12	802	0	0	18	18	18	456	6	480	1313
% App. Total	0	0	100		1.1	97.4	1.5		0	0	100		3.8	95	1.2		
PHF	.000	.000	.650	.650	.750	.912	.750	.911	.000	.000	.643	.643	.900	.927	.500	.923	.960



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ProjectDrivewayEast_BaselineRd
Site Code : 00000000
Start Date : 3/17/2026
Page No : 3

	Project Driveway East Southbound				Baseline Road Westbound				Retail Driveway Northbound				Baseline Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	4	4	6	198	4	208	0	0	8	8	14	142	1	157	377
03:30 PM	0	0	10	10	4	168	7	179	0	0	4	4	5	221	0	226	419
03:45 PM	0	0	7	7	3	168	5	176	0	0	7	7	14	188	1	203	393
04:00 PM	0	0	10	10	5	154	8	167	0	0	3	3	9	169	3	181	361
Total Volume	0	0	31	31	18	688	24	730	0	0	22	22	42	720	5	767	1550
% App. Total	0	0	100		2.5	94.2	3.3		0	0	100		5.5	93.9	0.7		
PHF	.000	.000	.775	.775	.750	.869	.750	.877	.000	.000	.688	.688	.750	.814	.417	.848	.925



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ProjectDrivewayWest_BaselineRd
Site Code : 00000000
Start Date : 3/17/2026
Page No : 1

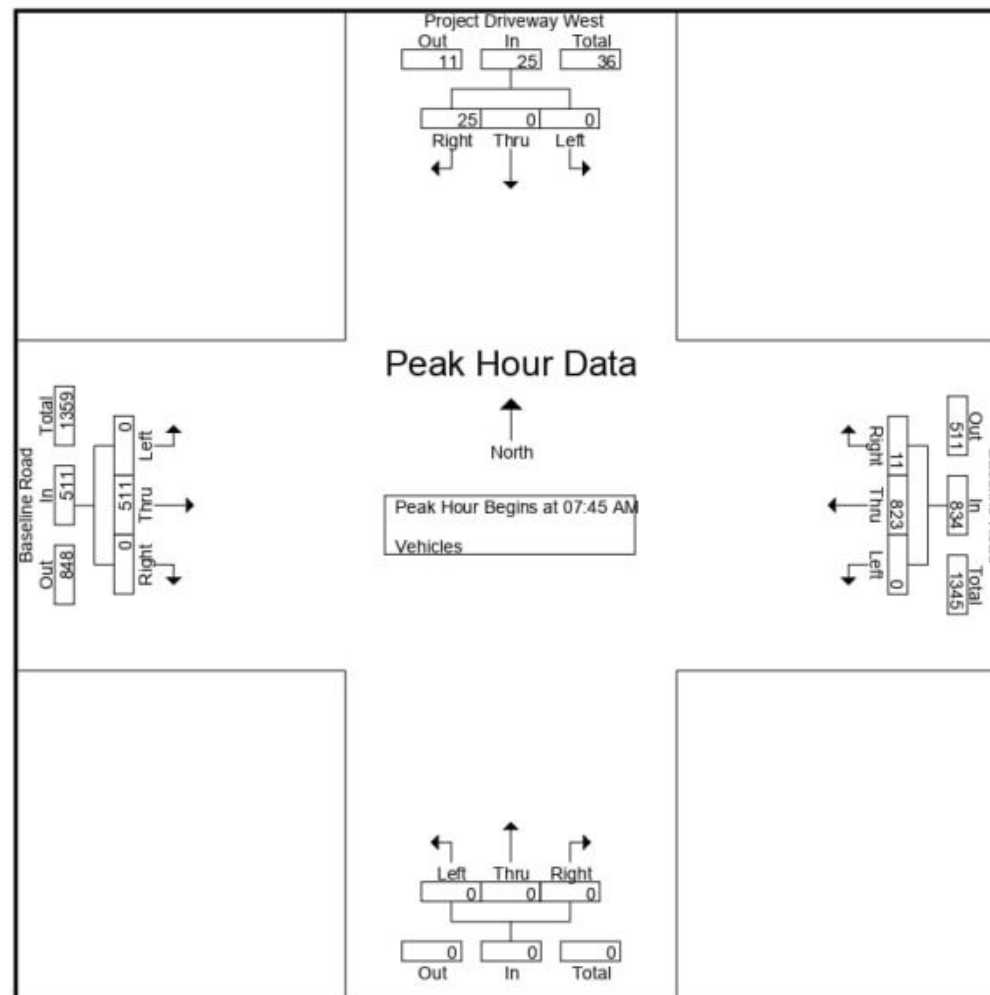
Groups Printed- Vehicles

	Project Driveway West Southbound			Baseline Road Westbound			Northbound			Baseline Road Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	2	0	80	2	0	0	0	0	53	0	137
07:15 AM	0	0	5	0	92	3	0	0	0	0	77	0	177
07:30 AM	0	0	5	0	159	1	0	0	0	0	114	0	279
07:45 AM	0	0	4	0	212	4	0	0	0	0	124	0	344
Total	0	0	16	0	543	10	0	0	0	0	368	0	937
08:00 AM	0	0	6	0	198	2	0	0	0	0	129	0	335
08:15 AM	0	0	7	0	219	1	0	0	0	0	117	0	344
08:30 AM	0	0	8	0	194	4	0	0	0	0	141	0	347
08:45 AM	0	0	9	0	136	3	0	0	0	0	113	0	261
Total	0	0	30	0	747	10	0	0	0	0	500	0	1287
09:00 AM	0	0	9	0	102	5	0	0	0	0	87	0	203
09:15 AM	0	0	9	0	113	2	0	0	0	0	89	0	213
09:30 AM	0	0	9	0	109	4	0	0	0	0	68	0	190
09:45 AM	0	0	8	0	97	2	0	0	0	0	64	0	171
Total	0	0	35	0	421	13	0	0	0	0	308	0	777
03:00 PM	0	0	12	0	166	14	0	0	0	0	150	0	342
03:15 PM	0	0	24	0	198	6	0	0	0	0	152	0	380
03:30 PM	0	0	12	0	176	3	0	0	0	0	226	0	417
03:45 PM	0	0	11	0	164	11	0	0	0	0	200	0	386
Total	0	0	59	0	704	34	0	0	0	0	728	0	1525
04:00 PM	0	0	12	0	158	6	0	0	0	0	175	0	351
04:15 PM	0	0	16	0	158	4	0	0	0	0	176	0	354
04:30 PM	0	0	7	0	138	5	0	0	0	0	154	0	304
04:45 PM	0	0	15	0	141	13	0	0	0	0	157	0	326
Total	0	0	50	0	595	28	0	0	0	0	662	0	1335
05:00 PM	0	0	12	0	141	8	0	0	0	0	156	0	317
05:15 PM	0	0	9	0	163	7	0	0	0	0	160	0	339
05:30 PM	0	0	18	0	136	7	0	0	0	0	187	0	348
05:45 PM	0	0	13	0	148	10	0	0	0	0	156	0	327
Total	0	0	52	0	588	32	0	0	0	0	659	0	1331
Grand Total	0	0	242	0	3598	127	0	0	0	0	3225	0	7192
Apprch %	0	0	100	0	96.6	3.4	0	0	0	0	100	0	
Total %	0	0	3.4	0	50	1.8	0	0	0	0	44.8	0	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ProjectDrivewayWest_BaselineRd
Site Code : 00000000
Start Date : 3/17/2026
Page No : 2

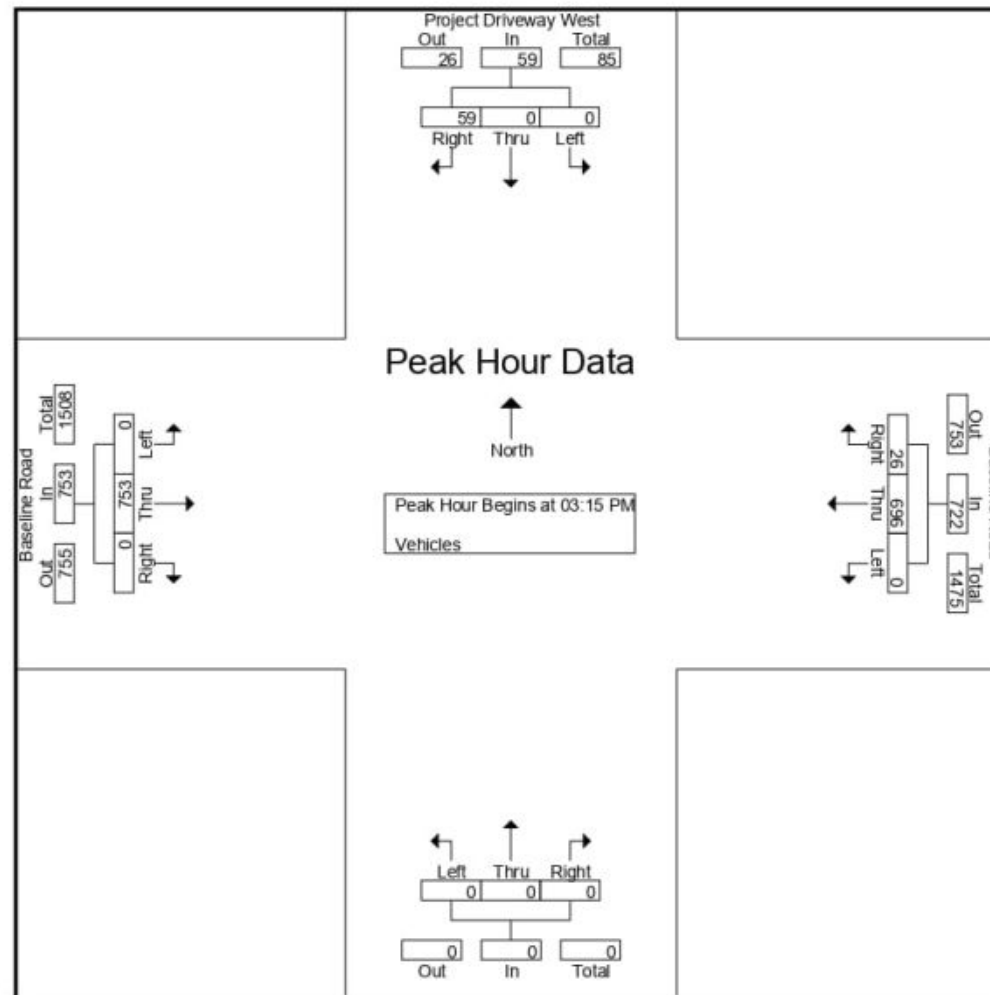
	Project Driveway West Southbound				Baseline Road Westbound				Northbound				Baseline Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	4	4	0	212	4	216	0	0	0	0	0	124	0	124	344
08:00 AM	0	0	6	6	0	198	2	200	0	0	0	0	0	129	0	129	335
08:15 AM	0	0	7	7	0	219	1	220	0	0	0	0	0	117	0	117	344
08:30 AM	0	0	8	8	0	194	4	198	0	0	0	0	0	141	0	141	347
Total Volume	0	0	25	25	0	823	11	834	0	0	0	0	0	511	0	511	1370
% App. Total	0	0	100		0	98.7	1.3		0	0	0		0	100	0		
PHF	.000	.000	.781	.781	.000	.939	.688	.948	.000	.000	.000	.000	.000	.906	.000	.906	.987



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File Name : ProjectDrivewayWest_BaselineRd
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	Project Driveway West Southbound				Baseline Road Westbound				Northbound				Baseline Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	24	24	0	198	6	204	0	0	0	0	0	152	0	152	380
03:30 PM	0	0	12	12	0	176	3	179	0	0	0	0	0	226	0	226	417
03:45 PM	0	0	11	11	0	164	11	175	0	0	0	0	0	200	0	200	386
04:00 PM	0	0	12	12	0	158	6	164	0	0	0	0	0	175	0	175	351
Total Volume	0	0	59	59	0	696	26	722	0	0	0	0	0	753	0	753	1534
% App. Total	0	0	100		0	96.4	3.6		0	0	0		0	100	0		
PHF	.000	.000	.615	.615	.000	.879	.591	.885	.000	.000	.000	.000	.000	.833	.000	.833	.920



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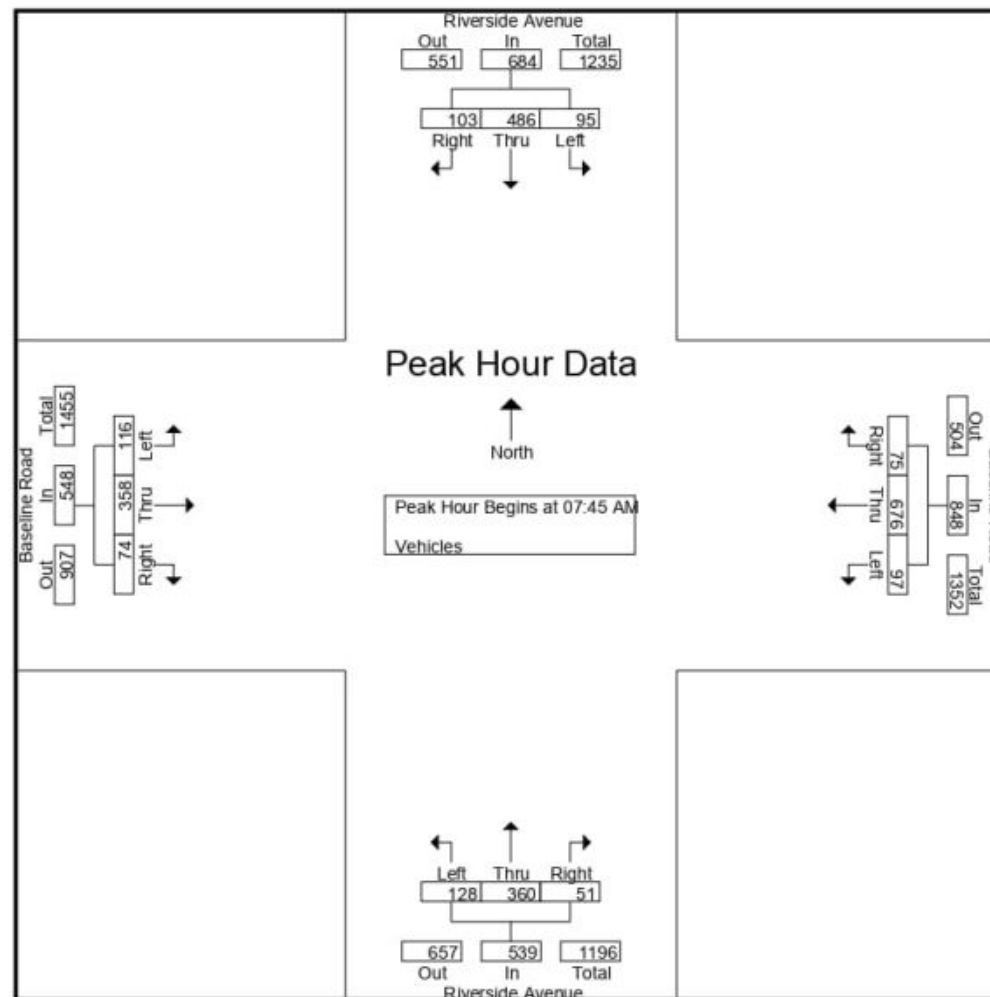
File Name : RiversideAve_BaselineRd
 Site Code : 00000000
 Start Date : 3/17/2026
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Groups Printed- Vehicles													
	Riverside Avenue Southbound			Baseline Road Westbound			Riverside Avenue Northbound			Baseline Road Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	10	80	10	14	58	10	14	75	10	15	32	10	338
07:15 AM	11	99	12	13	73	11	21	83	7	25	59	14	428
07:30 AM	16	142	23	20	114	30	17	96	17	15	74	14	578
07:45 AM	18	155	24	33	149	33	21	117	12	32	92	9	695
Total	55	476	69	80	394	84	73	371	46	87	257	47	2039
08:00 AM	27	107	21	31	152	22	26	73	10	27	86	25	607
08:15 AM	22	120	33	14	200	12	41	95	16	22	79	14	668
08:30 AM	28	104	25	19	175	8	40	75	13	35	101	26	649
08:45 AM	22	118	27	18	112	15	28	78	12	27	85	15	557
Total	99	449	106	82	639	57	135	321	51	111	351	80	2481
09:00 AM	19	100	23	24	78	9	15	67	11	17	58	12	433
09:15 AM	15	95	20	25	80	17	21	61	10	23	62	9	438
09:30 AM	13	101	24	28	75	15	21	76	9	22	43	6	433
09:45 AM	10	100	22	22	70	13	20	80	10	26	47	16	436
Total	57	396	89	99	303	54	77	284	40	88	210	43	1740
03:00 PM	38	133	26	31	137	11	26	123	9	32	98	15	679
03:15 PM	39	131	25	27	184	11	36	121	10	37	99	12	732
03:30 PM	56	167	19	26	139	23	33	123	15	51	168	29	849
03:45 PM	37	153	22	33	127	15	31	127	19	39	131	26	760
Total	170	584	92	117	587	60	126	494	53	159	496	82	3020
04:00 PM	32	161	23	32	126	12	27	132	23	45	120	16	749
04:15 PM	32	131	14	36	122	16	23	126	17	46	128	22	713
04:30 PM	29	126	20	24	110	11	33	125	14	36	112	16	656
04:45 PM	29	128	19	37	107	12	25	155	17	35	110	18	692
Total	122	546	76	129	465	51	108	538	71	162	470	72	2810
05:00 PM	32	107	18	27	112	15	20	115	15	38	108	13	620
05:15 PM	32	122	14	33	123	16	25	118	12	32	107	12	646
05:30 PM	29	114	19	24	113	17	21	128	21	41	133	24	684
05:45 PM	31	149	30	32	108	21	25	105	18	43	108	19	689
Total	124	492	81	116	456	69	91	466	66	154	456	68	2639
Grand Total	627	2943	513	623	2844	375	610	2474	327	761	2240	392	14729
Apprch %	15.4	72.1	12.6	16.2	74	9.8	17.9	72.5	9.6	22.4	66	11.6	
Total %	4.3	20	3.5	4.2	19.3	2.5	4.1	16.8	2.2	5.2	15.2	2.7	

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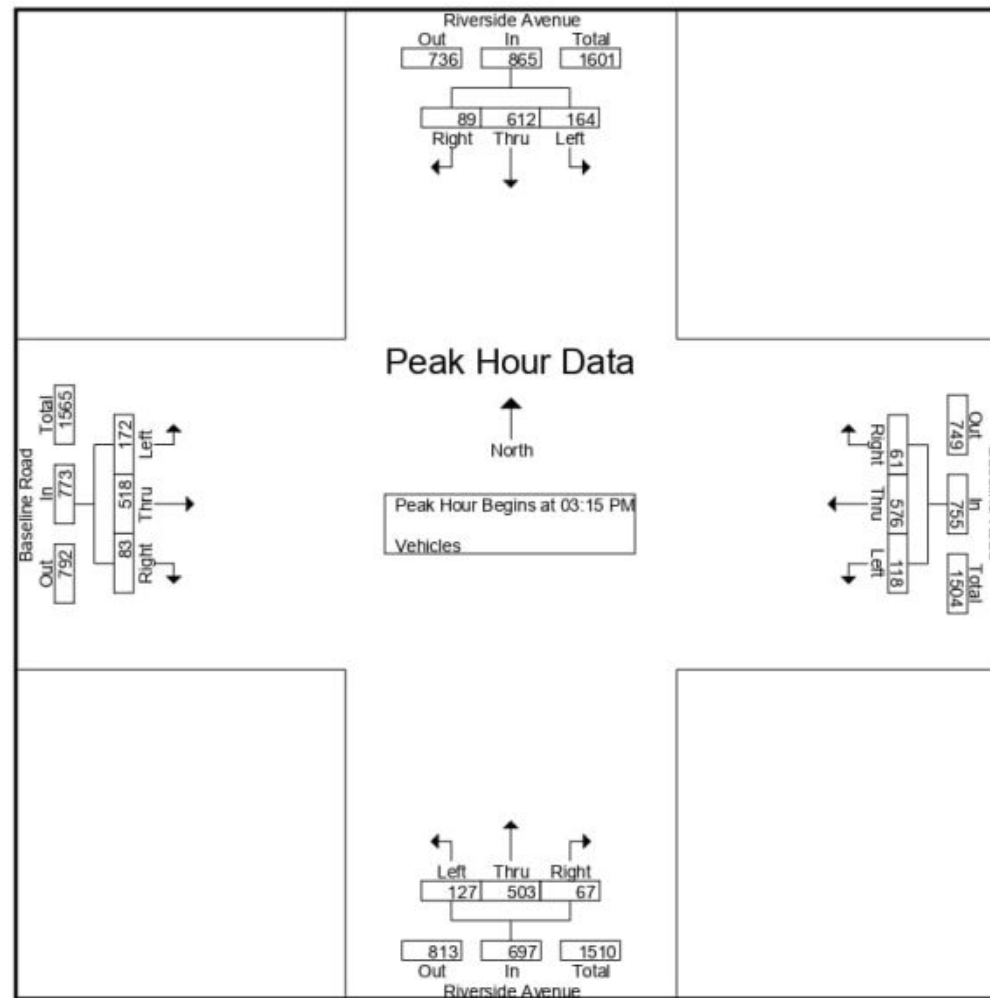
	Riverside Avenue Southbound				Baseline Road Westbound				Riverside Avenue Northbound				Baseline Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	18	155	24	197	33	149	33	215	21	117	12	150	32	92	9	133	695
08:00 AM	27	107	21	155	31	152	22	205	26	73	10	109	27	86	25	138	607
08:15 AM	22	120	33	175	14	200	12	226	41	95	16	152	22	79	14	115	668
08:30 AM	28	104	25	157	19	175	8	202	40	75	13	128	35	101	26	162	649
Total Volume	95	486	103	684	97	676	75	848	128	360	51	539	116	358	74	548	2619
% App. Total	13.9	71.1	15.1		11.4	79.7	8.8		23.7	66.8	9.5		21.2	65.3	13.5		
PHF	.848	.784	.780	.868	.735	.845	.568	.938	.780	.769	.797	.887	.829	.886	.712	.846	.942



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	Riverside Avenue Southbound				Baseline Road Westbound				Riverside Avenue Northbound				Baseline Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	39	131	25	195	27	184	11	222	36	121	10	167	37	99	12	148	732
03:30 PM	56	167	19	242	26	139	23	188	33	123	15	171	51	168	29	248	849
03:45 PM	37	153	22	212	33	127	15	175	31	127	19	177	39	131	26	196	760
04:00 PM	32	161	23	216	32	126	12	170	27	132	23	182	45	120	16	181	749
Total Volume	164	612	89	865	118	576	61	755	127	503	67	697	172	518	83	773	3090
% App. Total	19	70.8	10.3		15.6	76.3	8.1		18.2	72.2	9.6		22.3	67	10.7		
PHF	732	916	890	894	894	783	663	850	882	953	728	957	843	771	716	779	910



CITY TRAFFIC COUNTERS
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Site Code : 00000000
Start Date : 3/17/2026
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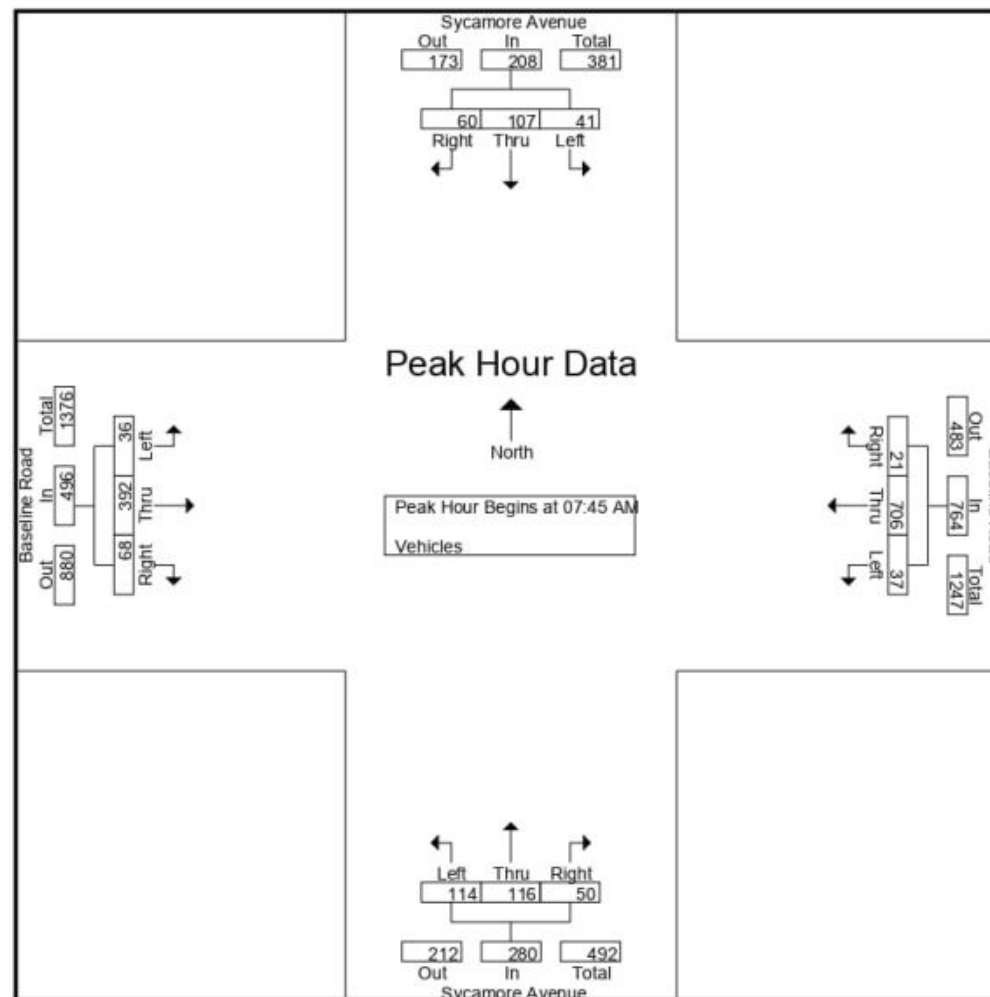
Groups Printed- Vehicles

	Sycamore Avenue Southbound			Baseline Road Westbound			Sycamore Avenue Northbound			Baseline Road Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	14	9	3	58	6	13	22	8	6	32	8	181
07:15 AM	9	21	5	7	93	6	8	25	11	8	59	9	261
07:30 AM	12	18	23	17	118	16	23	37	21	11	79	16	391
07:45 AM	8	30	14	14	176	8	36	40	27	9	90	19	471
Total	31	83	51	41	445	36	80	124	67	34	260	52	1304
08:00 AM	12	38	19	10	169	4	24	31	15	15	90	18	445
08:15 AM	10	18	22	5	186	5	27	28	5	3	97	17	423
08:30 AM	11	21	5	8	175	4	27	17	3	9	115	14	409
08:45 AM	10	19	8	7	123	2	14	21	7	3	84	12	310
Total	43	96	54	30	653	15	92	97	30	30	386	61	1587
09:00 AM	10	20	9	8	87	3	16	14	5	6	72	7	257
09:15 AM	9	13	11	10	92	11	11	22	10	3	71	7	270
09:30 AM	8	16	9	5	84	6	15	20	7	5	50	8	233
09:45 AM	12	33	3	9	83	4	12	19	10	6	50	8	249
Total	39	82	32	32	346	24	54	75	32	20	243	30	1009
03:00 PM	21	36	9	9	164	9	27	36	13	8	108	18	458
03:15 PM	22	34	16	18	169	3	38	27	23	21	116	19	506
03:30 PM	30	32	13	17	143	5	25	28	17	16	190	26	542
03:45 PM	17	32	22	15	146	6	22	33	15	10	172	21	511
Total	90	134	60	59	622	23	112	124	68	55	586	84	2017
04:00 PM	24	39	16	12	138	2	20	35	16	11	144	18	475
04:15 PM	20	28	13	13	131	4	22	25	12	12	130	19	429
04:30 PM	29	39	15	15	111	9	18	24	11	9	129	23	432
04:45 PM	26	30	15	14	131	4	29	40	13	16	114	19	451
Total	99	136	59	54	511	19	89	124	52	48	517	79	1787
05:00 PM	21	35	7	10	129	3	25	34	13	7	124	19	427
05:15 PM	20	28	15	16	142	8	16	23	10	13	129	20	440
05:30 PM	22	38	6	16	136	8	20	33	10	11	143	22	465
05:45 PM	21	37	12	8	154	6	30	37	10	9	120	22	466
Total	84	138	40	50	561	25	91	127	43	40	516	83	1798
Grand Total	386	669	296	266	3138	142	518	671	292	227	2508	389	9502
Apprch %	28.6	49.5	21.9	7.5	88.5	4	35	45.3	19.7	7.3	80.3	12.5	
Total %	4.1	7	3.1	2.8	33	1.5	5.5	7.1	3.1	2.4	26.4	4.1	

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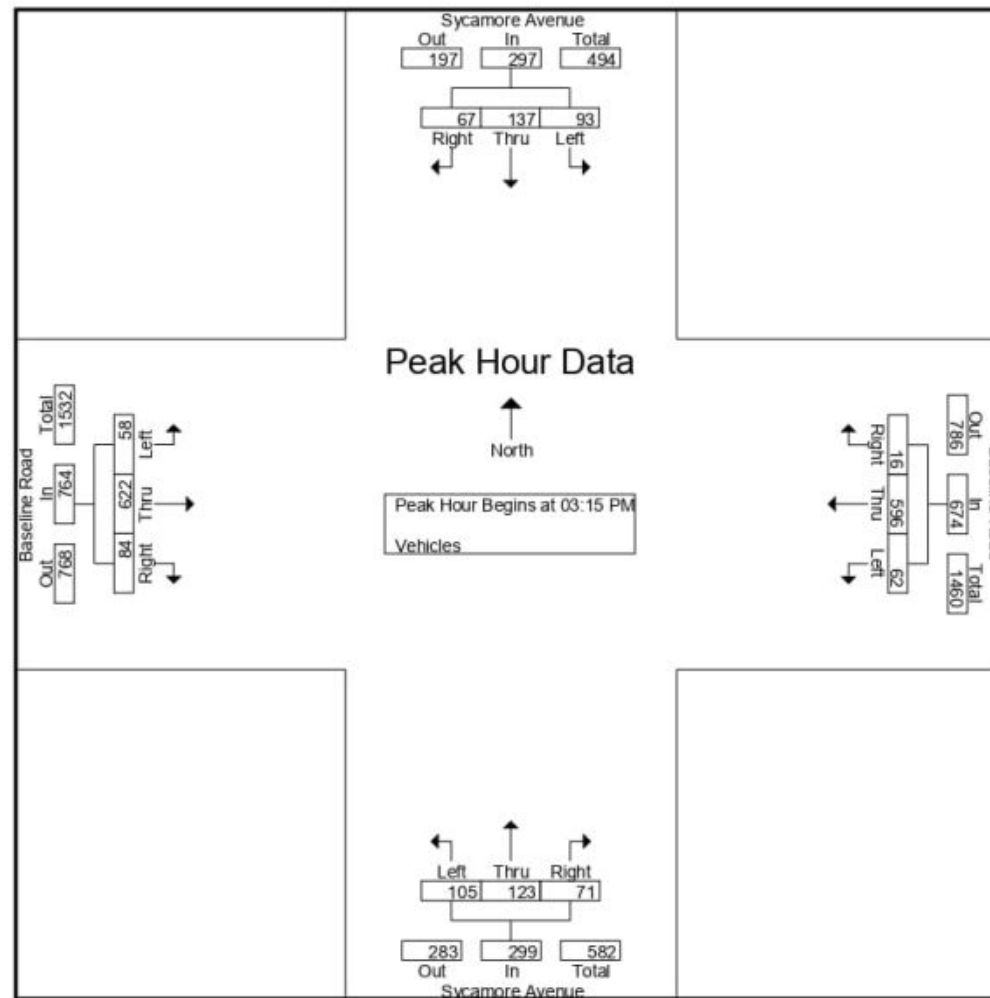
	Sycamore Avenue Southbound				Baseline Road Westbound				Sycamore Avenue Northbound				Baseline Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	8	30	14	52	14	176	8	198	36	40	27	103	9	90	19	118	471
08:00 AM	12	38	19	69	10	169	4	183	24	31	15	70	15	90	18	123	445
08:15 AM	10	18	22	50	5	186	5	196	27	28	5	60	3	97	17	117	423
08:30 AM	11	21	5	37	8	175	4	187	27	17	3	47	9	115	14	138	409
Total Volume	41	107	60	208	37	706	21	764	114	116	50	280	36	392	68	496	1748
% App. Total	19.7	51.4	28.8		4.8	92.4	2.7		40.7	41.4	17.9		7.3	79	13.7		
PHF	.854	.704	.682	.754	.661	.949	.656	.965	.792	.725	.463	.680	.600	.852	.895	.899	.928



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WWW.CTCOUNTERS.COM

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 Site Code : 00000000
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	Sycamore Avenue Southbound				Baseline Road Westbound				Sycamore Avenue Northbound				Baseline Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	22	34	16	72	18	169	3	190	38	27	23	88	21	116	19	156	506
03:30 PM	30	32	13	75	17	143	5	165	25	28	17	70	16	190	26	232	542
03:45 PM	17	32	22	71	15	146	6	167	22	33	15	70	10	172	21	203	511
04:00 PM	24	39	16	79	12	138	2	152	20	35	16	71	11	144	18	173	475
Total Volume	93	137	67	297	62	596	16	674	105	123	71	299	58	622	84	764	2034
% App. Total	31.3	46.1	22.6		9.2	88.4	2.4		35.1	41.1	23.7		7.6	81.4	11		
PHF	.775	.878	.761	.940	.861	.882	.667	.887	.691	.879	.772	.849	.690	.818	.808	.823	.938



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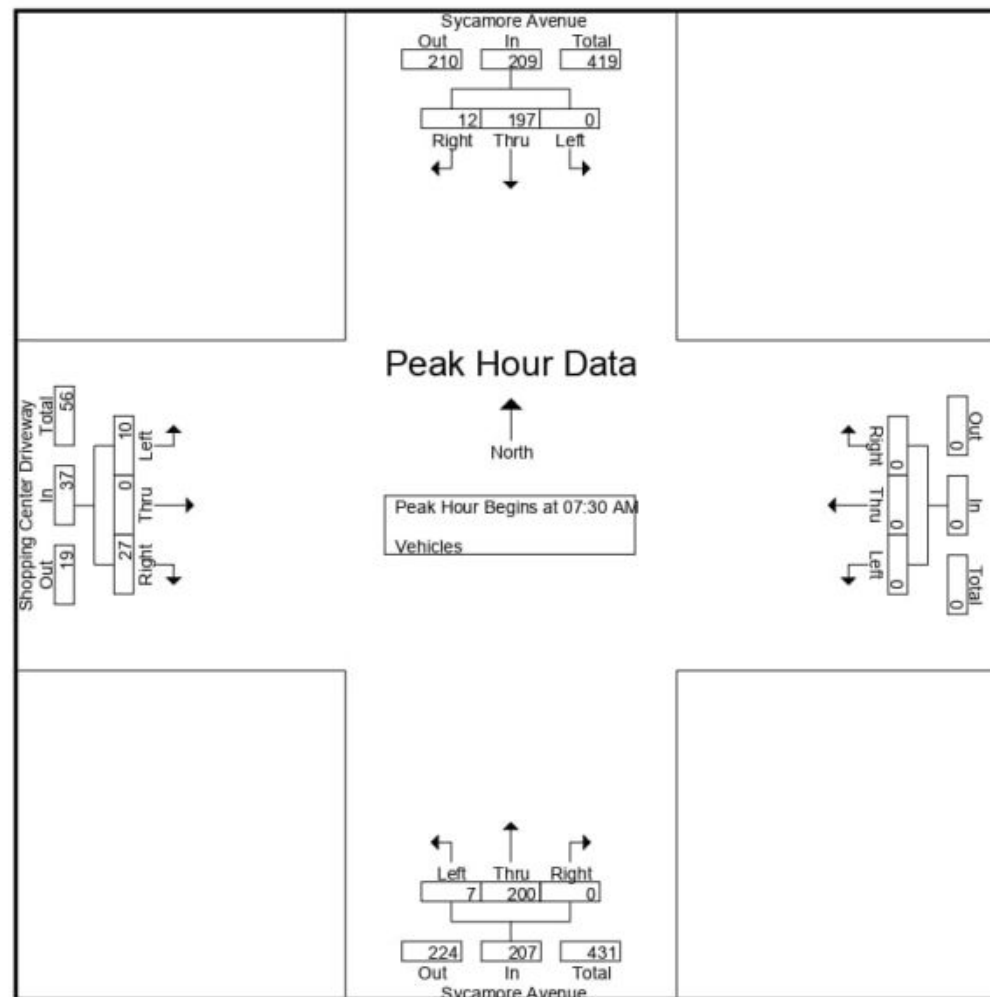
File Name : SycamoreAve_ShoppingCenterDriveway
Site Code : 00000000
Start Date : 3/17/2026
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Groups Printed- Vehicles													
	Sycamore Avenue Southbound			Westbound			Sycamore Avenue Northbound			Shopping Center Driveway Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	23	1	0	0	0	1	33	0	0	0	2	60
07:15 AM	0	31	2	0	0	0	0	39	0	2	0	4	78
07:30 AM	0	50	0	0	0	0	1	63	0	1	0	6	121
07:45 AM	0	48	4	0	0	0	1	56	0	3	0	1	113
Total	0	152	7	0	0	0	3	191	0	6	0	13	372
08:00 AM	0	63	1	0	0	0	1	49	0	2	0	9	125
08:15 AM	0	36	7	0	0	0	4	32	0	4	0	11	94
08:30 AM	0	27	2	0	0	0	3	27	0	1	0	10	70
08:45 AM	0	24	3	0	0	0	1	25	0	0	0	13	66
Total	0	150	13	0	0	0	9	133	0	7	0	43	355
09:00 AM	0	31	6	0	0	0	1	22	0	2	0	8	70
09:15 AM	0	23	6	0	0	0	6	30	0	2	0	10	77
09:30 AM	0	20	2	0	0	0	6	25	0	2	0	13	68
09:45 AM	0	30	4	0	0	0	6	23	0	3	0	18	84
Total	0	104	18	0	0	0	19	100	0	9	0	49	299
03:00 PM	0	42	6	0	0	0	6	47	0	5	0	24	130
03:15 PM	0	48	6	0	0	0	3	48	0	3	0	24	132
03:30 PM	0	42	4	0	0	0	5	44	0	2	0	33	130
03:45 PM	0	50	7	0	0	0	6	43	0	4	0	21	131
Total	0	182	23	0	0	0	20	182	0	14	0	102	523
04:00 PM	0	52	12	0	0	0	5	43	0	4	0	27	143
04:15 PM	0	39	8	0	0	0	3	38	0	3	0	22	113
04:30 PM	0	51	4	0	0	0	4	38	0	4	0	32	133
04:45 PM	0	40	3	0	0	0	4	56	0	3	0	32	138
Total	0	182	27	0	0	0	16	175	0	14	0	113	527
05:00 PM	0	41	4	0	0	0	3	41	0	3	0	22	114
05:15 PM	0	40	6	0	0	0	4	40	0	0	0	23	113
05:30 PM	0	37	5	0	0	0	4	48	0	1	0	29	124
05:45 PM	0	53	3	0	0	0	2	49	0	7	0	17	131
Total	0	171	18	0	0	0	13	178	0	11	0	91	482
Grand Total	0	941	106	0	0	0	80	959	0	61	0	411	2558
Apprch %	0	89.9	10.1	0	0	0	7.7	92.3	0	12.9	0	87.1	
Total %	0	36.8	4.1	0	0	0	3.1	37.5	0	2.4	0	16.1	

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File Name : SycamoreAve_ShoppingCenterDriveway
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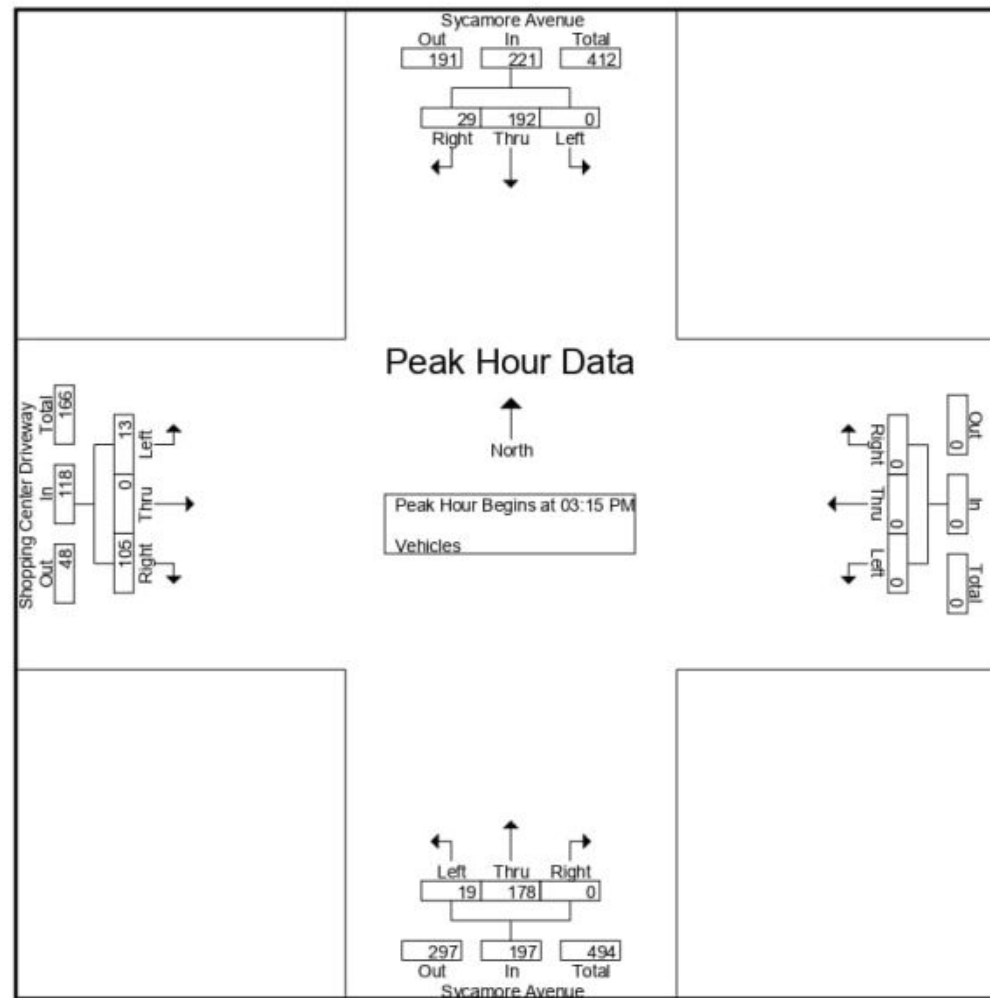
	Sycamore Avenue Southbound				Westbound				Sycamore Avenue Northbound				Shopping Center Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	50	0	50	0	0	0	0	1	63	0	64	1	0	6	7	121
07:45 AM	0	48	4	52	0	0	0	0	1	56	0	57	3	0	1	4	113
08:00 AM	0	63	1	64	0	0	0	0	1	49	0	50	2	0	9	11	125
08:15 AM	0	36	7	43	0	0	0	0	4	32	0	36	4	0	11	15	94
Total Volume	0	197	12	209	0	0	0	0	7	200	0	207	10	0	27	37	453
% App. Total	0	94.3	5.7		0	0	0		3.4	96.6	0		27	0	73		
PHF	.000	.782	.429	.816	.000	.000	.000	.000	.438	.794	.000	.809	.625	.000	.614	.617	.906



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 Site Code : 00000000
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	Sycamore Avenue Southbound				Westbound				Sycamore Avenue Northbound				Shopping Center Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	48	6	54	0	0	0	0	3	48	0	51	3	0	24	27	132
03:30 PM	0	42	4	46	0	0	0	0	5	44	0	49	2	0	33	35	130
03:45 PM	0	50	7	57	0	0	0	0	6	43	0	49	4	0	21	25	131
04:00 PM	0	52	12	64	0	0	0	0	5	43	0	48	4	0	27	31	143
Total Volume	0	192	29	221	0	0	0	0	19	178	0	197	13	0	105	118	536
% App. Total	0	86.9	13.1		0	0	0		9.6	90.4	0		11	0	89		
PHF	.000	.923	.604	.863	.000	.000	.000	.000	.792	.927	.000	.966	.813	.000	.795	.843	.937



Appendix 3 - ITE Trip Generation Rates

Land Use: 948

Automated Car Wash

Description

An automated car wash is a facility that allows for the mechanical cleaning of the exterior of vehicles. Manual cleaning services may also be available at the facility.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2020s in California, Colorado, Florida, New Jersey, New York, Pennsylvania, and Washington.

Source Numbers

552, 555, 585, 599, 954, 1208, 1224, 1245, 1256



Automated Car Wash (948)

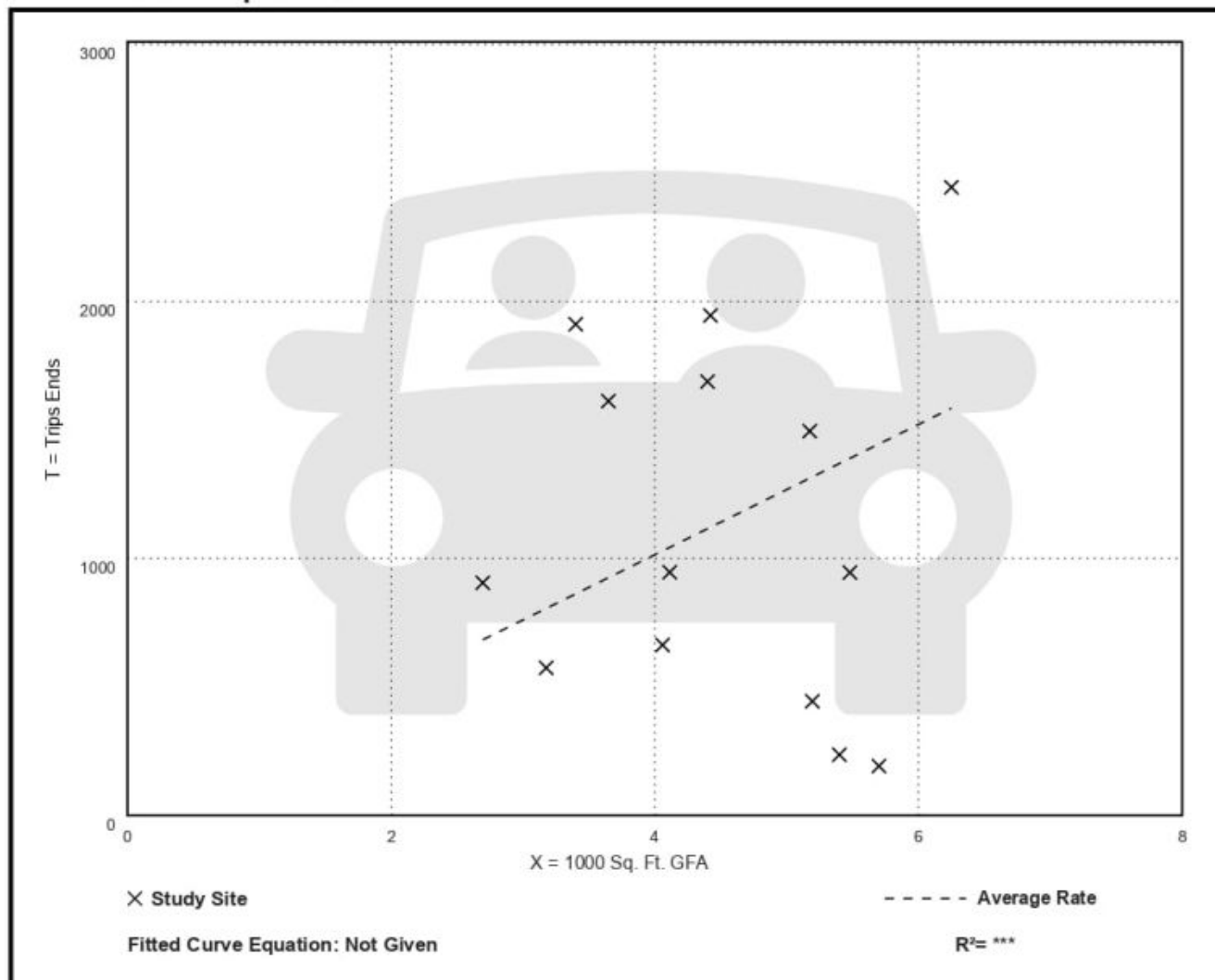
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
253.51	33.68 - 562.06	163.78

Data Plot and Equation



Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

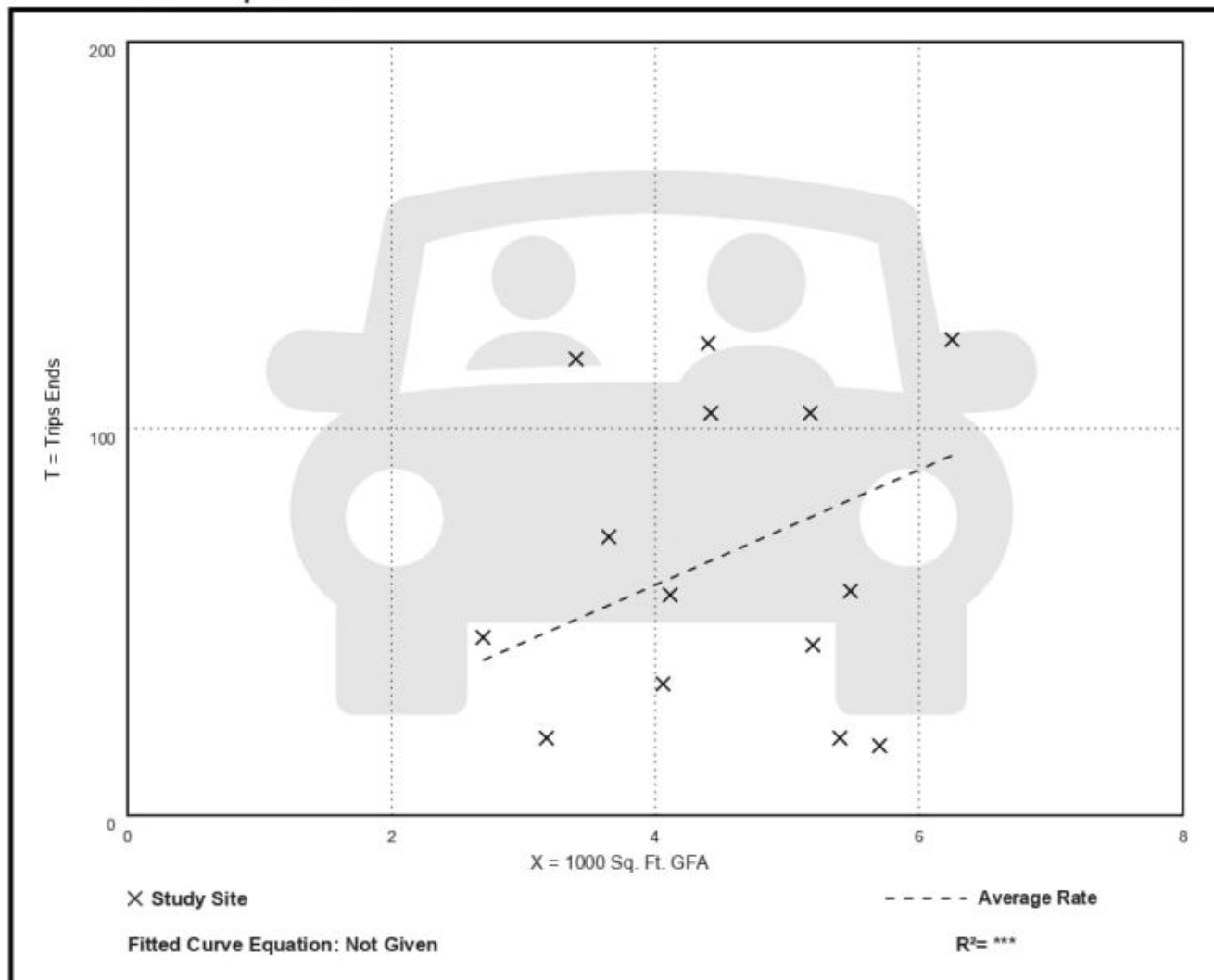
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.89	3.16 - 34.71	9.20

Data Plot and Equation



Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 15

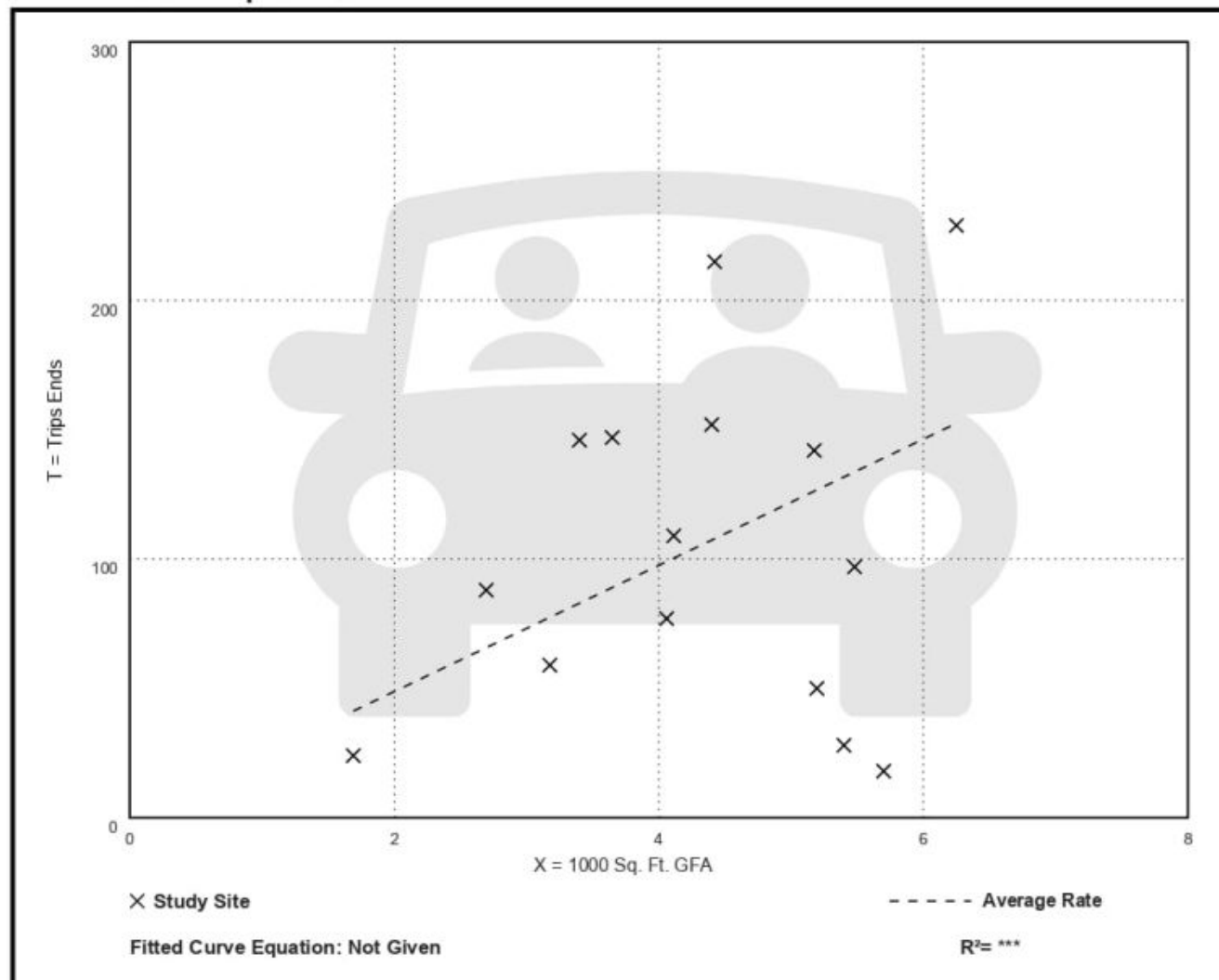
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
24.40	3.16 - 48.62	14.47

Data Plot and Equation



Automated Car Wash (948)

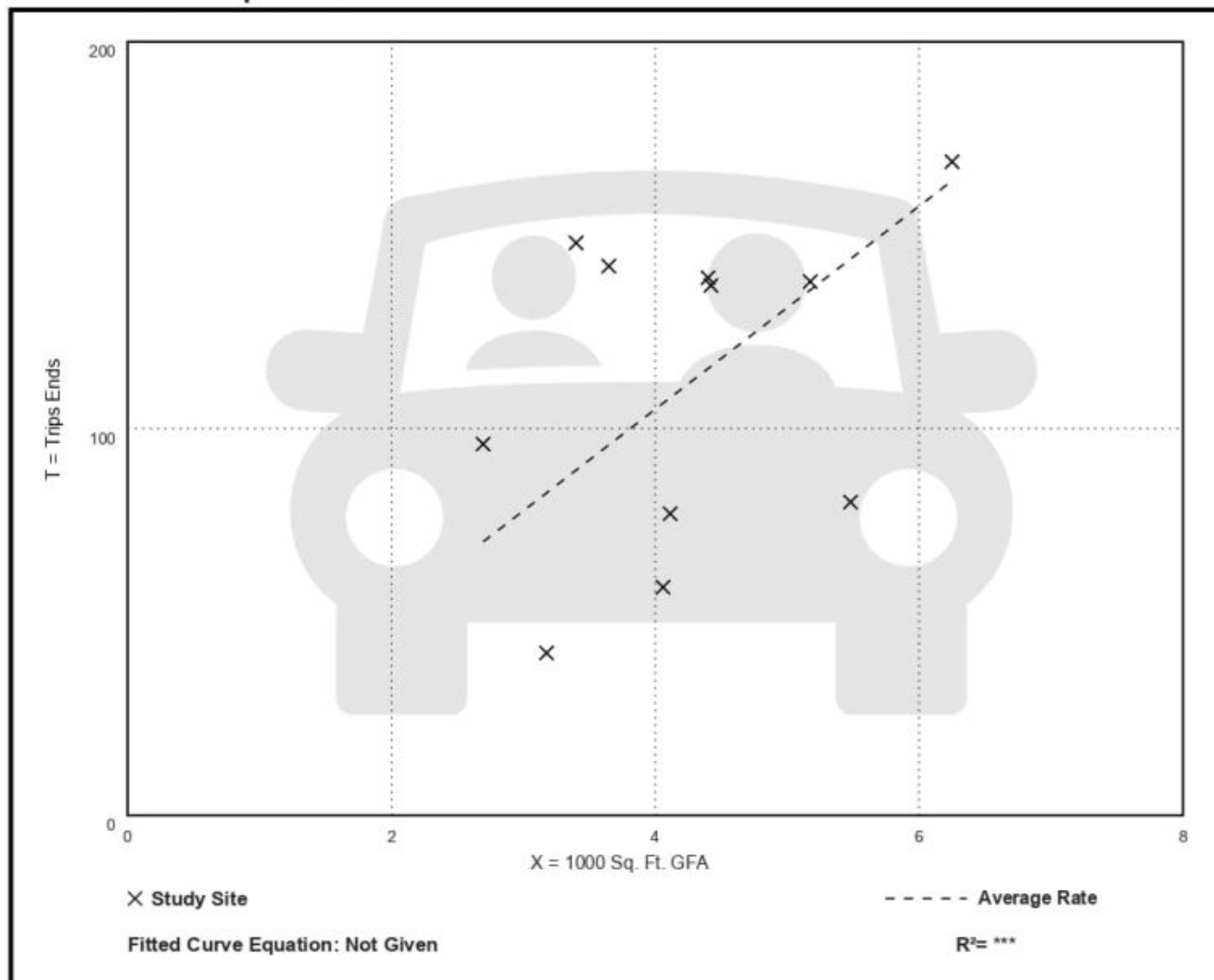
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
26.25	13.22 - 43.53	9.82

Data Plot and Equation



Automated Car Wash (948)

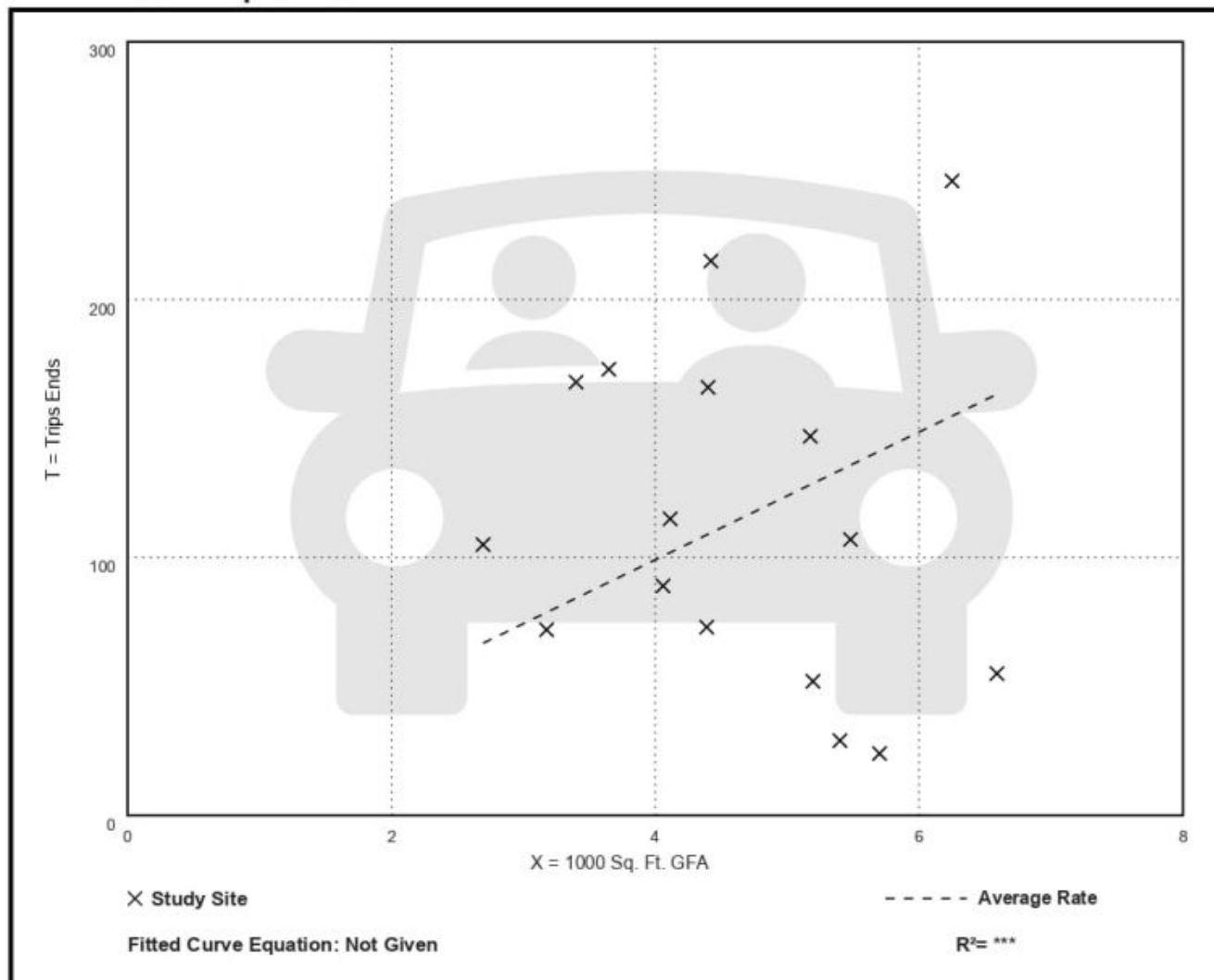
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
24.78	4.21 - 49.41	15.65

Data Plot and Equation



Automated Car Wash (948)

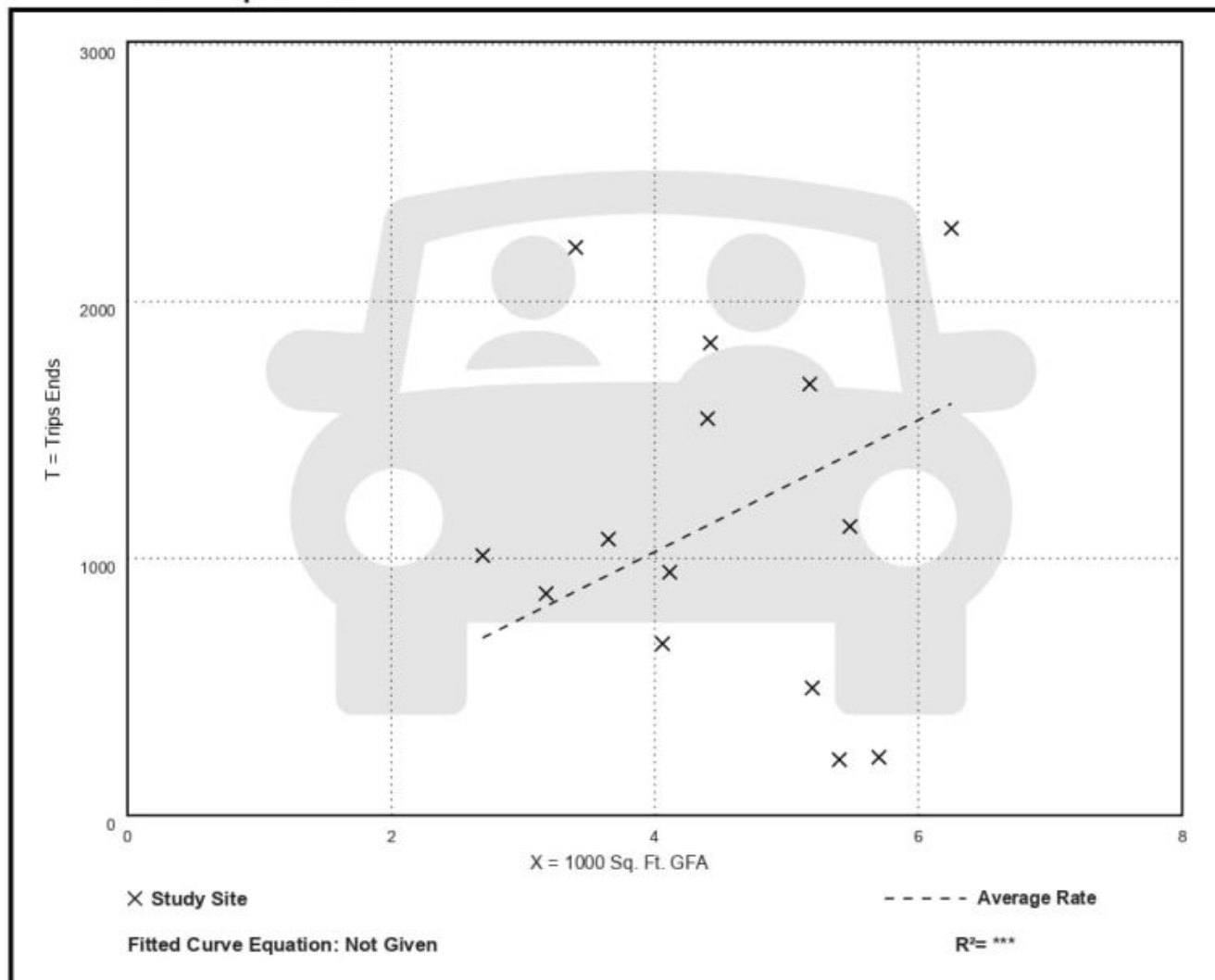
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
256.37	39.65 - 650.00	161.40

Data Plot and Equation



Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 17

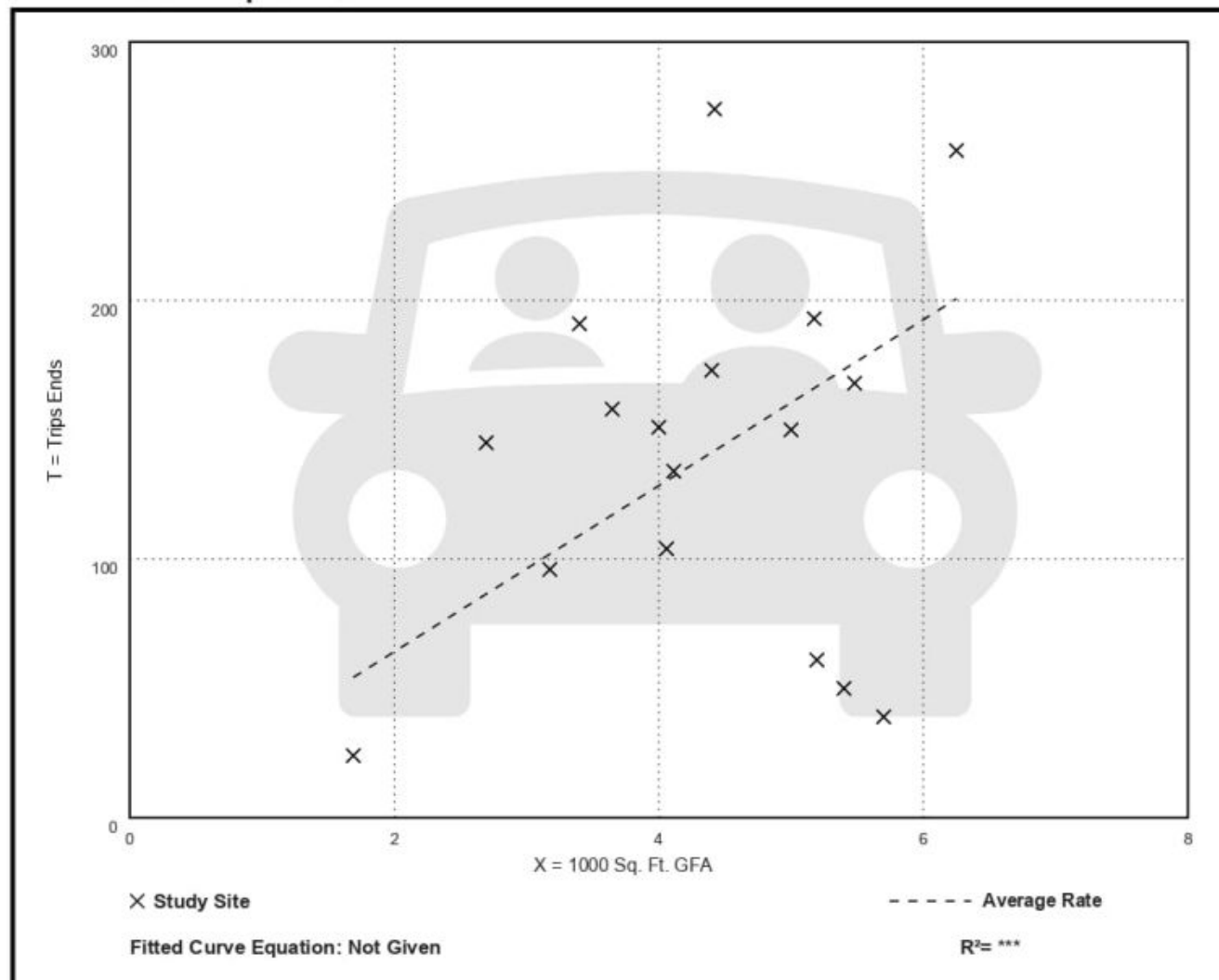
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.10	6.84 - 61.96	16.11

Data Plot and Equation



Automated Car Wash (948)

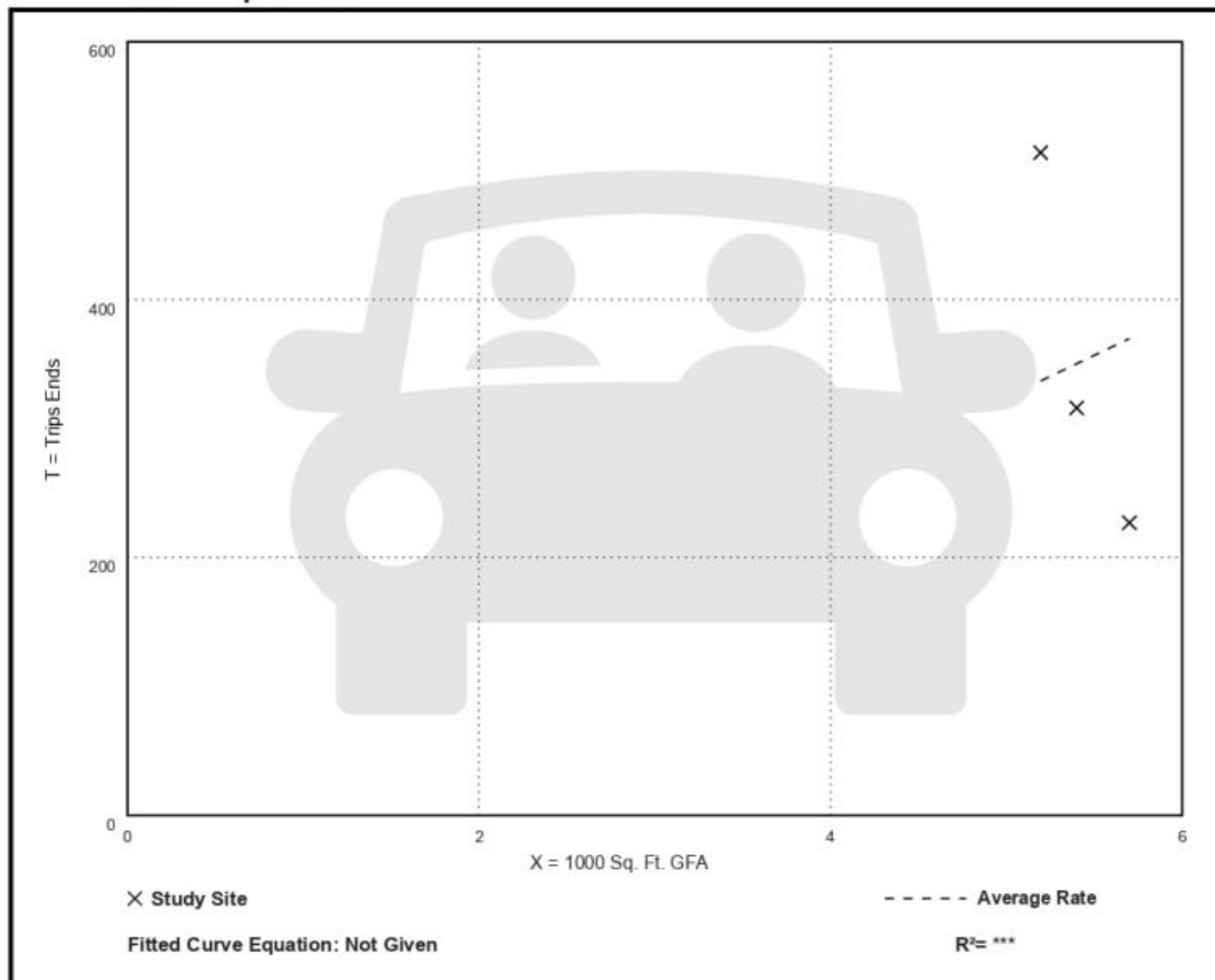
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
64.87	39.82 - 98.94	30.07

Data Plot and Equation



Vehicle Pass-By Rates by Land Use									
Source: ITE Trip Generation Manual , 12th Edition									
Land Use Code	944								
Land Use	Gasoline/Service Station								
Setting	General Urban/Suburban								
Time Period	Weekday AM Peak Period								
# Data Sites	12								
Average Pass-By Rate	63%								
	Pass-By Characteristics for Individual Sites								
Vehicle Fueling Positions	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
6	Maryland	1992	21	67	14	19	33	900	25
6	Maryland	1992	21	43	28	29	57	870	25
8	Maryland	1992	46	87	13	0	13	2235	25
8	Maryland	1992	35	78	9	13	22	7080	25
8	Kentucky	1993	61	60	15	25	40	4000	2
8	Kentucky	1993	48	68	13	19	32	1307	2
8	Kentucky	1993	—	56	22	22	44	1211	2
8	Maryland	1992	36	47	14	39	53	3095	25
8	Maryland	1992	46	75	0	25	25	3770	25
10	Kentucky	1993	47	67	11	22	33	1105	2
10	Kentucky	1993	—	46	42	12	54	1211	2
12	Maryland	1992	36	61	8	31	39	3480	25

Vehicle Pass-By Rates by Land Use									
Source: ITE Trip Generation Manual , 12th Edition									
Land Use Code	944								
Land Use	Gasoline/Service Station								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	17								
Average Pass-By Rate	57%								
	Pass-By Characteristics for Individual Sites								
Vehicle Fueling Positions	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
6	Maryland	1992	18	61	6	33	39	2510	25
6	Maryland	1992	26	58	11	31	42	1020	25
8	Maryland	1992	47	62	23	15	38	2635	25
8	Kentucky	1993	83	52	8	40	48	4965	2
8	Kentucky	1993	60	53	20	27	47	1491	2
8	Kentucky	1993	—	72	7	21	28	2657	2
8	Maryland	1992	36	67	14	19	33	3095	25
8	Maryland	1992	46	46	11	43	54	3770	25
8	Maryland	1992	35	54	3	43	46	7080	25
10	Kentucky	1993	—	57	19	24	43	1812	2
10	Kentucky	1993	—	55	16	29	45	2657	2
12	Maryland	1992	52	38	10	52	62	3835	25
12	Pennsylvania	2009	—	66	—	—	34	—	19
12	Pennsylvania	2009	—	51	—	—	49	—	19
12	Pennsylvania	2009	—	40	—	—	60	—	19
12	Pennsylvania	2009	—	61	—	—	39	—	19
12	New Jersey	2009	—	73	—	—	27	—	19

W. Baseline Road and Riverside Avenue

LOS Intersection for AM

AM		W. Baseline Road						Riverside Avenue					
		Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing	Delay (Sec)	43.3	28.6	0.0	42.7	29.2	0.0	43.6	27.9	0.0	42.7	29.5	0.0
	LOS	D	C	A	D	C	A	D	C	A	D	C	A
	95th% Queue (ft)	200	280	0	160	280	0	200	240	0	160	320	0
Existing Plus Project	Delay (Sec)	43.3	28.6	0.0	42.8	29.2	0.0	43.6	27.9	0.0	42.8	29.5	0.0
	LOS	D	C	A	D	C	A	D	C	A	D	C	A
	95th% Queue (ft)	200	280	0	160	280	0	200	240	0	160	320	0
Comparison of Existing to Existing Plus Project	Delay (Sec)	0	0	0	0.1	0	0	0	0	0	0.1	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (ft)	0	0	0	0	0	0	0	0	0	0	0	0
AM		W. Baseline Road						Riverside Avenue					
		Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Future	Delay (Sec)	43.4	29.1	0.0	42.9	29.8	0.0	43.8	28.1	0.0	42.8	29.8	0.0
	LOS	D	C	A	D	C	A	D	C	A	D	C	A
	95th% Queue (ft)	200	280	0	200	320	0	240	280	0	160	360	0
Future Plus Project	Delay (Sec)	43.4	29.2	0.0	43.0	29.8	0.0	43.8	28.1	0.0	42.9	29.8	0.0
	LOS	D	C	A	D	C	A	D	C	A	D	C	A
	95th% Queue (ft)	200	280	0	200	320	0	240	280	0	200	360	0
Comparison of Future to Future Plus Project	Delay (Sec)	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (ft)	0	0	0	0	0	0	0	0	0	40	0	0

LOS Intersection for PM

PM		W. Baseline Road						Riverside Avenue					
		Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing	Delay (Sec)	44.8	30.1	0.0	43.3	28.6	0.0	43.6	29.3	0.0	44.6	30.5	0.0
	LOS	D	C	A	D	C	A	D	C	A	D	C	A
	95th% Queue (ft)	280	360	0	200	240	0	200	320	0	240	400	0
Existing Plus Project	Delay (Sec)	44.8	30.1	0.0	43.4	28.6	0.0	43.6	29.3	0.0	44.7	30.5	0.0
	LOS	D	C	A	D	C	A	D	C	A	D	C	A
	95th% Queue (ft)	280	360	0	200	240	0	200	320	0	280	400	0
Comparison of Existing to Existing Plus Project	Delay (Sec)	0	0	0	0.1	0	0	0	0	0	0.1	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (ft)	0	0	0	0	0	0	0	0	0	40	0	0
PM		W. Baseline Road						Riverside Avenue					
		Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Future	Delay (Sec)	45.1	31.1	0.0	43.5	29.0	0.0	43.7	29.6	0.0	44.8	30.9	0.0
	LOS	D	C	A	D	C	A	D	C	A	D	C	A
	95th% Queue (ft)	280	400	0	200	280	0	240	360	0	280	400	0
Future Plus Project	Delay (Sec)	45.1	31.1	0.0	43.6	29.1	0.0	43.7	29.6	0.0	44.9	30.9	0.0
	LOS	D	C	A	D	C	A	D	C	A	D	C	A
	95th% Queue (ft)	280	400	0	200	280	0	240	360	0	280	400	0
Comparison of Future to Future Plus Project	Delay (Sec)	0	0	0	0.1	0.1	0	0	0	0	0.1	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (ft)	0	0	0	0	0	0	0	0	0	0	0	0

E. Baseline Road and Project Driveway West

LOS Intersection for AM

AM		E. Baseline Road						Project Driveway West					
		Eastbound			Westbound						Southbound		
		Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Existing	Delay (Sec)	0.00	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.42
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.08
Existing Plus Project	Delay (Sec)	0.00	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.62
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.60
Comparison of Existing to Existing Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0.2
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.52
AM		E. Baseline Road						Project Driveway West					
		Eastbound			Westbound						Southbound		
		Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Future	Delay (Sec)	0.00	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.45
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.16
Future Plus Project	Delay (Sec)	0.00	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.64
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.64
Comparison of Future to Future Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0.19
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.48

LOS Intersection for PM

PM		E. Baseline Road						Project Driveway West					
		Eastbound			Westbound						Southbound		
		Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Existing	Delay (Sec)	0.00	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.99
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	2.54
Existing Plus Project	Delay (Sec)	0.00	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	1.17
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	3.02
Comparison of Existing to Existing Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0.18
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.48
PM		E. Baseline Road						Project Driveway West					
		Eastbound			Westbound						Southbound		
		Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Future	Delay (Sec)	0.00	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	1.04
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	2.67
Future Plus Project	Delay (Sec)	0.00	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	1.24
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	3.19
Comparison of Future to Future Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0.2
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.52

E. Baseline Road and Project Driveway East

LOS Intersection for AM

AM		E. Baseline Road						Project Driveway East					
		Eastbound			Westbound						Southbound		
		Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Existing	Delay (Sec)	0	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.22
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.56
Existing Plus Project	Delay (Sec)	0	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.42
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.08
Comparison of Existing to Existing Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0.2
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.52
AM		E. Baseline Road						Project Driveway East					
		Eastbound			Westbound						Southbound		
		Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Future	Delay (Sec)	0	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.23
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.60
Future Plus Project	Delay (Sec)	0	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.44
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.12
Comparison of Future to Future Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0.21
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.52

LOS Intersection for PM

PM		E. Baseline Road						Project Driveway East					
		Eastbound			Westbound						Southbound		
		Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Existing	Delay (Sec)	0	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.52
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.34
Existing Plus Project	Delay (Sec)	0	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.70
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.81
Comparison of Existing to Existing Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0.18
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.47
PM		E. Baseline Road						Project Driveway East					
		Eastbound			Westbound						Southbound		
		Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Future	Delay (Sec)	0	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.55
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.42
Future Plus Project	Delay (Sec)	0	0	0.00	0.00	0	0.00	0	0	0	0.00	0.00	0.74
	LOS		A			A						A	A
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	1.90
Comparison of Future to Future Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0.19
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0	0	0	0	0	0	0	0	0	0	0	0.48

E. Baseline Road and N. Sycamore Avenue

LOS Intersection for AM

AM		E. Baseline Road						N. Sycamore Avenue					
		Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing	Delay (Sec)	10.3	11.5	0.0	10.3	12.5	0.0	5.9	6.1	0.0	5.6	6.1	0.0
	LOS	B	B	A	B	B	A	A	A	A	A	A	A
	95th% Queue (ft)	40	160	0	40	240	0	80	80	0	40	80	0
Existing Plus Project	Delay (Sec)	10.3	11.5	0.0	10.3	12.5	0.0	5.9	6.1	0.0	5.6	6.1	0.0
	LOS	B	B	A	B	B	A	A	A	A	A	A	A
	95th% Queue (ft)	40	160	0	40	240	0	80	80	0	40	120	0
Comparison of Existing to Existing Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (ft)	0	0	0	0	0	0	0	0	0	0	40	0
AM		E. Baseline Road						N. Sycamore Avenue					
		Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Future	Delay (Sec)	10.3	11.7	0.0	10.3	13.0	0.0	5.9	6.1	0.0	5.6	6.1	0.0
	LOS	B	B	A	B	B	A	A	A	A	A	A	A
	95th% Queue (ft)	40	160	0	40	240	0	80	120	0	40	120	0
Future Plus Project	Delay (Sec)	10.3	11.7	0.0	10.3	13.0	0.0	5.9	6.1	0.0	5.6	6.1	0.0
	LOS	B	B	A	B	B	A	A	A	A	A	A	A
	95th% Queue (ft)	40	160	0	40	240	0	80	120	0	40	120	0
Comparison of Future to Future Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (ft)	0	0	0	0	0	0	0	0	0	0	0	0

LOS Intersection for PM

PM		E. Baseline Road						N. Sycamore Avenue					
		Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing	Delay (Sec)	10.4	12.4	0.0	10.5	12.1	0.0	5.8	6.2	0.0	5.8	6.2	0.0
	LOS	B	B	A	B	B	A	A	A	A	A	A	A
	95th% Queue (ft)	80	200	0	80	200	0	80	120	0	80	120	0
Existing Plus Project	Delay (Sec)	10.4	12.4	0.0	10.5	12.1	0.0	5.8	6.2	0.0	5.8	6.2	0.0
	LOS	B	B	A	B	B	A	A	A	A	A	A	A
	95th% Queue (ft)	80	200	0	80	200	0	80	120	0	80	120	0
Comparison of Existing to Existing Plus Project	Delay (Sec)	0	0	0	0	0	0	0	0	0	0	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (ft)	0	0	0	0	0	0	0	0	0	0	0	0
PM		E. Baseline Road						N. Sycamore Avenue					
		Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Future	Delay (Sec)	10.5	12.9	0.0	10.5	12.4	0.0	5.8	6.2	0.0	5.8	6.2	0.0
	LOS	B	B	A	B	B	A	A	A	A	A	A	A
	95th% Queue (ft)	80	240	0	80	200	0	80	120	0	80	120	0
Future Plus Project	Delay (Sec)	10.5	12.9	0.0	10.5	12.4	0.0	5.9	6.2	0.0	5.8	6.3	0.0
	LOS	B	B	A	B	B	A	A	A	A	A	A	A
	95th% Queue (ft)	80	240	0	80	200	0	80	120	0	80	120	0
Comparison of Future to Future Plus Project	Delay (Sec)	0	0	0	0	0	0	0.1	0	0	0	0.1	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (ft)	0	0	0	0	0	0	0	0	0	0	0	0

N. Sycamore Avenue and Shopping Center Driveway

LOS Intersection for AM

AM		Shopping Center Driveway						N. Sycamore Avenue					
		Eastbound						Northbound			Southbound		
		Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Existing	Delay (Sec)	0.17	0.00	0.45	0	0	0	0.00	0	0.00	0.00	0	0.00
	LOS	A	A	A					A			A	
	95th% Queue (veh)	0.43	0	1.16	0	0	0	0	0	0	0	0	0
Existing Plus Project	Delay (Sec)	0.28	0.00	0.72	0	0	0	0.00	0	0.00	0.00	0	0.00
	LOS	A	A	A					A			A	
	95th% Queue (veh)	0.73	0	1.85	0	0	0	0	0	0	0	0	0
Comparison of Existing to Existing Plus Project	Delay (Sec)	0.11	0	0.27	0	0	0	0	0	0	0	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0.3	0	0.69	0	0	0	0	0	0	0	0	0
AM		Shopping Center Driveway						N. Sycamore Avenue					
		Eastbound						Northbound			Southbound		
		Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Future	Delay (Sec)	0.18	0.00	0.49	0	0	0	0.00	0	0.00	0.00	0	0.00
	LOS	A	A	A					A			A	
	95th% Queue (veh)	0.47	0	1.25	0	0	0	0	0	0	0	0	0
Future Plus Project	Delay (Sec)	0.30	0.00	0.75	0	0	0	0.00	0	0.00	0.00	0	0.00
	LOS	A	A	A					A			A	
	95th% Queue (veh)	0.78	0	1.94	0	0	0	0	0	0	0	0	0
Comparison of Future to Future Plus Project	Delay (Sec)	0.12	0	0.26	0	0	0	0	0	0	0	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0.31	0	0.69	0	0	0	0	0	0	0	0	0

LOS Intersection for PM

PM		Shopping Center Driveway						N. Sycamore Avenue					
		Eastbound						Northbound			Southbound		
		Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Existing	Delay (Sec)	0.22	0.00	1.76	0	0	0	0.00	0	0.00	0.00	0	0.00
	LOS	A	A	A					A			A	
	95th% Queue (veh)	0.56	0	4.53	0	0	0	0	0	0	0	0	0
Existing Plus Project	Delay (Sec)	0.33	0.00	2.03	0	0	0	0.00	0	0.00	0.00	0	0.00
	LOS	A	A	A					A			A	
	95th% Queue (veh)	0.86	0	5.22	0	0	0	0	0	0	0	0	0
Comparison of Existing to Existing Plus Project	Delay (Sec)	0.11	0	0.27	0	0	0	0	0	0	0	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0.3	0	0.69	0	0	0	0	0	0	0	0	0
PM		Shopping Center Driveway						N. Sycamore Avenue					
		Eastbound						Northbound			Southbound		
		Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Future	Delay (Sec)	0.23	0.00	1.86	0	0	0	0.00	0	0.00	0.00	0	0.00
	LOS	A	A	A					A			A	
	95th% Queue (veh)	0.60	0	4.79	0	0	0	0	0	0	0	0	0
Future Plus Project	Delay (Sec)	0.35	0.00	2.11	0	0	0	0.00	0	0.00	0.00	0	0.00
	LOS	A	A	A					A			A	
	95th% Queue (veh)	0.91	0	5.43	0	0	0	0	0	0	0	0	0
Comparison of Future to Future Plus Project	Delay (Sec)	0.12	0	0.25	0	0	0	0	0	0	0	0	0
	LOS	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change	No Change
	95th% Queue (veh)	0.31	0	0.64	0	0	0	0	0	0	0	0	0

Appendix 5 - HCM Analyses Worksheets

W. Baseline Road and Riverside Avenue - Signalized

AM Existing												
PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	W. Baseline Road						Riverside Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	2 ↑		1 ↑	1 ↑		1 ↑	1 ↑	
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	3		1	2		1	2	
Traffic Volume (veh/h) (V)	116	358	74	97	676	75	128	360	51	95	486	103
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	116	432	0	97	751	0	128	411	0	95	589	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	1	6	6	5	2	2	3	8	8	7	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted
Minimum Green (s) (min g)	5	10	10	5	10	10	5	10	10	5	10	10
Green Time (s) (g)	20	40	40	20	40	40	20	40	40	20	40	40
Yellow Clearance Time (s)	3.6	3.9	3.9	3.6	3.9	3.9	3.6	4.7	4.7	3.6	4.7	4.7
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	21.6	41.9	41.9	21.6	41.9	41.9	21.6	42.7	42.7	21.6	42.7	42.7
Intersection Cycle Length (s) (C)	120											
Green to Cycle Ratio (g/C)	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	675	641	1862	1012	961	1862	1012	961
Lane Group Capacity, c (veh/h)	310	675		310	675		310	675		310	675	
Volume to Capacity Ratio, X=(Nv/c)	0.37	0.32		0.31	0.37		0.41	0.30		0.31	0.44	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	43.3	28.6	0.0	42.7	29.2	0.0	43.6	27.9	0.0	42.7	29.5	0.0
Incremental Delay, d2 (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
Control Delay, d=d1+d2 (s/veh)	43.3	28.6	0.0	42.7	29.2	0.0	43.6	27.9	0.0	42.7	29.5	0.0
Level of Service Per Lane (LOS/ln)	D	C	A	D	C	A	D	C	A	D	C	A
Approach Traffic Volume (veh/h)	548			848			539			684		
Approach Delay, d (s/veh)	32			31			32			31		
Approach Level of Service (LOS)	C			C			C			C		
Intersection Delay, d (s/veh)	31.28											
Intersection LOS	C											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	105	195	0	87	226	0	115	185	0	86	266	0
Queue 50% (Q50) (veh)	5	7	0	4	7	0	5	6	0	4	8	0
Queue 50% (Q50) (veh) with adjustment for shared lane	5	7	0	4	7	0	5	6	0	4	8	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	10	14	0	8	14	0	10	12	0	8	16	0
Queue 50% (Q50) (ft)	100	140	0	80	140	0	100	120	0	80	160	0
Queue 95% (Q95) (ft)	200	280	0	160	280	0	200	240	0	160	320	0
Internal Link Distance (ft)	1230				1225		1114				1084	
Turn Bay Length (ft)	235	1230		206	1225		110	1114		200	1	1084
Spillover (ft)	0	0	0	0	0	0	90	0	0	0	0	0

AM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	W. Baseline Road						Riverside Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	2 ↑		1 ↑	1 ↑		1 ↑	1 ↑	
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	3		1	2		1	2	
Traffic Volume (veh/h) (V)	116	361	74	100	679	78	128	360	54	98	486	103
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	116	435	0	100	757	0	128	414	0	98	589	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	1	6	6	5	2	2	3	8	8	7	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted
Minimum Green (s) (min g)	5	10	10	5	10	10	5	10	10	5	10	10
Green Time (s) (g)	20	40	40	20	40	40	20	40	40	20	40	40
Yellow Clearance Time (s)	3.6	3.9	3.9	3.6	3.9	3.9	3.6	4.7	4.7	3.6	4.7	4.7
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	21.6	41.9	41.9	21.6	41.9	41.9	21.6	42.7	42.7	21.6	42.7	42.7
Intersection Cycle Length (s) (C)	120											
Green to Cycle Ratio (g/C)	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	675	641	1862	1012	961	1862	1012	961
Lane Group Capacity, c (veh/h)	310	675		310	675		310	675		310	675	
Volume to Capacity Ratio, X=(Nv/c)	0.37	0.32		0.32	0.37		0.41	0.31		0.32	0.44	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	43.3	28.6	0.0	42.8	29.2	0.0	43.6	27.9	0.0	42.8	29.5	0.0
Incremental Delay, d2 (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
Control Delay, d=d1+d2 (s/veh)	43.3	28.6	0.0	42.8	29.2	0.0	43.6	27.9	0.0	42.8	29.5	0.0
Level of Service Per Lane (LOS/ln)	D	C	A	D	C	A	D	C	A	D	C	A
Approach Traffic Volume (veh/h)		551			857			542			687	
Approach Delay, d (s/veh)		32			31			32			31	
Approach Level of Service (LOS)		C			C			C			C	
Intersection Delay, d (s/veh)	31.32											
Intersection LOS	C											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	105	196	0	90	228	0	115	187	0	88	266	0
Queue 50% (Q50) (veh)	5	7	0	4	7	0	5	6	0	4	8	0
Queue 50% (Q50) (veh) with adjustment for shared lane	5	7	0	4	7	0	5	6	0	4	8	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	10	14	0	8	14	0	10	12	0	8	16	0
Queue 50% (Q50) (ft)	100	140	0	80	140	0	100	120	0	80	160	0
Queue 95% (Q95) (ft)	200	280	0	160	280	0	200	240	0	160	320	0
Internal Link Distance (ft)		1230			1225			1114			1084	
Turn Bay Length (ft)	235		1230	206		1225	110		1114	200	1	1084
Spillover (ft)	0	0	0	0	0	0	90	0	0	0	0	0

AM Future

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	W. Baseline Road						Riverside Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	2 ↑		1 ↑	1 ↑		1 ↑	1 ↑	
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	3		1	2		1	2	
Traffic Volume (veh/h) (V)	122	417	78	102	774	79	135	378	54	100	511	109
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	122	495	0	102	853	0	135	432	0	100	620	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	1	6	6	5	2	2	3	8	8	7	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted
Minimum Green (s) (min g)	5	10	10	5	10	10	5	10	10	5	10	10
Green Time (s) (g)	20	40	40	20	40	40	20	40	40	20	40	40
Yellow Clearance Time (s)	3.6	3.9	3.9	3.6	3.9	3.9	3.6	4.7	4.7	3.6	4.7	4.7
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	21.6	41.9	41.9	21.6	41.9	41.9	21.6	42.7	42.7	21.6	42.7	42.7
Intersection Cycle Length (s) (C)	120											
Green to Cycle Ratio (g/C)	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	675	641	1862	1012	961	1862	1012	961
Lane Group Capacity, c (veh/h)	310	675		310	675		310	675		310	675	
Volume to Capacity Ratio, X=(Nv/c)	0.39	0.37		0.33	0.42		0.44	0.32		0.32	0.46	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	43.4	29.1	0.0	42.9	29.8	0.0	43.8	28.1	0.0	42.8	29.8	0.0
Incremental Delay, d2 (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
Control Delay, d=d1+d2 (s/veh)	43.4	29.1	0.0	42.9	29.8	0.0	43.8	28.1	0.0	42.8	29.8	0.0
Level of Service Per Lane (LOS/ln)	D	C	A	D	C	A	D	C	A	D	C	A
Approach Traffic Volume (veh/h)	617			955			567			720		
Approach Delay, d (s/veh)	32			31			32			32		
Approach Level of Service (LOS)	C			C			C			C		
Intersection Delay, d (s/veh)	31.59											
Intersection LOS	C											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	110	223	0	92	256	0	122	195	0	90	279	0
Queue 50% (Q50) (veh)	5	7	0	5	8	0	6	7	0	4	9	0
Queue 50% (Q50) (veh) with adjustment for shared lane	5	7	0	5	8	0	6	7	0	4	9	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	10	14	0	10	16	0	12	14	0	8	18	0
Queue 50% (Q50) (ft)	100	140	0	100	160	0	120	140	0	80	180	0
Queue 95% (Q95) (ft)	200	280	0	200	320	0	240	280	0	160	360	0
Internal Link Distance (ft)		1230			1225			1114			1084	
Turn Bay Length (ft)	235		1230	206		1225	110		1114	200	1	1084
Spillover (ft)	0	0	0	0	0	0	130	0	0	0	0	0

AM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	W. Baseline Road						Riverside Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	2 ↑		1 ↑	1 ↑		1 ↑	1 ↑	
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	3		1	2		1	2	
Traffic Volume (veh/h) (V)	122	421	78	105	778	82	135	378	57	103	511	109
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	122	499	0	105	860	0	135	435	0	103	620	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	1	6	6	5	2	2	3	8	8	7	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted
Minimum Green (s) (min g)	5	10	10	5	10	10	5	10	10	5	10	10
Green Time (s) (g)	20	40	40	20	40	40	20	40	40	20	40	40
Yellow Clearance Time (s)	3.6	3.9	3.9	3.6	3.9	3.9	3.6	4.7	4.7	3.6	4.7	4.7
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	21.6	41.9	41.9	21.6	41.9	41.9	21.6	42.7	42.7	21.6	42.7	42.7
Intersection Cycle Length (s) (C)	120											
Green to Cycle Ratio (g/C)	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	675	641	1862	1012	961	1862	1012	961
Lane Group Capacity, c (veh/h)	310	675		310	675		310	675		310	675	
Volume to Capacity Ratio, X=(Nv/c)	0.39	0.37		0.34	0.42		0.44	0.32		0.33	0.46	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	43.4	29.2	0.0	43.0	29.8	0.0	43.8	28.1	0.0	42.9	29.8	0.0
Incremental Delay, d2 (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
Control Delay, d=d1+d2 (s/veh)	43.4	29.2	0.0	43.0	29.8	0.0	43.8	28.1	0.0	42.9	29.8	0.0
Level of Service Per Lane (LOS/ln)	D	C	A	D	C	A	D	C	A	D	C	A
Approach Traffic Volume (veh/h)	621			965			570			723		
Approach Delay, d (s/veh)	32			31			32			32		
Approach Level of Service (LOS)	C			C			C			C		
Intersection Delay, d (s/veh)	31.63											
Intersection LOS	C											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	110	225	0	95	258	0	122	196	0	93	279	0
Queue 50% (Q50) (veh)	5	7	0	5	8	0	6	7	0	5	9	0
Queue 50% (Q50) (veh) with adjustment for shared lane	5	7	0	5	8	0	6	7	0	5	9	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	10	14	0	10	16	0	12	14	0	10	18	0
Queue 50% (Q50) (ft)	100	140	0	100	160	0	120	140	0	100	180	0
Queue 95% (Q95) (ft)	200	280	0	200	320	0	240	280	0	200	360	0
Internal Link Distance (ft)		1230			1225			1114			1084	
Turn Bay Length (ft)	235		1230	206		1225	110		1114	200	1	1084
Spillover (ft)	0	0	0	0	0	0	130	0	0	0	0	0

PM Existing

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	W. Baseline Road						Riverside Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	2 ↑		1 ↑	1 ↑		1 ↑	1 ↑	
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	3		1	2		1	2	
Traffic Volume (veh/h) (V)	172	518	83	118	576	61	127	503	67	164	612	89
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	172	601	0	118	637	0	127	570	0	164	701	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	1	6	6	5	2	2	3	8	8	7	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted
Minimum Green (s) (min g)	5	10	10	5	10	10	5	10	10	5	10	10
Green Time (s) (g)	20	40	40	20	40	40	20	40	40	20	40	40
Yellow Clearance Time (s)	3.6	3.9	3.9	3.6	3.9	3.9	3.6	4.7	4.7	3.6	4.7	4.7
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	21.6	41.9	41.9	21.6	41.9	41.9	21.6	42.7	42.7	21.6	42.7	42.7
Intersection Cycle Length (s) (C)	120											
Green to Cycle Ratio (g/C)	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	675	641	1862	1012	961	1862	1012	961
Lane Group Capacity, c (veh/h)	310	675		310	675		310	675		310	675	
Volume to Capacity Ratio, X=(Nv/c)	0.55	0.45		0.38	0.31		0.41	0.42		0.53	0.52	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	44.8	30.1	0.0	43.3	28.6	0.0	43.6	29.3	0.0	44.6	30.5	0.0
Incremental Delay, d2 (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
Control Delay, d=d1+d2 (s/veh)	44.8	30.1	0.0	43.3	28.6	0.0	43.6	29.3	0.0	44.6	30.5	0.0
Level of Service Per Lane (LOS/ln)	D	C	A	D	C	A	D	C	A	D	C	A
Approach Traffic Volume (veh/h)		773			755			697			865	
Approach Delay, d (s/veh)		33			31			32			33	
Approach Level of Service (LOS)		C			C			C			C	
Intersection Delay, d (s/veh)	32.38											
Intersection LOS	C											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	155	271	0	106	191	0	115	257	0	148	316	0
Queue 50% (Q50) (veh)	7	9	0	5	6	0	5	8	0	6	10	0
Queue 50% (Q50) (veh) with adjustment for shared lane	7	9	0	5	6	0	5	8	0	6	10	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	14	18	0	10	12	0	10	16	0	12	20	0
Queue 50% (Q50) (ft)	140	180	0	100	120	0	100	160	0	120	200	0
Queue 95% (Q95) (ft)	280	360	0	200	240	0	200	320	0	240	400	0
Internal Link Distance (ft)		1230			1225			1114			1084	
Turn Bay Length (ft)	235		1230	206		1225	110		1114	200	1	1084
Spillover (ft)	45	0	0	0	0	0	90	0	0	40	0	0

PM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	W. Baseline Road						Riverside Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	2 ↑		1 ↑	1 ↑		1 ↑	1 ↑	
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	3		1	2		1	2	
Traffic Volume (veh/h) (V)	172	522	83	121	580	64	127	503	70	167	612	89
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	172	605	0	121	644	0	127	573	0	167	701	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	1	6	6	5	2	2	3	8	8	7	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted
Minimum Green (s) (min g)	5	10	10	5	10	10	5	10	10	5	10	10
Green Time (s) (g)	20	40	40	20	40	40	20	40	40	20	40	40
Yellow Clearance Time (s)	3.6	3.9	3.9	3.6	3.9	3.9	3.6	4.7	4.7	3.6	4.7	4.7
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	21.6	41.9	41.9	21.6	41.9	41.9	21.6	42.7	42.7	21.6	42.7	42.7
Intersection Cycle Length (s) (C)	120											
Green to Cycle Ratio (g/C)	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	675	641	1862	1012	961	1862	1012	961
Lane Group Capacity, c (veh/h)	310	675		310	675		310	675		310	675	
Volume to Capacity Ratio, X=(Nv/c)	0.55	0.45		0.39	0.32		0.41	0.42		0.54	0.52	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	44.8	30.1	0.0	43.4	28.6	0.0	43.6	29.3	0.0	44.7	30.5	0.0
Incremental Delay, d2 (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
Control Delay, d=d1+d2 (s/veh)	44.8	30.1	0.0	43.4	28.6	0.0	43.6	29.3	0.0	44.7	30.5	0.0
Level of Service Per Lane (LOS/ln)	D	C	A	D	C	A	D	C	A	D	C	A
Approach Traffic Volume (veh/h)	777			765			700			868		
Approach Delay, d (s/veh)	33			31			32			33		
Approach Level of Service (LOS)	C			C			C			C		
Intersection Delay, d (s/veh)	32.41											
Intersection LOS	C											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	155	273	0	109	194	0	115	258	0	151	316	0
Queue 50% (Q50) (veh)	7	9	0	5	6	0	5	8	0	7	10	0
Queue 50% (Q50) (veh) with adjustment for shared lane	7	9	0	5	6	0	5	8	0	7	10	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	14	18	0	10	12	0	10	16	0	14	20	0
Queue 50% (Q50) (ft)	140	180	0	100	120	0	100	160	0	140	200	0
Queue 95% (Q95) (ft)	280	360	0	200	240	0	200	320	0	280	400	0
Internal Link Distance (ft)		1230			1225			1114			1084	
Turn Bay Length (ft)	235		1230	206		1225	110		1114	200	1	1084
Spillover (ft)	45	0	0	0	0	0	90	0	0	80	0	0

PM Future

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	W. Baseline Road						Riverside Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	2 ↑		1 ↑	1 ↑		1 ↑	1 ↑	
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	3		1	2		1	2	
Traffic Volume (veh/h) (V)	181	614	88	124	659	65	134	529	71	173	643	94
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	181	702	0	124	724	0	134	600	0	173	737	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	1	6	6	5	2	2	3	8	8	7	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted
Minimum Green (s) (min g)	5	10	10	5	10	10	5	10	10	5	10	10
Green Time (s) (g)	20	40	40	20	40	40	20	40	40	20	40	40
Yellow Clearance Time (s)	3.6	3.9	3.9	3.6	3.9	3.9	3.6	4.7	4.7	3.6	4.7	4.7
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	21.6	41.9	41.9	21.6	41.9	41.9	21.6	42.7	42.7	21.6	42.7	42.7
Intersection Cycle Length (s) (C)	120											
Green to Cycle Ratio (g/C)	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	675	641	1862	1012	961	1862	1012	961
Lane Group Capacity, c (veh/h)	310	675		310	675		310	675		310	675	
Volume to Capacity Ratio, X=(Nv/c)	0.58	0.52		0.40	0.36		0.43	0.44		0.56	0.55	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	45.1	31.1	0.0	43.5	29.0	0.0	43.7	29.6	0.0	44.8	30.9	0.0
Incremental Delay, d2 (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
Control Delay, d=d1+d2 (s/veh)	45.1	31.1	0.0	43.5	29.0	0.0	43.7	29.6	0.0	44.8	30.9	0.0
Level of Service Per Lane (LOS/ln)	D	C	A	D	C	A	D	C	A	D	C	A
Approach Traffic Volume (veh/h)	883			848			734			910		
Approach Delay, d (s/veh)	34			31			32			34		
Approach Level of Service (LOS)	C			C			C			C		
Intersection Delay, d (s/veh)	32.75											
Intersection LOS	C											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	163	316	0	112	218	0	121	270	0	156	332	0
Queue 50% (Q50) (veh)	7	10	0	5	7	0	6	9	0	7	10	0
Queue 50% (Q50) (veh) with adjustment for shared lane	7	10	0	5	7	0	6	9	0	7	10	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	14	20	0	10	14	0	12	18	0	14	20	0
Queue 50% (Q50) (ft)	140	200	0	100	140	0	120	180	0	140	200	0
Queue 95% (Q95) (ft)	280	400	0	200	280	0	240	360	0	280	400	0
Internal Link Distance (ft)		1230			1225			1114			1084	
Turn Bay Length (ft)	235		1230	206		1225	110		1114	200	1	1084
Spillover (ft)	45	0	0	0	0	0	130	0	0	80	0	0

PM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	W. Baseline Road						Riverside Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	2 ↑		1 ↑	1 ↑		1 ↑	1 ↑	
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	3		1	2		1	2	
Traffic Volume (veh/h) (V)	181	618	88	127	663	67	134	529	74	175	643	94
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	181	706	0	127	730	0	134	603	0	175	737	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	1	6	6	5	2	2	3	8	8	7	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Protected	Permitted	Permitted
Minimum Green (s) (min g)	5	10	10	5	10	10	5	10	10	5	10	10
Green Time (s) (g)	20	40	40	20	40	40	20	40	40	20	40	40
Yellow Clearance Time (s)	3.6	3.9	3.9	3.6	3.9	3.9	3.6	4.7	4.7	3.6	4.7	4.7
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	21.6	41.9	41.9	21.6	41.9	41.9	21.6	42.7	42.7	21.6	42.7	42.7
Intersection Cycle Length (s) (C)	120											
Green to Cycle Ratio (g/C)	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33	0.17	0.33	0.33
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	675	641	1862	1012	961	1862	1012	961
Lane Group Capacity, c (veh/h)	310	675		310	675		310	675		310	675	
Volume to Capacity Ratio, X=(Nv/c)	0.58	0.52		0.41	0.36		0.43	0.45		0.56	0.55	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	45.1	31.1	0.0	43.6	29.1	0.0	43.7	29.6	0.0	44.9	30.9	0.0
Incremental Delay, d2 (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
Control Delay, d=d1+d2 (s/veh)	45.1	31.1	0.0	43.6	29.1	0.0	43.7	29.6	0.0	44.9	30.9	0.0
Level of Service Per Lane (LOS/ln)	D	C	A	D	C	A	D	C	A	D	C	A
Approach Traffic Volume (veh/h)	887			857			737			912		
Approach Delay, d (s/veh)	34			31			32			34		
Approach Level of Service (LOS)	C			C			C			C		
Intersection Delay, d (s/veh)	32.78											
Intersection LOS	C											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	163	318	0	115	219	0	121	272	0	158	332	0
Queue 50% (Q50) (veh)	7	10	0	5	7	0	6	9	0	7	10	0
Queue 50% (Q50) (veh) with adjustment for shared lane	7	10	0	5	7	0	6	9	0	7	10	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	14	20	0	10	14	0	12	18	0	14	20	0
Queue 50% (Q50) (ft)	140	200	0	100	140	0	120	180	0	140	200	0
Queue 95% (Q95) (ft)	280	400	0	200	280	0	240	360	0	280	400	0
Internal Link Distance (ft)		1230			1225			1114			1084	
Turn Bay Length (ft)	235		1230	206		1225	110		1114	200	1	1084
Spillover (ft)	45	0	0	0	0	0	130	0	0	80	0	0

E. Baseline Road and Project Driveway West - Partial Way Stop Control

AM Existing

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway West					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes		2 ↑			2 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes		2			3							1
Traffic Volume (veh/h) (V)	0	511	0	0	823	11				0	0	25
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	0	511	0	0	834	0				0	0	25
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.05
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.00		0.00	0.00		0.00				0.00	0.00	0.42
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)		511			834						25	
Approach Delay, d (s/veh)		0.00			0.00						0.42	
Approach Level of Service (LOS)		A			A						A	
Intersection Delay, d (s/veh)						0.01						
Intersection LOS						A						
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.05
Maximum Queue Length (ft)												1.08
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)						296						270
Lane Length (ft)		273			296							
Spillover (ft)		0			0							0

AM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway West					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes		2 ↑			2 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes		2			3							1
Traffic Volume (veh/h) (V)	0	511	0	0	823	11				0	0	37
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	0	511	0	0	834	0				0	0	37
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.08
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.00		0.00	0.00		0.00				0.00	0.00	0.62
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)		511			834						37	
Approach Delay, d (s/veh)		0.00			0.00						0.62	
Approach Level of Service (LOS)		A			A						A	
Intersection Delay, d (s/veh)						0.02						
Intersection LOS						A						
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.08
Maximum Queue Length (ft)												1.60
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)						296						270
Lane Length (ft)		273			296							
Spillover (ft)		0			0							0

AM Future

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway West					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes		2 ↑			2 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes		2			3							1
Traffic Volume (veh/h) (V)	0	578	0	0	929	12				0	0	27
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	0	578	0	0	941	0				0	0	27
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.06
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.00		0.00	0.00		0.00				0.00	0.00	0.45
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	578			941						27		
Approach Delay, d (s/veh)	0.00			0.00						0.45		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.01											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.06
Maximum Queue Length (ft)												1.16
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)						296						270
Lane Length (ft)		273			296							
Spillover (ft)		0			0							0

AM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway West					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes		2 ↑			2 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes		2			3							1
Traffic Volume (veh/h) (V)	0	578	0	0	929	12				0	0	38
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	0	578	0	0	941	0				0	0	38
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.08
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.00		0.00	0.00		0.00				0.00	0.00	0.64
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)		578			941						38	
Approach Delay, d (s/veh)		0.00			0.00						0.64	
Approach Level of Service (LOS)		A			A						A	
Intersection Delay, d (s/veh)						0.02						
Intersection LOS						A						
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.08
Maximum Queue Length (ft)												1.64
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)						296						270
Lane Length (ft)		273			296							
Spillover (ft)		0			0							0

PM Existing

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway West					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes		2 ↑			2 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes		2			3							1
Traffic Volume (veh/h) (V)	0	753	0	0	696	26				0	0	59
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	0	753	0	0	722	0				0	0	59
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.13
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.00		0.00	0.00		0.00				0.00	0.00	0.99
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)		753			722						59	
Approach Delay, d (s/veh)		0.00			0.00						0.99	
Approach Level of Service (LOS)		A			A						A	
Intersection Delay, d (s/veh)						0.04						
Intersection LOS						A						
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.13
Maximum Queue Length (ft)												2.54
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)						296						270
Lane Length (ft)		273			296							
Spillover (ft)		0			0							0

PM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway West					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes		2 ↑			2 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes		2			3							1
Traffic Volume (veh/h) (V)	0	753	0	0	696	26				0	0	70
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	0	753	0	0	722	0				0	0	70
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.15
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.00		0.00	0.00		0.00				0.00	0.00	1.17
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)		753			722						70	
Approach Delay, d (s/veh)		0.00			0.00						1.17	
Approach Level of Service (LOS)		A			A						A	
Intersection Delay, d (s/veh)						0.05						
Intersection LOS						A						
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.15
Maximum Queue Length (ft)												3.02
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)						296						270
Lane Length (ft)		273			296							
Spillover (ft)		0			0							0

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway West					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes		2 ↑			2 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes		2			3							1
Traffic Volume (veh/h) (V)	0	861	0	0	785	28				0	0	62
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	0	861	0	0	813	0				0	0	62
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.13
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.00		0.00	0.00		0.00				0.00	0.00	1.04
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	861			813						62		
Approach Delay, d (s/veh)	0.00			0.00						1.04		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.04											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.13
Maximum Queue Length (ft)												2.67
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)						296						270
Lane Length (ft)		273			296							
Spillover (ft)		0			0							0

PM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway West					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes		2 ↑			2 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes		2			3							1
Traffic Volume (veh/h) (V)	0	861	0	0	785	28				0	0	74
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	0	861	0	0	813	0				0	0	74
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.16
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.00		0.00	0.00		0.00				0.00	0.00	1.24
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	861			813						74		
Approach Delay, d (s/veh)	0.00			0.00						1.24		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.05											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.16
Maximum Queue Length (ft)												3.19
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)						296						270
Lane Length (ft)		273			296							
Spillover (ft)		0			0							0

E. Baseline Road and Project Driveway East - Partial Way Stop Control

AM Existing

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway East					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes	1 ↑	2 ↑			1 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes	1	2			2							1
Traffic Volume (veh/h) (V)	18	456	6	9	781	12				0	0	13
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	18	462	0	0	802	0				0	0	13
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.03
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)			0.00	0.00		0.00				0.00	0.00	0.22
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	480			802						13		
Approach Delay, d (s/veh)	0.00			0.00						0.22		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.00											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.03
Maximum Queue Length (ft)												0.56
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)	567					652						553
Lane Length (ft)		567			652							
Spillover (ft)	0	0			0							0

AM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway East					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes	1 ↑	2 ↑			1 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes	1	2			2							1
Traffic Volume (veh/h) (V)	43	456	6	9	781	29				0	0	25
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	43	462	0	0	819	0				0	0	25
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.05
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)			0.00	0.00		0.00				0.00	0.00	0.42
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	505			819						25		
Approach Delay, d (s/veh)	0.00			0.00						0.42		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.01											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.05
Maximum Queue Length (ft)												1.08
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)	567					652						553
Lane Length (ft)		567			652							
Spillover (ft)	0	0			0							0

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway East					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes	1 ↑	2 ↑			1 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes	1	2			2							1
Traffic Volume (veh/h) (V)	19	520	7	10	885	13				0	0	14
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	19	527	0	0	908	0				0	0	14
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.03
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)			0.00	0.00		0.00				0.00	0.00	0.23
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	546			908						14		
Approach Delay, d (s/veh)	0.00			0.00						0.23		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.00											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.03
Maximum Queue Length (ft)												0.60
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)	567					652						553
Lane Length (ft)		567			652							
Spillover (ft)	0	0			0							0

AM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway East					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes	1 ↑	2 ↑			1 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes	1	2			2							1
Traffic Volume (veh/h) (V)	44	520	7	10	885	30				0	0	26
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	44	527	0	0	925	0				0	0	26
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.06
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)			0.00	0.00		0.00				0.00	0.00	0.44
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	571			925						26		
Approach Delay, d (s/veh)	0.00			0.00						0.44		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.01											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.06
Maximum Queue Length (ft)												1.12
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)	567					652						553
Lane Length (ft)		567			652							
Spillover (ft)	0	0			0							0

PM Existing

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway East					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes	1 ↑	2 ↑			1 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes	1	2			2							1
Traffic Volume (veh/h) (V)	42	720	5	18	688	24				0	0	31
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	42	725	0	0	730	0				0	0	31
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.07
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)			0.00	0.00		0.00				0.00	0.00	0.52
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	767			730						31		
Approach Delay, d (s/veh)	0.00			0.00						0.52		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.01											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.07
Maximum Queue Length (ft)												1.34
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)	567					652						553
Lane Length (ft)		567			652							
Spillover (ft)	0	0			0							0

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PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway East					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes	1 ↑	2 ↑			1 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes	1	2			2							1
Traffic Volume (veh/h) (V)	65	720	5	18	688	40				0	0	42
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	65	725	0	0	746	0				0	0	42
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.09
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)			0.00	0.00		0.00				0.00	0.00	0.70
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	790			746						42		
Approach Delay, d (s/veh)	0.00			0.00						0.70		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.02											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.09
Maximum Queue Length (ft)												1.81
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)	567					652						553
Lane Length (ft)		567			652							
Spillover (ft)	0	0			0							0

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway East					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes	1 ↑	2 ↑			1 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes	1	2			2							1
Traffic Volume (veh/h) (V)	45	826	6	19	777	26				0	0	33
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	45	832	0	0	822	0				0	0	33
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.07
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)			0.00	0.00		0.00				0.00	0.00	0.55
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	877			822						33		
Approach Delay, d (s/veh)	0.00			0.00						0.55		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.01											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.07
Maximum Queue Length (ft)												1.42
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)	567					652						553
Lane Length (ft)		567			652							
Spillover (ft)	0	0			0							0

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PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						Project Driveway East					
	Eastbound			Westbound						Southbound		
	Left	Thru	Right	Left	Thru	Right				Left	Thru	Right
Number of Lanes	1 ↑	2 ↑			1 ↑							1 ↑
Lane Use (exclusive or Shared)					1							
Adusted Number of Lanes	1	2			2							1
Traffic Volume (veh/h) (V)	67	826	6	19	777	41				0	0	44
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	67	832	0	0	837	0				0	0	44
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7	7	7	7				7	7	7
Movement Control		Free			Free						Stop	
Lane Capacity Ca (veh/h/ln)										514	514	514
Adjusted Lane Capacity C (veh/h/ln)												464
Volume to Capacity Ratio, X=(Nv/c)												0.09
Delay Adjustemt Factor, K	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)			0.00	0.00		0.00				0.00	0.00	0.74
Lane Level of Service (LOS)												A
Approach Traffic Volume (veh/h)	899			837						44		
Approach Delay, d (s/veh)	0.00			0.00						0.74		
Approach Level of Service (LOS)	A			A						A		
Intersection Delay, d (s/veh)	0.02											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20				20	20	20
Maximum Queue Length (veh)												0.09
Maximum Queue Length (ft)												1.90
Arrival Rate (veh/s)												
Service Rate (veh/s)												0.13
Average Queue Length (veh)												
Turn Bay Length (ft)	567					652						553
Lane Length (ft)		567			652							
Spillover (ft)	0	0			0							0

E. Baseline Road and N. Sycamore Avenue - Signalized

AM Existing												
PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						N. Sycamore Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	1 ↑		1 ↑			1 ↑		
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	2		1	1		1	1	
Traffic Volume (veh/h) (V)	36	392	68	37	706	21	114	116	50	41	107	60
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	36	460	0	37	727	0	114	166	0	41	167	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	2	2	2	2	2	2	4	4	4	4	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum Green (s) (min g)	5	5	5	5	5	5	10	10	10	10	10	10
Green Time (s) (g)	30	30	30	30	30	30	40	40	40	40	40	40
Yellow Clearance Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3	4.3
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	32.4	32.4	32.4	32.4	32.4	32.4	42.3	42.3	42.3	42.3	42.3	42.3
Intersection Cycle Length (s) (C)	70											
Green to Cycle Ratio (g/C)	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	1012	961	1862	1862	1769	1862	1862	1769
Lane Group Capacity, c (veh/h)	798	867		798	867		1064	1064		1064	1064	
Volume to Capacity Ratio, X=(Nv/c)	0.05	0.27		0.05	0.42		0.11	0.16		0.04	0.16	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	10.3	11.5	0.0	10.3	12.5	0.0	5.9	6.1	0.0	5.6	6.1	0.0
Incremental Delay, d2 (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
Control Delay, d=d1+d2 (s/veh)	10.3	11.5	0.0	10.3	12.5	0.0	5.9	6.1	0.0	5.6	6.1	0.0
Level of Service Per Lane (LOS/ln)	B	B	A	B	B	A	A	A	A	A	A	A
Approach Traffic Volume (veh/h)	496			764			280			208		
Approach Delay, d (s/veh)	11			12			6			6		
Approach Level of Service (LOS)	B			B			A			A		
Intersection Delay, d (s/veh)	10.34											
Intersection LOS	B											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	32	207	0	33	328	0	103	150	0	37	151	0
Queue 50% (Q50) (veh)	1	4	0	1	6	0	2	2	0	1	2	0
Queue 50% (Q50) (veh) with adjustment for shared lane	1	4	0	1	6	0	2	2	0	1	2	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	2	8	0	2	12	0	4	4	0	2	4	0
Queue 50% (Q50) (ft)	20	80	0	20	120	0	40	40	0	20	40	0
Queue 95% (Q95) (ft)	40	160	0	40	240	0	80	80	0	40	80	0
Internal Link Distance (ft)	1220				1250				443		447	
Turn Bay Length (ft)	213	1220		200	1250		96	443		97	1	447
Spillover (ft)	0	0	0	0	0	0	0	0	0	0	0	0

AM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						N. Sycamore Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	1 ↑		1 ↑			1 ↑		
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	2		1	1		1	1	
Traffic Volume (veh/h) (V)	36	392	68	37	709	21	117	116	50	44	110	60
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	36	460	0	37	730	0	117	166	0	44	170	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	2	2	2	2	2	2	4	4	4	4	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum Green (s) (min g)	5	5	5	5	5	5	10	10	10	10	10	10
Green Time (s) (g)	30	30	30	30	30	30	40	40	40	40	40	40
Yellow Clearance Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3	4.3
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	32.4	32.4	32.4	32.4	32.4	32.4	42.3	42.3	42.3	42.3	42.3	42.3
Intersection Cycle Length (s) (C)	70											
Green to Cycle Ratio (g/C)	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	1012	961	1862	1862	1769	1862	1862	1769
Lane Group Capacity, c (veh/h)	798	867		798	867		1064	1064		1064	1064	
Volume to Capacity Ratio, X=(Nv/c)	0.05	0.27		0.05	0.42		0.11	0.16		0.04	0.16	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	10.3	11.5	0.0	10.3	12.5	0.0	5.9	6.1	0.0	5.6	6.1	0.0
Incremental Delay, d2 (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
Control Delay, d=d1+d2 (s/veh)	10.3	11.5	0.0	10.3	12.5	0.0	5.9	6.1	0.0	5.6	6.1	0.0
Level of Service Per Lane (LOS/ln)	B	B	A	B	B	A	A	A	A	A	A	A
Approach Traffic Volume (veh/h)	496			767			283			214		
Approach Delay, d (s/veh)	11			12			6			6		
Approach Level of Service (LOS)	B			B			A			A		
Intersection Delay, d (s/veh)	10.33											
Intersection LOS	B											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	32	207	0	33	329	0	105	150	0	40	153	0
Queue 50% (Q50) (veh)	1	4	0	1	6	0	2	2	0	1	3	0
Queue 50% (Q50) (veh) with adjustment for shared lane	1	4	0	1	6	0	2	2	0	1	3	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	2	8	0	2	12	0	4	4	0	2	6	0
Queue 50% (Q50) (ft)	20	80	0	20	120	0	40	40	0	20	60	0
Queue 95% (Q95) (ft)	40	160	0	40	240	0	80	80	0	40	120	0
Internal Link Distance (ft)		1220			1250			443			447	
Turn Bay Length (ft)	213		1220	200		1250	96		443	97	1	447
Spillover (ft)	0	0	0	0	0	0	0	0	0	0	0	0

AM Future

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						N. Sycamore Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	1 ↑		1 ↑			1 ↑		
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	2		1	1		1	1	
Traffic Volume (veh/h) (V)	38	453	72	39	806	23	120	122	53	44	113	63
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	38	525	0	39	829	0	120	175	0	44	176	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	2	2	2	2	2	2	4	4	4	4	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum Green (s) (min g)	5	5	5	5	5	5	10	10	10	10	10	10
Green Time (s) (g)	30	30	30	30	30	30	40	40	40	40	40	40
Yellow Clearance Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3	4.3
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	32.4	32.4	32.4	32.4	32.4	32.4	42.3	42.3	42.3	42.3	42.3	42.3
Intersection Cycle Length (s) (C)	70											
Green to Cycle Ratio (g/C)	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	1012	961	1862	1862	1769	1862	1862	1769
Lane Group Capacity, c (veh/h)	798	867		798	867		1064	1064		1064	1064	
Volume to Capacity Ratio, X=(Nv/c)	0.05	0.3		0.05	0.48		0.11	0.16		0.04	0.17	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	10.3	11.7	0.0	10.3	13.0	0.0	5.9	6.1	0.0	5.6	6.1	0.0
Incremental Delay, d2 (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
Control Delay, d=d1+d2 (s/veh)	10.3	11.7	0.0	10.3	13.0	0.0	5.9	6.1	0.0	5.6	6.1	0.0
Level of Service Per Lane (LOS/ln)	B	B	A	B	B	A	A	A	A	A	A	A
Approach Traffic Volume (veh/h)	563			868			295			220		
Approach Delay, d (s/veh)	12			13			6			6		
Approach Level of Service (LOS)	B			B			A			A		
Intersection Delay, d (s/veh)	10.69											
Intersection LOS	B											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	34	237	0	35	374	0	108	158	0	40	159	0
Queue 50% (Q50) (veh)	1	4	0	1	6	0	2	3	0	1	3	0
Queue 50% (Q50) (veh) with adjustment for shared lane	1	4	0	1	6	0	2	3	0	1	3	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	2	8	0	2	12	0	4	6	0	2	6	0
Queue 50% (Q50) (ft)	20	80	0	20	120	0	40	60	0	20	60	0
Queue 95% (Q95) (ft)	40	160	0	40	240	0	80	120	0	40	120	0
Internal Link Distance (ft)		1220			1250			443			447	
Turn Bay Length (ft)	213		1220	200		1250	96		443	97	1	447
Spillover (ft)	0	0	0	0	0	0	0	0	0	0	0	0

AM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						N. Sycamore Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	1 ↑		1 ↑			1 ↑		
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	2		1	1		1	1	
Traffic Volume (veh/h) (V)	38	453	72	39	809	23	123	122	53	47	115	63
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	38	525	0	39	832	0	123	175	0	47	178	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	2	2	2	2	2	2	4	4	4	4	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum Green (s) (min g)	5	5	5	5	5	5	10	10	10	10	10	10
Green Time (s) (g)	30	30	30	30	30	30	40	40	40	40	40	40
Yellow Clearance Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3	4.3
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	32.4	32.4	32.4	32.4	32.4	32.4	42.3	42.3	42.3	42.3	42.3	42.3
Intersection Cycle Length (s) (C)	70											
Green to Cycle Ratio (g/C)	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	1012	961	1862	1862	1769	1862	1862	1769
Lane Group Capacity, c (veh/h)	798	867		798	867		1064	1064		1064	1064	
Volume to Capacity Ratio, X=(Nv/c)	0.05	0.3		0.05	0.48		0.12	0.16		0.04	0.17	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	10.3	11.7	0.0	10.3	13.0	0.0	5.9	6.1	0.0	5.6	6.1	0.0
Incremental Delay, d2 (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
Control Delay, d=d1+d2 (s/veh)	10.3	11.7	0.0	10.3	13.0	0.0	5.9	6.1	0.0	5.6	6.1	0.0
Level of Service Per Lane (LOS/ln)	B	B	A	B	B	A	A	A	A	A	A	A
Approach Traffic Volume (veh/h)	563			871			298			225		
Approach Delay, d (s/veh)	12			13			6			6		
Approach Level of Service (LOS)	B			B			A			A		
Intersection Delay, d (s/veh)	10.68											
Intersection LOS	B											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	34	237	0	35	375	0	111	158	0	42	160	0
Queue 50% (Q50) (veh)	1	4	0	1	6	0	2	3	0	1	3	0
Queue 50% (Q50) (veh) with adjustment for shared lane	1	4	0	1	6	0	2	3	0	1	3	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	2	8	0	2	12	0	4	6	0	2	6	0
Queue 50% (Q50) (ft)	20	80	0	20	120	0	40	60	0	20	60	0
Queue 95% (Q95) (ft)	40	160	0	40	240	0	80	120	0	40	120	0
Internal Link Distance (ft)		1220			1250			443			447	
Turn Bay Length (ft)	213		1220	200		1250	96		443	97	1	447
Spillover (ft)	0	0	0	0	0	0	0	0	0	0	0	0

PM Existing

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						N. Sycamore Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	1 ↑		1 ↑			1 ↑		
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	2		1	1		1	1	
Traffic Volume (veh/h) (V)	58	622	84	62	596	16	105	123	71	93	137	67
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	58	706	0	62	612	0	105	194	0	93	204	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	2	2	2	2	2	2	4	4	4	4	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum Green (s) (min g)	5	5	5	5	5	5	10	10	10	10	10	10
Green Time (s) (g)	30	30	30	30	30	30	40	40	40	40	40	40
Yellow Clearance Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3	4.3
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	32.4	32.4	32.4	32.4	32.4	32.4	42.3	42.3	42.3	42.3	42.3	42.3
Intersection Cycle Length (s) (C)	70											
Green to Cycle Ratio (g/C)	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	1012	961	1862	1862	1769	1862	1862	1769
Lane Group Capacity, c (veh/h)	798	867		798	867		1064	1064		1064	1064	
Volume to Capacity Ratio, X=(Nv/c)	0.07	0.41		0.08	0.35		0.10	0.18		0.09	0.19	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	10.4	12.4	0.0	10.5	12.1	0.0	5.8	6.2	0.0	5.8	6.2	0.0
Incremental Delay, d2 (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
Control Delay, d=d1+d2 (s/veh)	10.4	12.4	0.0	10.5	12.1	0.0	5.8	6.2	0.0	5.8	6.2	0.0
Level of Service Per Lane (LOS/ln)	B	B	A	B	B	A	A	A	A	A	A	A
Approach Traffic Volume (veh/h)	764			674			299			297		
Approach Delay, d (s/veh)	12			12			6			6		
Approach Level of Service (LOS)	B			B			A			A		
Intersection Delay, d (s/veh)	10.34											
Intersection LOS	B											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	52	318	0	56	276	0	95	175	0	84	184	0
Queue 50% (Q50) (veh)	2	5	0	2	5	0	2	3	0	2	3	0
Queue 50% (Q50) (veh) with adjustment for shared lane	2	5	0	2	5	0	2	3	0	2	3	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	4	10	0	4	10	0	4	6	0	4	6	0
Queue 50% (Q50) (ft)	40	100	0	40	100	0	40	60	0	40	60	0
Queue 95% (Q95) (ft)	80	200	0	80	200	0	80	120	0	80	120	0
Internal Link Distance (ft)		1220			1250			443			447	
Turn Bay Length (ft)	213		1220	200		1250	96		443	97	1	447
Spillover (ft)	0	0	0	0	0	0	0	0	0	0	0	0

PM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						N. Sycamore Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	1 ↑		1 ↑			1 ↑		
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	2		1	1		1	1	
Traffic Volume (veh/h) (V)	58	622	84	62	600	16	108	123	71	97	140	67
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	58	706	0	62	616	0	108	194	0	97	207	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	2	2	2	2	2	2	4	4	4	4	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum Green (s) (min g)	5	5	5	5	5	5	10	10	10	10	10	10
Green Time (s) (g)	30	30	30	30	30	30	40	40	40	40	40	40
Yellow Clearance Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3	4.3
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	32.4	32.4	32.4	32.4	32.4	32.4	42.3	42.3	42.3	42.3	42.3	42.3
Intersection Cycle Length (s) (C)	70											
Green to Cycle Ratio (g/C)	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	1012	961	1862	1862	1769	1862	1862	1769
Lane Group Capacity, c (veh/h)	798	867		798	867		1064	1064		1064	1064	
Volume to Capacity Ratio, X=(Nv/c)	0.07	0.41		0.08	0.36		0.10	0.18		0.09	0.19	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	10.4	12.4	0.0	10.5	12.1	0.0	5.8	6.2	0.0	5.8	6.2	0.0
Incremental Delay, d2 (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
Control Delay, d=d1+d2 (s/veh)	10.4	12.4	0.0	10.5	12.1	0.0	5.8	6.2	0.0	5.8	6.2	0.0
Level of Service Per Lane (LOS/ln)	B	B	A	B	B	A	A	A	A	A	A	A
Approach Traffic Volume (veh/h)	764			678			302			304		
Approach Delay, d (s/veh)	12			12			6			6		
Approach Level of Service (LOS)	B			B			A			A		
Intersection Delay, d (s/veh)	10.33											
Intersection LOS	B											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	52	318	0	56	278	0	97	175	0	87	187	0
Queue 50% (Q50) (veh)	2	5	0	2	5	0	2	3	0	2	3	0
Queue 50% (Q50) (veh) with adjustment for shared lane	2	5	0	2	5	0	2	3	0	2	3	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	4	10	0	4	10	0	4	6	0	4	6	0
Queue 50% (Q50) (ft)	40	100	0	40	100	0	40	60	0	40	60	0
Queue 95% (Q95) (ft)	80	200	0	80	200	0	80	120	0	80	120	0
Internal Link Distance (ft)		1220			1250			443			447	
Turn Bay Length (ft)	213		1220	200		1250	96		443	97	1	447
Spillover (ft)	0	0	0	0	0	0	0	0	0	0	0	0

PM Future

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						N. Sycamore Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	1 ↑		1 ↑			1 ↑		
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	2		1	1		1	1	
Traffic Volume (veh/h) (V)	61	724	89	66	680	17	111	130	75	98	144	71
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	61	813	0	66	697	0	111	205	0	98	215	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	2	2	2	2	2	2	4	4	4	4	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum Green (s) (min g)	5	5	5	5	5	5	10	10	10	10	10	10
Green Time (s) (g)	30	30	30	30	30	30	40	40	40	40	40	40
Yellow Clearance Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3	4.3
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	32.4	32.4	32.4	32.4	32.4	32.4	42.3	42.3	42.3	42.3	42.3	42.3
Intersection Cycle Length (s) (C)	70											
Green to Cycle Ratio (g/C)	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	1012	961	1862	1862	1769	1862	1862	1769
Lane Group Capacity, c (veh/h)	798	867		798	867		1064	1064		1064	1064	
Volume to Capacity Ratio, X=(Nv/c)	0.08	0.47		0.08	0.40		0.10	0.19		0.09	0.20	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	10.5	12.9	0.0	10.5	12.4	0.0	5.8	6.2	0.0	5.8	6.2	0.0
Incremental Delay, d2 (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
Control Delay, d=d1+d2 (s/veh)	10.5	12.9	0.0	10.5	12.4	0.0	5.8	6.2	0.0	5.8	6.2	0.0
Level of Service Per Lane (LOS/ln)	B	B	A	B	B	A	A	A	A	A	A	A
Approach Traffic Volume (veh/h)	874			763			316			313		
Approach Delay, d (s/veh)	13			12			6			6		
Approach Level of Service (LOS)	B			B			A			A		
Intersection Delay, d (s/veh)	10.72											
Intersection LOS	B											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	55	367	0	60	314	0	100	185	0	88	194	0
Queue 50% (Q50) (veh)	2	6	0	2	5	0	2	3	0	2	3	0
Queue 50% (Q50) (veh) with adjustment for shared lane	2	6	0	2	5	0	2	3	0	2	3	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	4	12	0	4	10	0	4	6	0	4	6	0
Queue 50% (Q50) (ft)	40	120	0	40	100	0	40	60	0	40	60	0
Queue 95% (Q95) (ft)	80	240	0	80	200	0	80	120	0	80	120	0
Internal Link Distance (ft)		1220			1250			443			447	
Turn Bay Length (ft)	213		1220	200		1250	96		443	97	1	447
Spillover (ft)	0	0	0	0	0	0	0	0	0	0	0	0

PM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	E. Baseline Road						N. Sycamore Avenue					
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Is Movement Permitted?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is Movement Shared?	No	No	No	No	No	No	No	No	No	No	No	No
Number of Lanes (Lane Configuration)	1 ↑	1 ↑		1 ↑	1 ↑		1 ↑			1 ↑		
Lane Use (exclusive or Shared)		1			1			1			1	
Adjusted Number of Lanes	1	2		1	2		1	1		1	1	
Traffic Volume (veh/h) (V)	61	724	89	66	684	17	113	130	75	102	147	71
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	61	813	0	66	701	0	113	205	0	102	218	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base Saturation Flow Rate (veh/h/lane) (So)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Peak Hour Factor (PHF)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
TRAFFIC SIGNAL DATA ENTRY												
Signal Phase Number	2	2	2	2	2	2	4	4	4	4	4	4
Turn Type	Protected	Permitted	Permitted	Protected	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Minimum Green (s) (min g)	5	5	5	5	5	5	10	10	10	10	10	10
Green Time (s) (g)	30	30	30	30	30	30	40	40	40	40	40	40
Yellow Clearance Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.3	4.3	4.3	4.3	4.3	4.3
All Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Effective Green Time (s) (C)	32.4	32.4	32.4	32.4	32.4	32.4	42.3	42.3	42.3	42.3	42.3	42.3
Intersection Cycle Length (s) (C)	70											
Green to Cycle Ratio (g/C)	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
INTERSECTION LOS & DELAY ANALYSIS												
Adjusted Saturation Flow Rate (veh/h/lane) (S)	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Adjusted Saturation Flow Rate Per Lane (veh/h/ln) (S)	1862	1012	961	1862	1012	961	1862	1862	1769	1862	1862	1769
Lane Group Capacity, c (veh/h)	798	867		798	867		1064	1064		1064	1064	
Volume to Capacity Ratio, X=(Nv/c)	0.08	0.47		0.08	0.40		0.11	0.19		0.10	0.20	
Progression Adjustment Factor, PF	1	1	1	1	1	1	1	1	1	1	1	1
Uniform Delay, d1 (s/veh)	10.5	12.9	0.0	10.5	12.4	0.0	5.9	6.2	0.0	5.8	6.3	0.0
Incremental Delay, d2 (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
Control Delay, d=d1+d2 (s/veh)	10.5	12.9	0.0	10.5	12.4	0.0	5.9	6.2	0.0	5.8	6.3	0.0
Level of Service Per Lane (LOS/ln)	B	B	A	B	B	A	A	A	A	A	A	A
Approach Traffic Volume (veh/h)	874			767			318			320		
Approach Delay, d (s/veh)	13			12			6			6		
Approach Level of Service (LOS)	B			B			A			A		
Intersection Delay, d (s/veh)	10.71											
Intersection LOS	B											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20	20	20	20	20	20	20	20	20	20
Adjusted Demand Lane Flow Rate, V (veh/h/ln)	55	367	0	60	316	0	102	185	0	92	197	0
Queue 50% (Q50) (veh)	2	6	0	2	5	0	2	3	0	2	3	0
Queue 50% (Q50) (veh) with adjustment for shared lane	2	6	0	2	5	0	2	3	0	2	3	0
Queue Adjustment Factor	2	2	2	2	2	2	2	2	2	2	2	2
Queue 95% (Q95) (ft)	4	12	0	4	10	0	4	6	0	4	6	0
Queue 50% (Q50) (ft)	40	120	0	40	100	0	40	60	0	40	60	0
Queue 95% (Q95) (ft)	80	240	0	80	200	0	80	120	0	80	120	0
Internal Link Distance (ft)		1220			1250			443			447	
Turn Bay Length (ft)	213		1220	200		1250	96		443	97	1	447
Spillover (ft)	0	0	0	0	0	0	0	0	0	0	0	0

N. Sycamore Avenue and Shopping Center Driveway - Partial Way Stop Control

AM Existing

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	Shopping Center Driveway						N. Sycamore Avenue					
	Eastbound						Northbound			Southbound		
	Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Number of Lanes	1 ↑		1 ↑									
Lane Use (exclusive or Shared)								1			1	
Adusted Number of Lanes	1		1					1			1	
Traffic Volume (veh/h) (V)	10	0	27				7	200	0	0	197	12
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	10	0	27				0	207	0	0	209	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7				7	7	7	7	7	7
Movement Control		Stop						Free			Free	
Lane Capacity Ca (veh/h/ln)	514	514	514									
Adjusted Lane Capacity C (veh/h/ln)	464		464									
Volume to Capacity Ratio, X=(Nv/c)	0.02		0.06									
Delay Adjustemt Factor, K	0.50	0.50	0.50				0.50	0.50	0.50	0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.17	0.00	0.45				0.00		0.00	0.00		0.00
Lane Level of Service (LOS)	A		A									
Approach Traffic Volume (veh/h)	37						207			209		
Approach Delay, d (s/veh)	0.38						0.00			0.00		
Approach Level of Service (LOS)	A						A			A		
Intersection Delay, d (s/veh)	0.03											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20				20	20	20	20	20	20
Maximum Queue Length (veh)	0.02		0.06									
Maximum Queue Length (ft)	0.43		1.16									
Arrival Rate (veh/s)												
Service Rate (veh/s)	0.13		0.13									
Average Queue Length (veh)												
Turn Bay Length (ft)	490		70				70					490
Lane Length (ft)								70			490	
Spillover (ft)	0		0					0			0	

AM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	Shopping Center Driveway						N. Sycamore Avenue					
	Eastbound						Northbound			Southbound		
	Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Number of Lanes	1 ↑		1 ↑									
Lane Use (exclusive or Shared)								1			1	
Adusted Number of Lanes	1		1					1			1	
Traffic Volume (veh/h) (V)	17	0	43				7	200	0	0	197	19
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	17	0	43				0	207	0	0	216	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7				7	7	7	7	7	7
Movement Control		Stop						Free			Free	
Lane Capacity Ca (veh/h/ln)	514	514	514									
Adjusted Lane Capacity C (veh/h/ln)	464		464									
Volume to Capacity Ratio, X=(Nv/c)	0.04		0.09									
Delay Adjustemt Factor, K	0.50	0.50	0.50				0.50	0.50	0.50	0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.28	0.00	0.72				0.00		0.00	0.00		0.00
Lane Level of Service (LOS)	A		A									
Approach Traffic Volume (veh/h)	60						207			216		
Approach Delay, d (s/veh)	0.60						0.00			0.00		
Approach Level of Service (LOS)	A						A			A		
Intersection Delay, d (s/veh)	0.07											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20				20	20	20	20	20	20
Maximum Queue Length (veh)	0.04		0.09									
Maximum Queue Length (ft)	0.73		1.85									
Arrival Rate (veh/s)												
Service Rate (veh/s)	0.13		0.13									
Average Queue Length (veh)												
Turn Bay Length (ft)	490		70				70					490
Lane Length (ft)								70			490	
Spillover (ft)	0		0					0			0	

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	Shopping Center Driveway						N. Sycamore Avenue					
	Eastbound						Northbound			Southbound		
	Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Number of Lanes	1 ↑		1 ↑									
Lane Use (exclusive or Shared)								1			1	
Adusted Number of Lanes	1		1					1			1	
Traffic Volume (veh/h) (V)	11	0	29				8	210	0	0	207	13
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	11	0	29				0	218	0	0	220	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7				7	7	7	7	7	7
Movement Control		Stop						Free			Free	
Lane Capacity Ca (veh/h/ln)	514	514	514									
Adjusted Lane Capacity C (veh/h/ln)	464		464									
Volume to Capacity Ratio, X=(Nv/c)	0.02		0.06									
Delay Adjustemt Factor, K	0.50	0.50	0.50				0.50	0.50	0.50	0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.18	0.00	0.49				0.00		0.00	0.00		0.00
Lane Level of Service (LOS)	A		A									
Approach Traffic Volume (veh/h)	40						218			220		
Approach Delay, d (s/veh)	0.40						0.00			0.00		
Approach Level of Service (LOS)	A						A			A		
Intersection Delay, d (s/veh)	0.03											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20				20	20	20	20	20	20
Maximum Queue Length (veh)	0.02		0.06									
Maximum Queue Length (ft)	0.47		1.25									
Arrival Rate (veh/s)												
Service Rate (veh/s)	0.13		0.13									
Average Queue Length (veh)												
Turn Bay Length (ft)	490		70				70					490
Lane Length (ft)								70			490	
Spillover (ft)	0		0					0			0	

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PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	Shopping Center Driveway						N. Sycamore Avenue					
	Eastbound						Northbound			Southbound		
	Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Number of Lanes	1 ↑		1 ↑									
Lane Use (exclusive or Shared)								1			1	
Adusted Number of Lanes	1		1					1			1	
Traffic Volume (veh/h) (V)	18	0	45				8	210	0	0	207	20
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	18	0	45				0	218	0	0	227	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7				7	7	7	7	7	7
Movement Control		Stop						Free			Free	
Lane Capacity Ca (veh/h/ln)	514	514	514									
Adjusted Lane Capacity C (veh/h/ln)	464		464									
Volume to Capacity Ratio, X=(Nv/c)	0.04		0.10									
Delay Adjustemt Factor, K	0.50	0.50	0.50				0.50	0.50	0.50	0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.30	0.00	0.75				0.00		0.00	0.00		0.00
Lane Level of Service (LOS)	A		A									
Approach Traffic Volume (veh/h)	63						218			227		
Approach Delay, d (s/veh)	0.62						0.00			0.00		
Approach Level of Service (LOS)	A						A			A		
Intersection Delay, d (s/veh)							0.08					
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20				20	20	20	20	20	20
Maximum Queue Length (veh)	0.04		0.10									
Maximum Queue Length (ft)	0.78		1.94									
Arrival Rate (veh/s)												
Service Rate (veh/s)	0.13		0.13									
Average Queue Length (veh)												
Turn Bay Length (ft)	490		70				70					490
Lane Length (ft)								70			490	
Spillover (ft)	0		0					0			0	

PM Existing

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	Shopping Center Driveway						N. Sycamore Avenue					
	Eastbound						Northbound			Southbound		
	Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Number of Lanes	1 ↑		1 ↑									
Lane Use (exclusive or Shared)								1			1	
Adusted Number of Lanes	1		1					1			1	
Traffic Volume (veh/h) (V)	13	0	105				19	178	0	0	192	29
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	13	0	105				0	197	0	0	221	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7				7	7	7	7	7	7
Movement Control		Stop						Free			Free	
Lane Capacity Ca (veh/h/ln)	514	514	514									
Adjusted Lane Capacity C (veh/h/ln)	464		464									
Volume to Capacity Ratio, X=(Nv/c)	0.03		0.23									
Delay Adjustemt Factor, K	0.50	0.50	0.50				0.50	0.50	0.50	0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.22	0.00	1.76				0.00		0.00	0.00		0.00
Lane Level of Service (LOS)	A		A									
Approach Traffic Volume (veh/h)	118						197			221		
Approach Delay, d (s/veh)	1.59						0.00			0.00		
Approach Level of Service (LOS)	A						A			A		
Intersection Delay, d (s/veh)							0.35					
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20				20	20	20	20	20	20
Maximum Queue Length (veh)	0.03		0.23									
Maximum Queue Length (ft)	0.56		4.53									
Arrival Rate (veh/s)												
Service Rate (veh/s)	0.13		0.13									
Average Queue Length (veh)												
Turn Bay Length (ft)	490		70				70					490
Lane Length (ft)								70			490	
Spillover (ft)	0		0					0			0	

PM Existing + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	Shopping Center Driveway						N. Sycamore Avenue					
	Eastbound						Northbound			Southbound		
	Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Number of Lanes	1 ↑		1 ↑									
Lane Use (exclusive or Shared)								1			1	
Adusted Number of Lanes	1		1					1			1	
Traffic Volume (veh/h) (V)	20	0	121				19	178	0	0	192	36
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	20	0	121				0	197	0	0	228	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7				7	7	7	7	7	7
Movement Control		Stop						Free			Free	
Lane Capacity Ca (veh/h/ln)	514	514	514									
Adjusted Lane Capacity C (veh/h/ln)	464		464									
Volume to Capacity Ratio, X=(Nv/c)	0.04		0.26									
Delay Adjustemt Factor, K	0.50	0.50	0.50				0.50	0.50	0.50	0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.33	0.00	2.03				0.00		0.00	0.00		0.00
Lane Level of Service (LOS)	A		A									
Approach Traffic Volume (veh/h)	141						197			228		
Approach Delay, d (s/veh)	1.79						0.00			0.00		
Approach Level of Service (LOS)	A						A			A		
Intersection Delay, d (s/veh)	0.44											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20				20	20	20	20	20	20
Maximum Queue Length (veh)	0.04		0.26									
Maximum Queue Length (ft)	0.86		5.22									
Arrival Rate (veh/s)												
Service Rate (veh/s)	0.13		0.13									
Average Queue Length (veh)												
Turn Bay Length (ft)	490		70				70					490
Lane Length (ft)								70			490	
Spillover (ft)	0		0					0			0	

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	Shopping Center Driveway						N. Sycamore Avenue					
	Eastbound						Northbound			Southbound		
	Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Number of Lanes	1 ↑		1 ↑									
Lane Use (exclusive or Shared)								1			1	
Adusted Number of Lanes	1		1					1			1	
Traffic Volume (veh/h) (V)	14	0	111				20	187	0	0	202	31
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	14	0	111				0	207	0	0	233	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7				7	7	7	7	7	7
Movement Control		Stop						Free			Free	
Lane Capacity Ca (veh/h/ln)	514	514	514									
Adjusted Lane Capacity C (veh/h/ln)	464		464									
Volume to Capacity Ratio, X=(Nv/c)	0.03		0.24									
Delay Adjustemt Factor, K	0.50	0.50	0.50				0.50	0.50	0.50	0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.23	0.00	1.86				0.00		0.00	0.00		0.00
Lane Level of Service (LOS)	A		A									
Approach Traffic Volume (veh/h)	125						207			233		
Approach Delay, d (s/veh)	1.68						0.00			0.00		
Approach Level of Service (LOS)	A						A			A		
Intersection Delay, d (s/veh)	0.37											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20				20	20	20	20	20	20
Maximum Queue Length (veh)	0.03		0.24									
Maximum Queue Length (ft)	0.60		4.79									
Arrival Rate (veh/s)												
Service Rate (veh/s)	0.13		0.13									
Average Queue Length (veh)												
Turn Bay Length (ft)	490		70				70					490
Lane Length (ft)								70			490	
Spillover (ft)	0		0					0			0	

PM Future + Project

PLANNING LEVEL ANALYSIS: INPUT WORKSHEET												
Approach	Shopping Center Driveway						N. Sycamore Avenue					
	Eastbound						Northbound			Southbound		
	Left	Thru	Right				Left	Thru	Right	Left	Thru	Right
Number of Lanes	1 ↑		1 ↑									
Lane Use (exclusive or Shared)								1			1	
Adusted Number of Lanes	1		1					1			1	
Traffic Volume (veh/h) (V)	21	0	126				20	187	0	0	202	38
Adjusted for Shared Lanes Traffic Volume (veh/h) (V)	21	0	126				0	207	0	0	240	0
Lane Width Adjustment Factor (fW)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicle Adjustment Factor (fH)	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Grade Adjustment Factor (fG)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Parking Adjustment Factor (fP)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockage Adjustment Factor (fB)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Area Adjustment Factor (fA)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Right Turn Adjustment Factor (fR)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Left Turn Adjustment Factor (fL)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Pedestrian/Bicycle Adjustment Factor (fT)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Peak Hour Factor (PHF)	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Progression Quality (Good, Random, Poor)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
INTERSECTION LOS & DELAY ANALYSIS												
Service Time Per Vehicle (s/veh)	7	7	7				7	7	7	7	7	7
Movement Control		Stop						Free			Free	
Lane Capacity Ca (veh/h/ln)	514	514	514									
Adjusted Lane Capacity C (veh/h/ln)	464		464									
Volume to Capacity Ratio, X=(Nv/c)	0.05		0.27									
Delay Adjustemt Factor, K	0.50	0.50	0.50				0.50	0.50	0.50	0.50	0.50	0.50
Control Delay, d=d1+d2 (s/veh)	0.35	0.00	2.11				0.00		0.00	0.00		0.00
Lane Level of Service (LOS)	A		A									
Approach Traffic Volume (veh/h)	147						207			240		
Approach Delay, d (s/veh)	1.86						0.00			0.00		
Approach Level of Service (LOS)	A						A			A		
Intersection Delay, d (s/veh)	0.46											
Intersection LOS	A											
QUEUEING ANALYSIS												
Average Car Length (20 ft)	20	20	20				20	20	20	20	20	20
Maximum Queue Length (veh)	0.05		0.27									
Maximum Queue Length (ft)	0.91		5.43									
Arrival Rate (veh/s)												
Service Rate (veh/s)	0.13		0.13									
Average Queue Length (veh)												
Turn Bay Length (ft)	490		70				70					490
Lane Length (ft)								70			490	
Spillover (ft)	0		0					0			0	

Appendix 6 - Queuing Analysis Datasheets

849 Davis Street, Vacaville, CA 95687

	Date	Lane 1 - Members / Non- members	Lane 2 - Members Only	Total
Data Points	1/23/2026			
1	7:00AM	0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
10		0	0	0
11		0	0	0
12		0	0	0
13		0	0	0
14		0	0	0
15		0	1	1
16		0	0	0
17		0	0	0
18		0	0	0
19		0	0	0
20		0	0	0
21		0	0	0
22		0	0	0
23		0	0	0
24		0	0	0
25		0	0	0
26		0	0	0
27		0	0	0
28		0	0	0
29		0	0	0
30		0	0	0
31		0	0	0
32		0	0	0
33		0	0	0
34		0	0	0
35		0	0	0
36		0	0	0
37		0	0	0
38		0	0	0
39		0	0	0
40		0	0	0
41		0	1	1

42		0	0	0
43		0	0	0
44		0	0	0
45		0	0	0
46		0	0	0
47		0	0	0
48		0	0	0
49		0	0	0
50		0	0	0
51		0	0	0
52		0	0	0
53		0	0	0
54		0	0	0
55		0	0	0
56		0	1	1
57		0	0	0
58		0	0	0
59		0	0	0
60		0	0	0
61	8:00AM	0	0	0
62		0	0	0
63		0	0	0
64		0	0	0
65		0	0	0
66		0	0	0
67		0	0	0
68		0	0	0
69		0	0	0
70		0	0	0
71		0	0	0
72		0	0	0
73		0	0	0
74		0	0	0
75		0	0	0
76		0	0	0
77		0	0	0
78		1	0	1
79		0	0	0
80		0	0	0
81		0	0	0
82		0	0	0
83		0	0	0
84		0	0	0
85		0	0	0
86		0	0	0
87		0	0	0
88		0	0	0

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136		0	0	0
137		0	0	0
138		0	0	0
139		0	0	0
140		0	0	0
141		0	0	0
142		0	1	1
143		0	0	0
144		0	0	0
145		0	0	0
146		1	0	1
147		0	0	0
148		0	0	0
149		0	0	0
150		0	0	0
151		0	0	0
152		0	0	0
153		0	0	0
154		0	0	0
155		1	0	1
156		0	0	0
157		0	0	0
158		0	0	0
159		0	0	0
160		1	0	1
161		0	1	1
162		0	0	0
163		0	0	0
164		0	0	0
165		0	0	0
166		0	1	1
167		0	1	1
168		0	1	1
169		0	0	0
170		0	0	0
171		0	0	0
172		0	0	0
173		0	0	0
174		0	0	0
175		0	0	0
176		0	0	0
177		0	1	1
178		0	0	0
179		0	0	0
180		0	0	0
181	10:00AM	0	0	0
182		0	0	0

183		0	0	0
184		0	0	0
185		0	0	0
186		0	0	0
187		0	0	0
188		0	0	0
189		0	1	1
190		0	0	0
191		0	0	0
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193		0	0	0
194		0	0	0
195		0	0	0
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197		0	0	0
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212		0	0	0
213		0	0	0
214		0	0	0
215		0	0	0
216		0	0	0
217		0	0	0
218		0	0	0
219		0	0	0
220		0	0	0
221		0	0	0
222		0	0	0
223		0	0	0
224		0	0	0
225		0	0	0
226		1	0	1
227		0	0	0
228		0	0	0
229		0	0	0

230		0	0	0
231		0	0	0
232		0	0	0
233		0	0	0
234		0	0	0
235		0	0	0
236		0	0	0
237		0	0	0
238		0	0	0
239		0	0	0
240		0	0	0
241	11:00AM	0	0	0
242		0	0	0
243		1	0	1
244		0	1	1
245		0	0	0
246		0	1	1
247		0	0	0
248		0	0	0
249		0	0	0
250		0	0	0
251		0	0	0
252		0	0	0
253		1	0	1
254		0	0	0
255		0	0	0
256		0	0	0
257		0	0	0
258		0	0	0
259		0	0	0
260		0	0	0
261		0	0	0
262		0	1	1
263		0	0	0
264		0	0	0
265		0	0	0
266		0	0	0
267		0	0	0
268		0	0	0
269		0	0	0
270		0	0	0
271		0	1	1
272		0	0	0
273		0	0	0
274		0	0	0
275		1	0	1
276		0	0	0

277		0	0	0
278		0	1	1
279		0	1	1
280		0	0	0
281		0	0	0
282		0	0	0
283		0	0	0
284		0	0	0
285		0	0	0
286		0	0	0
287		0	0	0
288		0	0	0
289		0	0	0
290		0	0	0
291		0	0	0
292		0	0	0
293		0	1	1
294		0	1	1
295		0	0	0
296		0	0	0
297		0	0	0
298		0	0	0
299		0	0	0
300		0	0	0
301	12:00PM	0	0	0
302		0	0	0
303		0	0	0
304		0	0	0
305		0	0	0
306		0	0	0
307		0	0	0
308		0	0	0
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341		0	2	2
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361	1:00PM	0	0	0
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420		1	1	2
421	2:00PM	0	0	0
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423		0	0	0
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425		0	1	1
426		0	0	0
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460		0	0	0
461		0	0	0
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463		0	0	0
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465		1	1	2
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468		0	0	0
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477		0	0	0
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481	3:00PM	0	0	0
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486		0	0	0
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541	4:00PM	0	0	0
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562		0	1	1
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565		0	0	0
566		0	0	0
567		0	0	0
568		0	0	0
569		0	0	0
570		0	2	2
571		0	1	1
572		0	0	0
573		0	0	0
574		0	1	1
575		0	0	0
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577		0	0	0
578		0	0	0
579		0	0	0
580		0	0	0
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582		1	0	1
583		0	0	0
584		0	0	0
585		0	0	0
586		0	0	0
587		0	0	0
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589		0	0	0
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599		0	0	0
600		0	0	0
601	5:00PM	0	0	0
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646		0	1	1
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655		0	0	0
656		0	0	0
657		0	0	0
658		0	0	0
659		0	0	0
660		0	0	0
661	6:00PM	0	0	0
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663		0	1	1
664		0	0	0
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666		0	0	0
667		0	0	0
668		0	0	0
669		0	0	0
670		0	0	0
671		0	0	0
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693		0	0	0
694		0	0	0
695		0	0	0
696		0	0	0
697		0	0	0
698		0	0	0
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705		0	0	0
706		0	0	0
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717		0	0	0
718		0	0	0
719		1	0	1
720		2	0	2
721	7:00PM	1	0	1
722		0	0	0
723		0	0	0
724		0	0	0
725		0	0	0
726		0	0	0
727		0	0	0
728		0	0	0
729		0	0	0
730		0	0	0
731		0	0	0
732		0	0	0
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734		0	0	0
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737		0	0	0
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746		0	0	0

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773		0	0	0
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775		0	0	0
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778		0	0	0
779		0	0	0
780		0	0	0
781	8:00PM	0	0	0
782		0	0	0
783		0	0	0
784		0	0	0
785		0	0	0
786		0	0	0
787		0	0	0
788		0	0	0
789		0	0	0
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791		0	1	1
792		0	0	0
793		0	0	0

794		0	0	0
795		0	0	0
796		0	0	0
797		0	0	0
798		0	0	0
799		0	0	0
800		0	0	0
801		0	0	0
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820		0	0	0
821		0	0	0
822		0	0	0
823		0	0	0
824		0	0	0
825		0	0	0
826		0	0	0
827		0	0	0
828		0	0	0
829		0	0	0
830		0	0	0
831		0	0	0
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833		0	0	0
834		0	0	0
835		0	0	0
836		0	0	0
837		0	0	0
838		0	0	0
839		0	0	0

840		0	0	0
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849 Davis Street, Vacaville, CA 95687

	Date	Lane 1 - Members / Non- members	Lane 2 - Members Only	Total
Data Points	1/24/2026			
1	7:00AM	0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
9		0	0	0
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13		0	0	0
14		0	0	0
15		0	0	0
16		1	1	2
17		1	1	2
18		0	0	0
19		0	0	0
20		0	0	0
21		0	0	0
22		0	0	0
23		0	0	0
24		0	0	0
25		0	0	0
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45		0	0	0
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56		0	0	0
57		0	0	0
58		0	0	0
59		0	0	0
60		0	0	0
61	8:00AM	0	0	0
62		0	0	0
63		0	0	0
64		0	0	0
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67		0	0	0
68		0	0	0
69		0	0	0
70		0	0	0
71		0	2	2
72		0	0	0
73		0	1	1
74		0	0	0
75		0	0	0
76		0	0	0
77		0	0	0
78		0	0	0
79		0	0	0
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88		0	0	0

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91		0	1	1
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96		0	0	0
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108		0	0	0
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119		0	0	0
120		0	0	0
121	9:00AM	0	0	0
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124		0	0	0
125		1	0	1
126		0	2	2
127		0	0	0
128		0	2	2
129		0	0	0
130		0	1	1
131		0	0	0
132		0	0	0
133		0	0	0
134		0	0	0
135		0	0	0

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183		0	1	1
184		0	0	0
185		0	0	0
186		0	0	0
187		0	0	0
188		0	0	0
189		0	0	0
190		0	0	0
191		0	1	1
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211		0	0	0
212		0	4	4
213		0	4	4
214		1	2	3
215		0	1	1
216		0	0	0
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219		0	0	0
220		0	2	2
221		0	1	1
222		0	0	0
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224		0	0	0
225		0	0	0
226		0	0	0
227		0	0	0
228		0	0	0
229		0	0	0

230		0	0	0
231		0	0	0
232		0	0	0
233		0	0	0
234		0	1	1
235		0	0	0
236		0	2	2
237		0	0	0
238		0	0	0
239		0	0	0
240		0	0	0
241	11:00AM	0	1	1
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245		0	0	0
246		0	0	0
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248		0	0	0
249		0	0	0
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255		0	2	2
256		0	0	0
257		0	0	0
258		1	0	1
259		1	1	2
260		0	0	0
261		0	3	3
262		2	2	4
263		2	2	4
264		0	1	1
265		0	0	0
266		0	0	0
267		0	0	0
268		0	0	0
269		0	0	0
270		0	0	0
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272		0	0	0
273		0	0	0
274		1	0	1
275		0	2	2
276		0	1	1

277		0	0	0
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279		0	0	0
280		0	0	0
281		0	0	0
282		0	0	0
283		0	0	0
284		0	0	0
285		0	2	2
286		0	2	2
287		0	1	1
288		0	0	0
289		0	0	0
290		0	1	1
291		0	0	0
292		0	0	0
293		0	2	2
294		0	0	0
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301	12:00PM	0	0	0
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305		0	1	1
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308		0	1	1
309		0	0	0
310		0	1	1
311		0	0	0
312		1	1	2
313		0	2	2
314		0	3	3
315		0	3	3
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481	3:00PM	0	0	0
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511		0	1	1

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541	4:00PM	0	0	0
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601	5:00PM	0	0	0
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661	6:00PM	0	0	0
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721	7:00PM	0	0	0
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781	8:00PM	0	0	0
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837		0	0	0
838		0	0	0
839		0	0	0

840		0	0	0
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1305 N. Lincoln Street, Dixon, CA 95620

	Date	Lane 1 - Members / Non- members	Lane 2 - Members Only	Total
Data Points	1/23/2026			
1	7:00AM	0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
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61	8:00AM	0	0	0
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121	9:00AM	0	0	0
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241	11:00AM	0	0	0
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780		0	0	0
781	8:00PM	0	0	0
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840		0	0	0
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1305 N. Lincoln Street, Dixon, CA 95620

	Date	Lane 1 - Members / Non- members	Lane 2 - Members Only	Total
Data Points	1/24/2026			
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2		0	0	0
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61	8:00AM	0	0	0
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233		0	0	0
234		2	0	2
235		1	0	1
236		1	0	1
237		0	0	0
238		4	0	4
239		3	0	3
240		0	0	0
241	11:00AM	0	0	0
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243		0	0	0
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249		2	0	2
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255		0	0	0
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265		0	0	0
266		0	0	0
267		1	0	1
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269		2	0	2
270		2	0	2
271		0	0	0
272		0	0	0
273		1	0	1
274		0	0	0
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276		0	0	0

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301	12:00PM	0	0	0
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323		2	0	2

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325		2	0	2
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332		0	0	0
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334		1	0	1
335		0	0	0
336		0	0	0
337		1	0	1
338		0	0	0
339		2	0	2
340		1	0	1
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361	1:00PM	0	0	0
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372		3	0	3
373		2	0	2
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383		0	0	0
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385		4	0	4
386		4	0	4
387		4	0	4
388		2	0	2
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414		2	0	2
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421	2:00PM	0	0	0
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445		0	0	0
446		1	0	1
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448		1	0	1
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453		0	0	0
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455		1	0	1
456		0	0	0
457		0	0	0
458		0	0	0
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460		2	0	2
461		2	0	2
462		1	0	1
463		1	0	1
464		1	0	1

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468		0	0	0
469		0	0	0
470		0	0	0
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472		0	0	0
473		0	0	0
474		0	0	0
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477		0	0	0
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479		0	0	0
480		0	0	0
481	3:00PM	0	0	0
482		0	0	0
483		0	0	0
484		0	0	0
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486		1	0	1
487		2	0	2
488		2	0	2
489		2	0	2
490		4	0	4
491		4	0	4
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494		0	0	0
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496		1	0	1
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498		0	0	0
499		1	0	1
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533		0	0	0
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536		0	0	0
537		2	0	2
538		0	0	0
539		1	0	1
540		0	0	0
541	4:00PM	2	0	2
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543		0	0	0
544		0	0	0
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565		0	0	0
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567		0	0	0
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569		0	0	0
570		0	0	0
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572		0	0	0
573		1	0	1
574		0	0	0
575		2	0	2
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578		0	0	0
579		0	0	0
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599		0	0	0
600		0	0	0
601	5:00PM	0	0	0
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605		0	0	0

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623		1	0	1
624		1	0	1
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681		0	0	0
682		0	0	0
683		1	0	1
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718		0	0	0
719		0	0	0
720		0	0	0
721	7:00PM	0	0	0
722		0	0	0
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729		0	0	0
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732		0	0	0
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780		0	0	0
781	8:00PM	0	0	0
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783		0	0	0
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785		0	0	0
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792		0	0	0
793		0	0	0

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820		0	0	0
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825		0	0	0
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827		0	0	0
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830		0	0	0
831		0	0	0
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834		0	0	0
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837		0	0	0
838		0	0	0
839		0	0	0

840		0	0	0
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1471 Holiday Lane, Fairfield, CA 94534

	Date	Lane 1 - Members / Non- members	Lane 2 - Members Only	Total
Data Points	1/23/2026			
1	7:00AM	0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
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59		0	0	0
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61	8:00AM	0	0	0
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95		0	0	0
96		0	0	0
97		0	2	2
98		0	1	1
99		0	0	0
100		0	1	1
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119		0	0	0
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121	9:00AM	0	0	0
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176		0	0	0
177		0	1	1
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179		0	0	0
180		0	0	0
181	10:00AM	0	0	0
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186		1	0	1
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188		0	0	0
189		0	0	0
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226		0	0	0
227		1	0	1
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229		1	0	1

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234		0	0	0
235		0	0	0
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237		0	0	0
238		0	0	0
239		0	2	2
240		0	0	0
241	11:00AM	0	0	0
242		0	0	0
243		0	0	0
244		0	0	0
245		0	0	0
246		1	1	2
247		0	1	1
248		0	1	1
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252		0	0	0
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254		0	0	0
255		1	0	1
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260		0	1	1
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262		0	1	1
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265		0	0	0
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271		0	0	0
272		0	0	0
273		0	1	1
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276		0	0	0

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284		0	1	1
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313		1	0	1
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318		0	0	0
319		2	0	2
320		1	0	1
321		1	1	2
322		0	0	0
323		2	0	2

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334		0	0	0
335		0	0	0
336		0	0	0
337		0	2	2
338		0	0	0
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356		0	0	0
357		0	0	0
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359		0	0	0
360		0	0	0
361	1:00PM	0	1	1
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366		0	0	0
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395		0	0	0
396		0	1	1
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414		0	0	0
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417		0	0	0

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419		0	0	0
420		0	0	0
421	2:00PM	0	0	0
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429		1	0	1
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431		0	0	0
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445		0	0	0
446		0	0	0
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451		0	0	0
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453		0	0	0
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459		0	0	0
460		0	0	0
461		0	0	0
462		0	0	0
463		0	0	0
464		0	0	0

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466		0	0	0
467		0	0	0
468		0	0	0
469		0	0	0
470		0	0	0
471		0	0	0
472		0	0	0
473		0	0	0
474		0	1	1
475		0	0	0
476		0	0	0
477		0	0	0
478		0	0	0
479		0	0	0
480		0	0	0
481	3:00PM	0	0	0
482		0	0	0
483		0	0	0
484		0	0	0
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497		0	0	0
498		0	0	0
499		2	0	2
500		1	1	2
501		0	1	1
502		0	0	0
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511		0	0	0

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515		0	1	1
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519		0	0	0
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536		0	0	0
537		0	0	0
538		0	1	1
539		0	0	0
540		0	0	0
541	4:00PM	0	0	0
542		0	0	0
543		0	0	0
544		0	0	0
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565		1	1	2
566		0	0	0
567		0	2	2
568		2	1	3
569		2	0	2
570		1	0	1
571		0	0	0
572		0	2	2
573		1	0	1
574		0	0	0
575		0	0	0
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577		0	0	0
578		0	0	0
579		0	0	0
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599		0	0	0
600		0	1	1
601	5:00PM	0	0	0
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603		0	0	0
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605		0	0	0

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618		0	0	0
619		0	0	0
620		0	0	0
621		0	2	2
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623		0	0	0
624		1	0	1
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626		0	0	0
627		0	1	1
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629		0	0	0
630		1	0	1
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632		0	0	0
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634		1	1	2
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647		0	0	0
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649		1	0	1
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659		0	0	0
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661	6:00PM	0	0	0
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663		0	0	0
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669		0	0	0
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671		0	0	0
672		0	0	0
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674		0	1	1
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676		0	0	0
677		0	1	1
678		0	0	0
679		0	0	0
680		0	0	0
681		0	0	0
682		0	0	0
683		0	0	0
684		0	0	0
685		0	0	0
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696		0	0	0
697		0	0	0
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699		0	0	0

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706		0	0	0
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714		0	0	0
715		0	0	0
716		0	0	0
717		0	0	0
718		1	1	2
719		0	1	1
720		0	0	0
721	7:00PM	0	0	0
722		0	0	0
723		0	0	0
724		0	0	0
725		0	0	0
726		0	0	0
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729		0	0	0
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737		0	0	0
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740		0	1	1
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746		0	0	0

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750		0	0	0
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773		0	0	0
774		0	0	0
775		0	0	0
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780		0	0	0
781	8:00PM	0	0	0
782		0	0	0
783		0	0	0
784		0	0	0
785		0	0	0
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820		0	0	0
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824		0	0	0
825		0	0	0
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827		0	0	0
828		0	0	0
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830		0	0	0
831		0	0	0
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833		0	0	0
834		0	0	0
835		0	0	0
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837		0	0	0
838		0	0	0
839		0	0	0

840		0	0	0
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1471 Holiday Lane, Fairfield, CA 94534

	Date	Lane 1 - Members / Non- members	Lane 2 - Members Only	Total
Data Points	1/24/2026			
1	7:00AM	0	0	0
2		0	0	0
3		0	0	0
4		0	0	0
5		0	0	0
6		0	0	0
7		0	0	0
8		0	0	0
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57		0	0	0
58		0	0	0
59		0	0	0
60		0	0	0
61	8:00AM	0	0	0
62		0	0	0
63		0	0	0
64		0	0	0
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88		0	0	0

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119		0	0	0
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121	9:00AM	0	0	0
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124		0	0	0
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135		1	0	1

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137		0	0	0
138		0	0	0
139		0	0	0
140		1	0	1
141		1	1	2
142		0	0	0
143		0	0	0
144		0	0	0
145		0	0	0
146		0	0	0
147		0	0	0
148		0	1	1
149		0	0	0
150		0	0	0
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152		0	0	0
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154		0	0	0
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157		0	0	0
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159		0	1	1
160		1	0	1
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178		1	1	2
179		0	0	0
180		0	0	0
181	10:00AM	0	0	0
182		0	0	0

183		0	0	0
184		1	0	1
185		0	1	1
186		1	1	2
187		0	1	1
188		1	2	3
189		1	1	2
190		0	0	0
191		0	0	0
192		0	0	0
193		0	2	2
194		0	3	3
195		0	2	2
196		1	0	1
197		1	0	1
198		0	1	1
199		0	0	0
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221		0	0	0
222		0	0	0
223		0	0	0
224		1	2	3
225		0	0	0
226		0	1	1
227		0	0	0
228		0	2	2
229		0	0	0

324		1	2	3
325		0	2	2
326		0	0	0
327		0	0	0
328		0	0	0
329		0	2	2
330		1	1	2
331		0	1	1
332		0	0	0
333		1	0	1
334		0	1	1
335		0	0	0
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337		0	0	0
338		0	0	0
339		1	0	1
340		0	0	0
341		0	0	0
342		0	0	0
343		0	0	0
344		1	1	2
345		1	1	2
346		0	1	1
347		0	0	0
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349		0	0	0
350		0	1	1
351		0	0	0
352		0	1	1
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357		0	0	0
358		0	0	0
359		0	0	0
360		0	0	0
361	1:00PM	0	0	0
362		0	0	0
363		0	2	2
364		0	0	0
365		1	1	2
366		0	2	2
367		1	4	5
368		0	2	2
369		0	0	0
370		0	0	0

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418		0	1	1
419		0	0	0
420		0	2	2
421	2:00PM	1	0	1
422		0	0	0
423		0	1	1
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425		0	0	0
426		3	0	3
427		0	0	0
428		0	0	0
429		0	0	0
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433		0	0	0
434		0	0	0
435		0	0	0
436		0	0	0
437		0	1	1
438		0	0	0
439		0	0	0
440		0	1	1
441		0	2	2
442		0	0	0
443		0	3	3
444		1	0	1
445		1	0	1
446		0	0	0
447		0	0	0
448		0	0	0
449		0	0	0
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451		0	0	0
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461		0	1	1
462		0	1	1
463		2	0	2
464		2	0	2

465		0	1	1
466		0	0	0
467		0	0	0
468		0	1	1
469		0	0	0
470		0	0	0
471		0	1	1
472		0	0	0
473		0	0	0
474		0	1	1
475		0	0	0
476		0	0	0
477		1	0	1
478		0	1	1
479		1	0	1
480		2	0	2
481	3:00PM	0	0	0
482		1	0	1
483		0	0	0
484		0	0	0
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486		0	0	0
487		0	0	0
488		0	0	0
489		0	0	0
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496		0	0	0
497		0	0	0
498		0	1	1
499		0	0	0
500		2	0	2
501		0	0	0
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503		0	0	0
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505		0	0	0
506		0	1	1
507		0	2	2
508		0	1	1
509		0	0	0
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511		0	0	0

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519		0	0	0
520		0	0	0
521		1	2	3
522		0	2	2
523		0	0	0
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526		0	0	0
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528		0	0	0
529		0	1	1
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539		0	0	0
540		0	0	0
541	4:00PM	1	0	1
542		0	0	0
543		0	0	0
544		1	0	1
545		0	0	0
546		0	0	0
547		0	0	0
548		0	0	0
549		0	1	1
550		1	1	2
551		2	0	2
552		0	1	1
553		0	0	0
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555		0	0	0
556		0	0	0
557		0	0	0
558		0	0	0

559		0	0	0
560		0	0	0
561		0	0	0
562		0	0	0
563		0	0	0
564		0	1	1
565		2	1	3
566		0	1	1
567		0	1	1
568		0	0	0
569		2	1	3
570		1	0	1
571		0	0	0
572		0	0	0
573		0	0	0
574		0	0	0
575		0	1	1
576		0	0	0
577		0	0	0
578		2	0	2
579		0	0	0
580		0	0	0
581		0	0	0
582		0	2	2
583		0	0	0
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585		0	0	0
586		0	0	0
587		0	0	0
588		0	0	0
589		0	0	0
590		1	2	3
591		0	2	2
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593		0	0	0
594		0	1	1
595		0	1	1
596		0	0	0
597		0	1	1
598		0	0	0
599		0	2	2
600		0	2	2
601	5:00PM	0	0	0
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603		0	0	0
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608		0	2	2
609		0	0	0
610		0	1	1
611		0	0	0
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613		0	0	0
614		1	1	2
615		0	0	0
616		0	0	0
617		1	0	1
618		0	0	0
619		0	0	0
620		0	0	0
621		0	0	0
622		0	0	0
623		0	0	0
624		0	0	0
625		0	0	0
626		0	0	0
627		0	0	0
628		1	0	1
629		1	0	1
630		0	0	0
631		0	0	0
632		0	0	0
633		2	2	4
634		2	0	2
635		1	1	2
636		1	1	2
637		0	0	0
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647		0	0	0
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649		0	0	0
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651		0	2	2
652		0	0	0

III

700		0	0	0
701		0	0	0
702		0	0	0
703		0	0	0
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720		0	0	0
721	7:00PM	0	0	0
722		0	0	0
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724		0	0	0
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727		0	0	0
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730		0	0	0
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770		0	0	0
771		0	0	0
772		0	0	0
773		0	0	0
774		0	0	0
775		0	0	0
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779		0	0	0
780		0	0	0
781	8:00PM	0	0	0
782		0	0	0
783		0	0	0
784		0	0	0
785		0	0	0
786		0	0	0
787		0	0	0
788		0	0	0
789		0	0	0
790		0	0	0
791		0	0	0
792		0	0	0
793		0	0	0

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840		0	0	0
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